Appendix E

Cultural

CULTURAL RESOURCE ASSESSMENT FOR THE 208 E. 22ND STREET PARKING LOT IMPROVEMENTS PROJECT, PORT OF LOS ANGELES, LOS ANGELES, CALIFORNIA

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Executive Summary

ICF prepared this historic resource assessment at the request of the Los Angeles Harbor Department (LAHD), Environmental Management Division (EMD), in accordance with the California Environmental Quality Act (CEQA) and LAHD's Built Environment Historic Architecture and Cultural Resources Policy (Cultural Policy) for the 208 E. 22nd Street Parking Lot Improvements Project (Project).

Professionally qualified ICF archaeologists reviewed the Port of Los Angeles (Port)-wide records search prepared for LAHD in 2019 and reviewed the results of the Sacred Lands File (SLF) of the Project study area prepared by the Native American Heritage Commission (NAHC). ICF also conducted a pedestrian archaeological survey of the Project study area. Additionally, LAHD conducted outreach to local Native American tribes inviting consultation on the Project pursuant to Assembly Bill (AB) 52.

The results of the records search, SLF search, pedestrian survey, and Native American consultation provided negative results for any archaeological resources within the Project study area. No known archaeological sites are within or near the Project study area. In addition, because the project occurs on artificial fill, there is a low likelihood of encountering buried archaeological resources within the Project study area.

Professionally qualified architectural historians also reviewed the Port of Los Angeles (Port)-wide records search prepared for LAHD in 2019. Coupled with area research, ICF identified two buildings that had been previously evaluated, and one resource that required evaluating for this report. in 2008, LAHD hired ICF Jones & Stokes to evaluate Port buildings located at 264 E. 22nd Street and 270 E. 22nd Street. That evaluation is memorialized in the *Final Architectural Survey and Evaluation of Signal Street Properties, Port of Los Angeles, California* (2008 evaluation) (ICF Jones & Stokes 2008). The 2008 evaluation concluded that the buildings were ineligible for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or as a local Historic-Cultural Monument (HCM).

In this report, ICF re-evaluated the buildings located at 264 E. 22nd Street and 266–270 E. 22nd Street in accordance with the Cultural Policy, and newly evaluated the former Southern Pacific Railroad (SPRR)/San Pedro Waterfront Red Car Line. Table ES-1 provides a list of all buildings and structures identified in this report.

Table ES-1. Summary of this Evaluation's Findings of Eligibility

Resource Name	Period of Significance	Status
264 E. 22nd Street	N/A	NRHP, CRHR, and locally **ineligible**
266–270 E. 22nd Street	N/A	NRHP, CRHR, and locally **ineligible**
Former Southern Pacific Railroad/San Pedro Waterfront Red Car Line	N/A	NRHP, CRHR, and locally **ineligible**

CRHR = California Register of Historic Resources; NRHP = National Register of Historic Places.

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Tables and Figures

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Acronyms and Abbreviations

AB	Assembly Bill
B.C.E.	before the common era
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CRHR	California Register of Historical Resource
Cultural Policy	LAHD's Built Environment Historic Architecture and Cultural Resources Policy
EMD	Environmental Management Division
HCM	Historic-Cultural Monument
HPOZ	Historic Preservation Overlay Zone
LAHD	Los Angeles Harbor Department
NAHC	Native American Heritage Commission
NRHP	National Register of Historic Places
Port	Port of Los Angeles
PQS	Professional Qualification Standards
PRC	California Public Resources Code
PWA	Public Works Administration
Sanborn maps	Sanborn Fire Insurance Company maps
SLF	Sacred Lands File
SPRR	Southern Pacific Railroad
TCR	tribal cultural resource
USGS	U.S. Geological Society
WPA	Works Progress Administration

Chapter 1
Introduction

ICF prepared this historic resource assessment at the request of the Los Angeles Harbor Department (LAHD), Environmental Management Division (EMD), in accordance with the California Environmental Quality Act (CEQA) and LAHD's Built Environment Historic Architecture and Cultural Resources Policy (Cultural Policy) for the 208 E. 22nd Street Parking Lot Improvements Project (Project).The Cultural Policy requires LAHD to maintain an inventory of its cultural resources, which includes resources 50 years of age or older. LAHD is also tasked with updating the inventory every 5 years. The Cultural Policy provides guidance on the preservation and documentation of historical resources.

Professionally qualified ICF archaeologists reviewed the Port of Los Angeles (Port)-wide records search prepared for LAHD in 2019 and reviewed the results of the Sacred Lands File (SLF) of the Project study area provided by the Native American Heritage Commission (NAHC). ICF also conducted a pedestrian archaeological survey of the Project study area. Additionally, LAHD conducted outreach to local Native American tribes inviting consultation on the Project pursuant to Assembly Bill (AB) 52.

The results of the records search, SLF search, pedestrian survey, and Native American consultation provided negative results for any archaeological resources within the Project study area. No known archaeological sites are within or near the Project study area. In addition, because the Project occurs on artificial fill, there is a low likelihood of encountering buried archaeological resources within the Project study area.

Professionally qualified architectural historians also reviewed the Port-wide records search prepared for LAHD in 2019. Coupled with area research, ICF identified two buildings that had been previously evaluated and one resource that required evaluating for this report. In this report, ICF re-evaluated the buildings located at 264 E. 22nd Street and 270 E. 22nd Street and newly evaluated the former Southern Pacific Railroad (SPRR)/San Pedro Waterfront Red Car Line. Table 1-1 provides a list of all buildings and structures identified and evaluated in this report.

Table 1-1. Summary of this Evaluation's Findings of Eligibility

Resource Name	Period of Significance	Status
264 E. 22nd Street	N/A	NRHP, CRHR, and locally **ineligible**
266–270 E. 22nd Street	N/A	NRHP, CRHR, and locally **ineligible**
Former Southern Pacific Railroad/San Pedro Waterfront Red Car Line	N/A	NRHP, CRHR, and locally **ineligible**

CRHR = California Register of Historic Resources; NRHP = National Register of Historic Places.

1.1 Project Description

The proposed Project would improve the existing 208 E. 22nd Street parking lot as a component of the larger San Pedro Waterfront Project. The proposed Project would expand the parking lot to include up to 2,600 parking stalls. The proposed Project would include the removal of the existing Red Car maintenance facility adjacent to Miner Street and associated railroad track, demolish two buildings at 264 and 266–270 E. 22nd Street, grade the site, install the new parking lot, construct restrooms, and connect the parking lot to a bike path via a staircase. Demolition of 264 and 266–270 E. 22nd Street would occur from April 1, 2025, until May 7, 2025. Beginning on May 8, 2025, and ending on June 15, 2025, 18.1 acres would be graded for a total of 30 days. Equipment would include two excavators, one grader, one rubber tire dozer, two scrapers, and two tractors/loaders/backhoes. Site grading would require the importing of 49,000 cubic yards of soil due to a need to cap the area of contaminated soils, and 5,000 cubic yards of soil would be exported from the site. Paving would begin on June 16, 2025, and end on July 31, 2025, for a total of 20 days. Equipment would include two pavers, two paving equipment, and two rollers. The pump station at Harbor Boulevard and 22nd Street would remain in place.

1.2 Location and Study Area

The Port is located in the San Pedro and Wilmington neighborhoods of the City of Los Angeles, at the city's southern boundary. The western section of the Port is known as *West Harbor*, and is located west of the Main Channel. Figure 1-1 and Figure 1-2, below, provide the location of West Harbor and the study area.

The study area is an irregular, triangular-shaped area located at the northwest corner of the intersection of Harbor Boulevard and 22nd Street, where the proposed Project would be located (Figure 1-3, below). The study area is roughly bound by Harbor Boulevard to the east, 22nd Street to the south, and Miner Street and Bloch Field to the west. The entirety of the study area is within the boundaries of the Port.

Source: ICF 2023.

Figure 1-1. Regional Vicinity Map

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Source: ICF 2023.

Figure 1-2. Project Location Map

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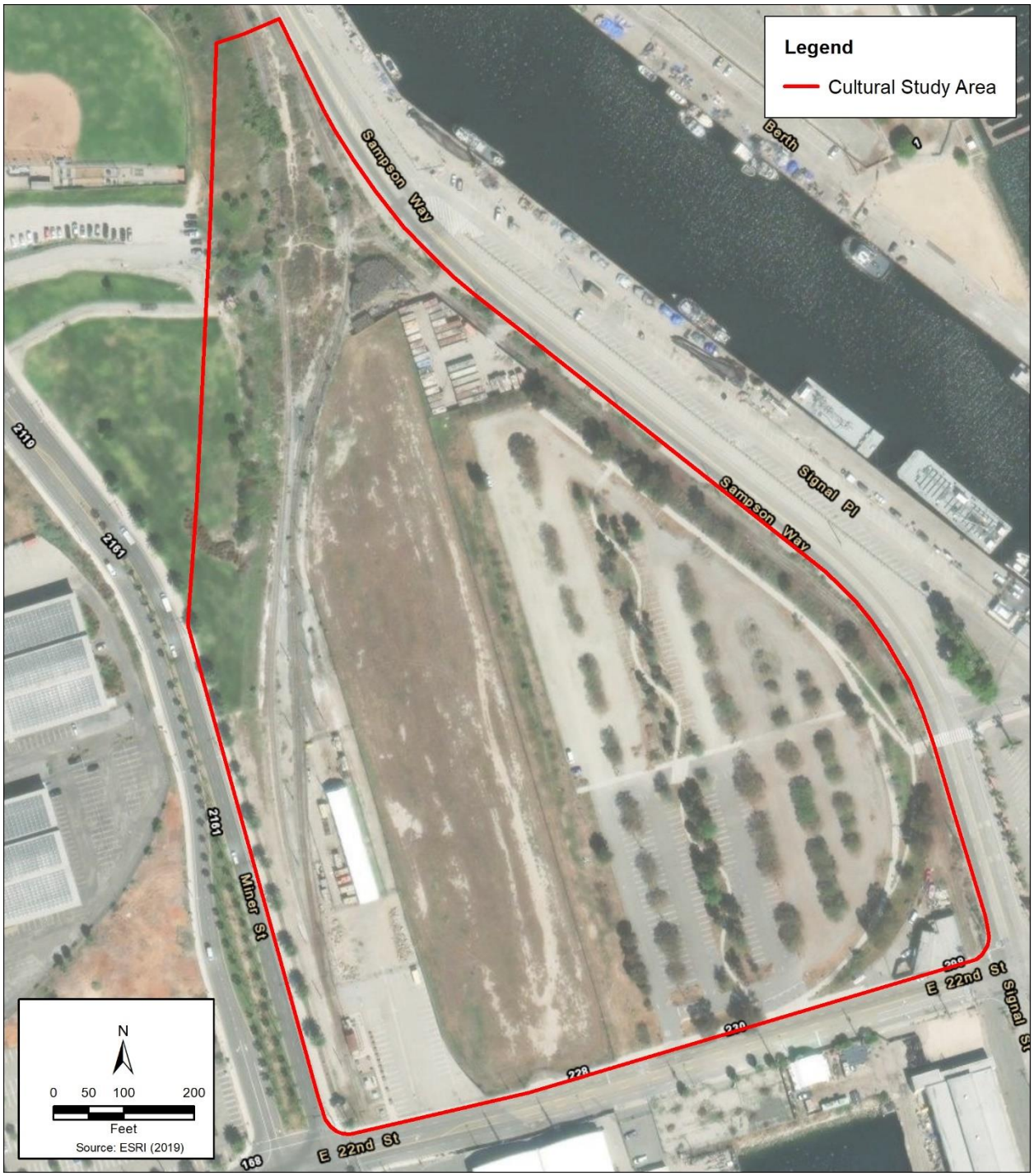

Source: ICF 2023.

Figure 1-3. Cultural Resources Study Area Map

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Chapter 2
Registration Programs/Regulatory Setting

Although the proposed Project is a CEQA-only project, it is standard practice to for LAHD to evaluate resources for the National Register of Historic Places (NRHP), along with the California Register of Historical Resources (CRHR), and local City of Los Angeles criteria (Historic-Cultural Monuments [HCMs] and/or Historic Preservation Overlay Zones [HPOZs]). For this reason, this chapter also includes the NRHP criteria.

2.1 Federal

2.1.1 National Register of Historic Places

First authorized by the Historic Sites Act of 1935, the NRHP was established by the National Historic Preservation Act of 1966 as "an authoritative guide to be used by federal, state, and local governments; private groups; and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." The NRHP recognizes properties that are significant at the national, state, and local levels. Ordinarily, birthplaces, cemeteries, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties that are primarily commemorative in nature; and properties that have achieved significance within the past 50 years are not considered eligible for the NRHP, unless they satisfy certain conditions.

According to NRHP guidelines, the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess and meet the established criteria, as follows.

- **Criterion A.** A property that is associated with events that have made a significant contribution to the broad patterns of our history.
- **Criterion B.** A property that is associated with the lives of persons who were significant in our past.
- **Criterion C.** A property that embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- **Criterion D.** A property that yields, or may be likely to yield, information important in prehistory or history.

2.2 State

2.2.1 California Environmental Quality Act

CEQA requires public agencies to evaluate the implications of their project(s) on the environment and includes significant historical resources as part of the environment. According to CEQA, a project that causes a substantial adverse change in the significance of a historical resource or an archaeological resource, including unique archaeological resources, has a *significant effect* on the environment (State CEQA Guidelines 15064.5, California Public Resources Code [PRC] § 21083.2).

CEQA defines a *substantial adverse change* as follows.

- Physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired; or
- Demolition or material alteration of the physical characteristics that convey the resource's historical significance and justify its designation as a *historical resource*.

Public agencies must treat any cultural resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant (Section 21084.1).

The State CEQA Guidelines define *significant cultural resources* under two regulatory designations, historical resources and unique archaeological resources. In order to qualify as a CEQA historical resource, a resource must meet one of the following criteria (PRC § 5020.1(k); CCR § 15064.5[a–k]):

- Listed in or eligible for listing in the CRHR
- Determined eligible by the State Historical Resources Commission
- Locally listed as a landmark
- Identified in a qualified survey
- Identified as significant by the lead agency

In order for resource to be listed in or eligible for listing in the CRHR, it must meet at least one of four CRHR criteria (PRC § 5024.1; 14 CCR § 15064.5[a][3]):

- **CRHR Criterion 1**: Events and patterns of events
- **CRHR Criterion 2**: Lives of important persons
- **CRHR Criterion 3**: Architecture, including distinctive characteristics, work of a master, and/or high artistic values
- **CRHR Criterion 4**: Has yielded or has the potential to yield important information about our history

Historical resources must also possess integrity of location, design, setting, materials, workmanship, feeling, and association (14 CCR § 4852[c]). In addition, CEQA states that it is the responsibility of the lead agency to determine whether a project will have a significant effect on "unique" archaeological resources. An archaeological artifact, object, or site can meet CEQA's definition of a unique archaeological resource even if it does not qualify as a historical resource (PRC § 21083.2[g]; 14 CCR § 15064.5[c][3]).

In addition, if an archaeological resource does not fall within the definition of a *historical resource*, but does meet the definition of a *unique archaeological resource* (PRC § 21083.2), then the site must

be treated in accordance with the special provisions for such resources. An archaeological resource is *unique* if it meets the following criteria.

- It is associated with an event or person of recognized significance in California or American history or recognized scientific importance in prehistory.
- It can provide information that is of demonstrable public interest and is useful in addressing scientifically consequential and reasonable research questions.
- It has a special or particular quality.

2.2.2 Assembly Bill 52 (Chapter 532, Statutes of 2014)

AB 52 (Chapter 532, Statutes of 2014), the Native American Historic Resource Protection Act, sets forth a proactive approach intended to reduce the potential for delay and conflicts between Native American and development interests. AB 52 established that tribal cultural resources (TCRs) must be considered under CEQA and also provided additional Native American consultation requirements for lead agencies. A *TCR* is a site, feature, place, cultural landscape (geographically defined in terms of size and scope), sacred place, or object that is considered of cultural value to a California Native American tribe. A TCR is a resource on or eligible for the CRHR or a local historic register, or a resource that the lead agency determines meets the CRHR listing criteria. A Native American tribe or the lead agency, supported by substantial evidence, may choose at its discretion to treat a resource as a TCR. AB 52 also mandates lead agencies to consult with tribes, if requested by the tribe, and sets the principles for conducting and concluding consultation. A substantial adverse change to a TCR constitutes a significant effect on the environment unless mitigation reduces such effects to a less-than-significant level.

2.2.3 California Health and Safety Code Section 7050.5/Public Resources Code Section 5097.9

Health and Safety Code Section 7050.5 addresses the protection of human remains discovered in any location other than a dedicated cemetery and makes it a misdemeanor for any person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law, except as provided in PRC Section 5097.99. It further states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98. If the coroner determines that the remains are not subject to their authority, and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, then they will contact the NAHC by telephone within 24 hours. Whenever the NAHC receives notification of a discovery of Native American human remains from the county coroner, it will immediately notify those people it believes to be the Most Likely Descendants of the deceased Native American. The descendants may inspect the site of the discovery and make recommendations on the removal

or reburial of the remains. Per PRC Section 5097.94, the NAHC has the ability to identify and catalog places of known graves and cemeteries of Native Americans and may mediate discussions between landowners and known Native American descendants relating to the treatment and disposition of Native American burials, skeletal remains, and items associated with Native American burials.

2.3 Local

The City of Los Angeles formally recognizes important cultural resources, including buildings, sites, objects, and districts, through two programs administered by the Los Angeles Department of City Planning. The City designates local landmarks, which it calls HCMs, according to Los Angeles Municipal Code Chapter 9, Section 22, *Cultural Heritage Ordinance*. It also recognizes local historic districts, referred to as HPOZs, and codifies them in Los Angeles Municipal Code Section 12.20.3.

2.3.1 City of Los Angeles Historic-Cultural Monuments

The criteria for designation as an HCM are codified in Los Angeles Municipal Code Chapter 9, Section 22. An *HCM* is any site (including significant trees or other plant life located thereon), building, or structure of particular historic or cultural significance to Los Angeles. Designated resources may include historic structures or sites, as follows.

- In which the broad cultural, political, economic, or social history of the nation, state, or community is reflected or exemplified
- That are identified with historic personages or with important events in the main currents of national, state, or local history
- That embody the distinguishing characteristics or an architectural-type specimen, inherently valuable for a study or a period style or method of construction
- That represent notable work of a master builder, designer, or architect whose individual genius influenced his age

2.3.2 Historic Preservation Overlay Zones

A City of Los Angeles historic district is identified as an HPOZ. An HPOZ defines "an area of the city which is designated as containing structures, landscaping, natural features or sites having historic, architectural, cultural or aesthetic significance" (Office of Historic Resources ND:1). Likewise, it must meet at least one of the criteria listed above under the HCM criteria. The procedures for designating an HPOZ are found in Los Angeles Municipal Code Section 12.20.3.

2.3.3 Los Angeles Harbor Department

LAHD adopted its Cultural Policy (Resolution No. 13-7479) on April 24, 2013. This policy includes the identification of historic resources early in the planning process, provides a framework for the identification of historic resources, and supports preservation and re-use of historic resources. Four sections comprise the policy: (1) Inventory; (2) Evaluation; (3) Preservation; and (4) Documentation of Historic Resources.

2.4 Integrity

Integrity is the ability of a property to convey its historic significance. The evaluation of a resource's integrity must be grounded in an understanding of that resource's physical characteristics and how those characteristics relate to and reflect its significance. The seven aspects of integrity are as follows.

1. **Location**: The place where a historic event occurred or the place where a property was constructed
2. **Design**: The combination of elements that create form, plan, space, structure, and style of a property (NPS 1995:44)
3. **Setting**: The physical environment of and surrounding a property
4. **Materials**: The physical elements and patterns in which they were arranged
5. **Workmanship**: The physical evidence of craft or manufacture used during a particular era or culture
6. **Feeling**: The property's expression of the aesthetic or historic sense of a particular period of time (NPS 1995:45)
7. **Association**: The direct link between an important historic event or person and a historic property(NPS 1995:45)

In order to identify a property's integrity, it is essential to establish a period of significance, or a time in which the property's physical features expressed a significant historic context.

The NRHP requires a resource to not only meet one of the criteria listed above, but also possess integrity. The NRHP defines *integrity* as "the ability of a property to convey its significance" (NPS 1995:45). The NRHP requires a high level of integrity.

Likewise, the CRHR requires a resource to not only meet one of the criteria listed above, but also possess integrity. The CRHR defines integrity as "the authenticity of a historical resource's physical identity, evidenced by the survival of characteristics that existed during the resource's period of significance" (OHP 1997:Appendix A, p. 2). The CRHR's threshold level of integrity is lower than that of the NRHP's, but the resource must still retain sufficient integrity to convey significance. In addition, a resource that has lost its historic character may retain eligibility if it can yield or has the potential to yield significant information (OHP 1997: Appendix A, p. 2). The Los Angeles HCM and HPOZ also require integrity for a property to be listed or eligible for listing, defining *integrity* as the "ability of a historic building to its historical, architectural and cultural significance with consideration" of the seven aspects listed above (Los Angeles Conservancy 2015:6). HCM and HPOZ thresholds may also be lower than those of the NRHP and CRHR, provided the resource retains links to its significance.

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Chapter 3
Methodology

This chapter provides the methodology for researching and surveying the study area and evaluating 264 E. 22nd Street, 266–270 E. 22nd Street, and the former SPRR/San Pedro Waterfront Red Car Line railroad.

3.1 Background Research

3.1.1 Research Sources Consulted

Archaeologists and architectural historians researched the Port's West Harbor and the study area, consulting the following sources.

- California Geological Survey geologic maps
- CRHR
- Calisphere: University of California Digital Archives
- LAHD annual reports
- Historicaerials.com
- Los Angeles Department of Building and Safety online permit archives
- Los Angeles HCMs and HPOZs
- Los Angeles Public Library primary and secondary sources, including Board of Harbor Commissioners annual reports
- NRHP
- Newspapers.com database, including the *Los Angeles Times* and other local newspapers
- Sanborn Fire Insurance Company maps (Sanborn maps)
- SurveyLA, San Pedro neighborhood
- TESSA: Digital Collection of the Los Angeles Public Library
- University of California, Santa Barbara aerial archive (FrameFinder)
- U.S. Geological Society (USGS) topographic maps

3.1.2 Records Searches

A records search from the South Central Coastal Information Center was not completed for the purposes of this evaluation. However, archaeologists and architectural historians reviewed the results of the 2019 Port-wide records search. Architectural historians also reviewed the Built Environment Resources Directory. These searches identified that LAHD had previously evaluated the buildings at 264 and 266–270 E. 22nd Street (P-19-190918) in 2008 and found them ineligible

for the NRHP, CRHR, or as a local HCM. No other resources were previously recorded in the Project study area.

3.1.3 Native American Consultation

LAHD requested an SLF Search of the Project study area from the NAHC. The NAHC response stated the Project study area is negative for sacred lands; that is, no sacred lands have been reported to the NAHC that fall within the Project area.

On June 21, 2023, LAHD provided notification of the Project, pursuant to the provisions of AB 52 and PRC Section 21080.3.1(d), to seven Native American tribes including: Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino Tongva Nation, Gabrielino-Tongva Tribe, Gabrielino Tongva Indians of California Tribal Council, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians. To date, none of the tribes have responded to the consultation invitation letters.

3.1.4 Archaeological Sensitivity

ICF archaeologists reviewed geological information for the Project vicinity (Saucedo et al. 2016). The Project study area is a highly urban/industrialized environment with most of the ground surface covered by development, paving, hardscape, and ornamental landscaping. Beneath this development, the Project area lies on a modern landform constructed from dredged marine sediments used as fill. This artificial fill is underlain by marine Quaternary unconsolidated shelf sediments with low potential for buried prehistoric archaeological deposits. The potential for historic period archaeological resources is low where construction-related ground disturbance will occur. Considering the amount of development in the Project study area, there is a low potential for unanticipated discoveries of intact archaeological resources during Project construction and operation.

3.2 Survey

Millie Mujica, architectural historian meeting the Secretary of the Interior's Professional Qualification Standards (PQS) for architectural history, and Peter Pham, archaeologist meeting the professional standards for archaeology, completed a field survey of the study area. LAHD staff accompanied Ms. Mujica and Mr. Pham. The purpose of the survey was to inspect and digitally photograph all buildings, structures, objects, and sites within the boundaries of the study area. The archaeological survey covered the entire Project study area (Figure 1-3) where accessible and included walking in 10-meter transects, observing areas of exposed ground surface, current conditions, and documenting any potential sites. Architectural visual inspection noted alterations, integrity considerations, architectural details, and potential character-defining features for architectural resources.

3.3 Context Statements

From the sources listed above and review of the 2008 evaluation, ICF determined that the 2008 evaluation had gaps in its context. ICF included context statements previously prepared for the Port

and developed or summarized additional ones related to the study area. Contexts, presented below, introduce information for the current technical report.

- Prehistoric
- Ethnographic
- Historic
    - West Harbor
- Building Type and Style
    - Commercial (1900–1970)
    - Moderne Architecture (1925–1959)
- Site History

See Chapter 5, *Prehistoric, Ethnographic, and Historic Context*, for the context statements.

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Chapter 4
Built Descriptions

4.1 264 E. 22nd Street

The utilitarian commercial building located at 264 E. 22nd Street displays modest Moderne elements. The building rises two stories tall and features a rectangular floor plan. Wall construction consists of concrete block clad in stucco. Fenestration consists of original wood-frame fixed windows and non-original aluminum-frame fixed and sliding windows; metal security doors obscure slab doors. Asphalt and exposed dirt is to the west and north of the building.

The south (primary) elevation, which has three bays separated by narrow pilasters, abuts the sidewalk (Figure 4-1). On the first story, the main entrance punctuates the east bay and consists of a wood-frame glass door with embedded metal security bars. The center and west bays each feature a single fixed window with interior metal security bars. A non-original full-width awning hangs over the first story. The symmetrical second story features a non-original metal fixed window on the center bay and metal sliding windows on each of the flanking bays. A painted sign reads: "Pacific Performance Racing: The Harbor Area's Finest Speed Shop, Est. 1994" above the awning.

Source: ICF 2023.

Figure 4-1. 264 22nd Street, Primary Elevation, View North

On the first story of the asymmetrical west elevation, a side entrance hidden behind a metal security door sits at the south corner (Figure 4-2). Moving north, a small, raised, non-original vinyl sliding window in an altered opening with security bars pierces the elevation near the center. Three small, wooden casement windows with projecting sills sit at the north corner, two with exterior metal

security bars, followed by a wooden hung window with security bars and a non-operational slab door. An exterior wooden staircase with an L-shaped railing provides access to the second story, which features an additional entrance hidden behind a metal security door near the center. Two non-original metal sliding windows, one large and one small, pierce the elevation north of the entrance. Two non-original metal frame sliding windows sit south of the entrance, one beside the entrance with exterior security metal bars and one at the south corner.

Source: ICF 2023.

Figure 4-2. 264 22nd Street, West (Side) Elevation, View East

The asymmetrical north (rear) elevation features a small, one-story, wooden plank–clad addition connecting to the northeast corner of the elevation (Figure 4-3). A half-size concrete-block wall abuts the north elevation of the addition, and a single, wood-slab door sits on the west elevation of the addition. The remainder of the first story has a single, wood-slab door and a steel hung window with metal security bars tucked under an exterior wooden staircase with an L-shaped railing leading up to the second story. The receded second story-entry is not visible from the right-of-way. A picture window punctures the elevation to the west, but its operational flanking sashes appear to be missing.

Source: ICF 2023.

Figure 4-3. 264 22nd Street, North (Rear) Elevation, View South

The east (side) elevation is not visible because it abuts 266–270 E. 22nd Street.

4.2 266–270 E. 22nd Street

The utilitarian commercial building located at 266–270 E. 22nd Street lacks an architectural style. Two one-story adjoining volumes forms the building, with a triangular volume (an addition) abutting a rectangular volume. Wall construction consists of concrete block clad in stucco. Fenestration consists of industrial metal doors, metal-framed glass doors, steel windows, some with narrow transoms, and wood casement windows.

Two connecting storefronts comprise the south (primary) elevation (Figure 4-4). The eastern storefront predates the western one, which is an addition. The eastern storefront features a centered, recessed entrance, composed of double, metal-framed glass doors. Slightly receded wall sections with fixed steel storefront windows of varying sizes flank the entrance. A sign reads, "California Yacht Service," accompanied by a phone number, and covers the eastern window. The western storefront has a metal-framed glass door entrance at the eastern corner. A ribbon window featuring six fixed sashes extends along the western side of the elevation. Small wall vents puncture each end of the volume, near the roofline.

Source: ICF 2023.

Figure 4-4. 266–270 22nd Street, Primary (South) Elevation, View North

The asymmetrical east side elevation has three wide, fixed windows surmounted by short transoms to the south and two small, recessed casement windows to the north (Figure 4-5). Metal wall vents sit above windows at each end of the elevation.

Source: ICF 2023.

Figure 4-5. 266–270 22nd Street, East (Side) Elevation, View West

The symmetrical north (rear) elevation features a receded industrial metal door at center, flanked on each side by square metal fixed windows with thick, shallow sills (Figure 4-6). Plywood covers the eastern window, which features a hopper transom window above.

Source: ICF 2023.

Figure 4-6. 266–270 22nd Street, North (Rear) Elevation, View Southeast

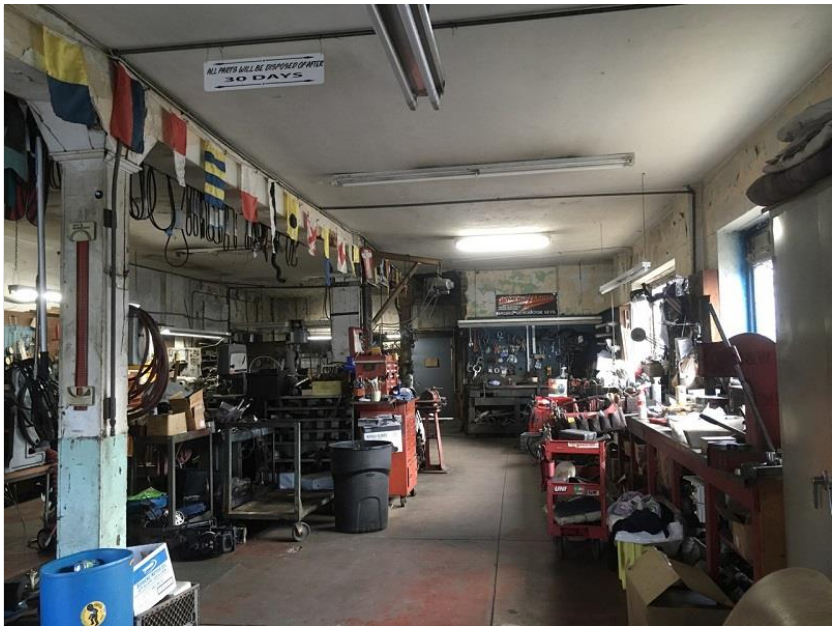
The west elevation is not visible because it abuts 264 E. 22nd Street.

The interiors of both storefronts connect via a door near the southern end. The western store's ceiling is missing sections, exposing wood beams and the roof's structure, and a temporary metal screen wall separates the front of the store, used for attending customers, from the rear of the store, used for inventory storage (Source: ICF 2023.

Figure 4-7). The east store's interior includes a low ceiling, supported by square, interspersed concrete columns (Figure 4-8). The floor is unfinished concrete. Several carts, shelves, and worktables filled with parts and inventory line the walls.

Source: ICF 2023.

Figure 4-7. Interior of 266 E. 22nd Street/Western Storefront, View North



Source: ICF 2023.

Figure 4-8. Interior of 270 E. 22nd Street/Eastern Storefront, View East

4.3 Former Southern Pacific Railroad/San Pedro Waterfront Red Car Line

The former Southern Pacific Railroad (SPRR)/San Pedro Waterfront Red Car Line segment in the project study area includes several spur lines extending along the western and eastern sides of the study area. Specifically, the segment extends along Harbor Boulevard to the east, with a spur splitting toward Miner Street, where it terminates at the intersection of Miner Street and E. 22nd Street. The spur line that extends along Harbor Boulevard continues south across 22nd Street, alongside transit sheds.

Three spur lines separate and converge along the western side of the resource, ultimately terminating in a single track near the intersection of E. 22nd Street and Harbor Boulevard. One spur line lies along the eastern side of the resource; others that were originally present have been removed. North of the study area, the track has been completely removed, thus creating a remnant of the larger system that serviced the movement of freight, and later passengers, in the West Harbor, connecting it with San Pedro and Los Angeles.

In the study area, the track measures approximately 5.5-feet wide and is set on wooden beams and a gravel ballast at ground level (Figure 4-9 through Figure 4-11). Where driveways and pedestrian access points cross it, the track is set at-grade in asphalt or concrete. Where the track terminates near the Miner Street and E. 22nd Street intersection, two wood beams form an X-shaped barrier. A small, red-and-yellow sign signals the end of the track, which is overgrown with weeds.

Source: ICF 2023.

Figure 4-9. Former SPRR/San Pedro Waterfront Red Car Line, Track in Northwestern Section of the Study Area Showing Convergence of Spur Lines near Miner Street, View Northeast

Source: ICF 2023.

Figure 4-10. Former SPRR/San Pedro Waterfront Red Car Line, Track in Northwestern Section of the Study Area Showing Single Line, Overgrown, View North

Source: ICF 2023.

Figure 4-11. Former SPRR/San Pedro Waterfront Red Car Line, Track in the Eastern Section of the Study Area Showing One Spur Lines Near Harbor Boulevard, View South

The former SPRR/San Pedro Waterfront Red Car Line includes the 22nd Street Marina station, which dates to 2003 (Figure 4-12 and Figure 4-13). The station sits on a raised concrete platform

accessed by a ramp and short staircase along its eastern side, all accompanied by a metal balustrade. An open, rectangular, side-gabled structure rests atop the platform, accompanied by a front-gabled information kiosk to the north. Two sets of paired posts capped by a cross-beam and brackets support the gabled roof. Red-asphalt shingles cover the medium-pitched roof. A sign hangs from the roof along the western and eastern sides, reading, "22ND ST./Marina," denoting the station name. The information kiosk features the same overall design as the structure. The station contains bell-shaped lamps.

Source: ICF 2023.

Figure 4-12. 22nd Street Marina Station, View Northwest

Source: ICF 2023.

Figure 4-13. 22nd Street Marina Station, View Southwest

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Chapter 5
Prehistoric, Ethnographic, and Historic Context

5.1 Prehistoric

The prehistoric period is divided into four subperiods: Early, Millingstone, Intermediate, and Late, as developed by William Wallace in the mid-1950s (Wallace 1955:214-230). The four subperiods are discussed below.

5.1.1 Early

Archaeologists discovered several sites and human remains dating approximately 8,000 to 13,000 years ago that correspond to the early prehistoric period established by William Wallace in the mid-1950s (Wallace 1955:214-230). Research suggests that these early inhabitants hunted and gathered, "with a major emphasis on aquatic resources in many coastal areas" and lakeshore areas (Vargas et. al. 2016:11, quoted; Moratto 1984:90–92). Hunting is thought to have been the primary source of sustenance, given the number of hunting-related finds, including "leaf-shaped bifacial projectile points and knives, stemmed or shouldered projectile points, scrapers, engraving tools, and crescents" (Vargas et. al. 2016:11, quoted; Wallace 1978:26–27).

5.1.2 Millingstone

This period spans approximately 5,000 to 8,000 years ago and denotes a change from primarily hunting to include more gathering for sustenance. Hunting continued, but archaeological sites from this period include fewer projectile artifacts than found in the early prehistoric period. Specifically, persons from this period incorporated seed processing into their diets as evidenced through the range of milling/grinding stone tools discovered including manos, cogstones, and metates, and more (Wallace 1955, 1978; Kowta 1969; Byrd and Rabb 2007:220). In addition, research shows a marked growth in population (Glassow et al. 2007). Research also suggests that persons lived in semi-permanent camps formed by wattle-and-daub structures (de Barros 1996; Koerper et. al. 2002; Mason et. al. 1997).

5.1.3 Intermediate

This period occurred approximately 1,500 to 5,000 years ago and denotes an increase in the varieties of food sources. Although hunting and gathering continue to be the method of sustenance acquisition, archaeology identifies an abundance and diversity, including sea and land animal remains. In addition, tools also become more diversified and include shell fishhooks, larger knives, drill-like tools, larger and varied projectile-point tools, and the use of mortars and pestles gradually replacing manos and metates. This suggests an increase in use of the acorn. Moreover, archaeology includes numerous stone bowls (Padon 1995; Glassow 1997:86; Glassow et al. 1988; True 1993).

5.1.4 Late

This period began approximately 1,500 years ago through historic contact with Europeans. The period denotes further increase in food-source variety, in addition to new cultural practices. The bow and arrow become common archaeological artifacts, along with smaller projecting points required for bow and arrow use (Padon 1995). Objects representing cultural practices include drilled clam and abalone shells, steatite effigies, shell rattles, clay-fired smoking pipes, ceramic vessels, and use of obsidian. Clay and ceramic objects are not widespread, thus suggesting that trade with other communities likely occurred during this period. In addition, communities retained use of woven baskets, which served the same purpose as ceramic objects, which may also explain why ceramics were not widely used during this period (Drover 1971, 1975; Meighan 1954). As with the Millingstone period, the Late period saw large population growth. Population estimates remain undetermined; however, archaeology of habitation sites show that they were larger and more permanent, with some inhabitants remaining year-round. Some of the larger settlements may have contained 1,500 persons (Wallace 1955:223).

5.2 Ethnographic

San Pedro and the Port of Los Angeles were historically occupied by the Gabrielino, a name given to the Native American tribes that were colonized by the Spanish at their Mission San Gabriel outpost (Bean and Smith 1978:538; Kroeber 1925:Plate 57). Precontact tribal names were lost through colonization, but many Gabrielino identify as Tongva (King 1994:12), while others identify as Kizh. The term *Gabrielino* is used in the remainder of this section to refer to the precontact inhabitants of the Los Angeles Basin and their descendants.

Archaeological research indicates that the Gabrielino arrived in the Los Angeles Basin circa 500 years before the common era (B.C.E.). Their lands included the Los Angeles Basin and islands, including San Clemente, San Nicolas, and Santa Catalina islands, where the Gabrielino established villages. Villages were typically located near water sources and in areas sheltered from the elements. Village residents built large, circular structures with domed roofs and used willow poles and tule reeds for construction. In addition to living quarters, the residents also built community buildings such "as sweathouses, menstrual huts, ceremonial enclosures, and probably communal granaries" (Vargas et. al. 2016: 12, quoted; Bean and Smith 1978:540; McCawley 1996:27). The community also included outdoor spaces for games and races (McCawley 1996:27). The Gabrielino population estimates range from 5,000 to 10,000 across the Los Angeles Basin and nearby islands (Bean and Smith 1978:540; O'Neal 2002).

The Gabrielino relied on hunting and gathering and used a variety of tools to aid in their daily lives. Acorns formed a staple food, which the Gabrielino supplemented with "roots, leaves, seeds, and fruits of a wide variety of flora…[f]reshwater and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals" (Vargas et. al. 2016:16, quoted; Bean and Smith 1978:546; Kroeber 1925:631–632; McCawley 1996:119–123, 128–131). Gabrielino tools depended on the local community's location. For example, those close to water used plant and tule balsa canoes to navigate the ocean. However, all Gabrielino communities used bows and arrows, nets, traps, and a variety of tools, including chipped-stone tools, hammer stones, mortars and pestles, and baskets (McCawley 1996:7, 1929:138; Kroeber 1925:629).

At the time of Spanish contact, the basis of Gabrielino religious life centered on the Chinigchinich cult, which focused on heroic mythological figures, and prescribed burial customs. The Chinigchinich cult provided the communities with laws and dance. The Gabrielino buried or cremated their deceased, with burial more common on and near the islands, and cremation more common elsewhere (McCawley 1996:155–165; Reid 1926:24–25; Johnston 1962:52–54).

5.3 Historic

5.3.1 West Harbor

The West Harbor consists of Port of Los Angeles facilities west of the Main Channel, south of San Pedro, and east of Point Fermin. Although sometimes mired in controversy and conflict, harbor and railroad development during the first decade of the twentieth century came together to lay the basis for economic growth in the West Harbor portion of the Port. After 1900, the SPRR extended its harbor infrastructure to new dockage created at Timm's Point on the western side of the Main Channel. There, the 1,800-foot SPRR Slip and associated mole pier provided space for numerous lumber warehouses and docking space for lumber-shipping steamers (Silka 1993:62). By 1907, Randolph H. Miner's Outer Harbor Dock and Wharf Company had begun reclamation efforts to reshape the area west of the SPRR Slip, with the Union Oil Company maintaining a major financial interest in the land reclaimed by Miner's company. As one local historian notes, "these fills created acreage that today extends from the base of the bluff below Crescent Avenue and borders East and West Channels and Watchorn Basin" (*Los Angeles Times* 1907:V14; Silka 1993:62, quoted). Around this time, the SPRR undertook construction of multiple rail lines and a freight yard north of its slip, whereas private interests constructed electric railway lines nearer to the Main Channel that would become part of the Pacific Electric Railway system (Dumke 1940:141–143). In anticipation of the opening of the Panama Canal, the Los Angeles Board of Harbor Commissioners arranged for construction of a new dredge-and-fill wharf to the south of the SPRR Slip, and the Port completed the 60-acre Municipal Pier No. 1 in 1914 (ESA 2011:14). The construction of Municipal Pier No. 1 created the West Harbor's East Channel.

In 1914, the federal government established Fort MacArthur, a coastal artillery defense installation at Point Fermin that included an Upper and a Lower Reservation, the latter located east of Pacific Avenue, near the far-western portion of the harbor (Silka 1993:66). During World War I, Fort MacArthur served as a soldier training center (Silka 1993:68). After the war, harbor improvements undertaken in the mid-1920s included "extensive dredging operations" that "improved the West Basin and widened the entrance channel to 1,000 feet" (Silka 1993:75). Much of the land reclaimed by the Outer Harbor Dock and Wharf Company prior to World War I remained vacant until World War II. With the creation of the Naval Supply Depot at the harbor in 1942, the U.S. Navy initiated construction of new warehouses on that reclaimed land to the east and north of the West Channel. Following the war, after the U.S. Navy vacated the Supply Depot, a private firm took over management of those warehouses (Jones & Stokes 2002:12–13).

With the return of peace and the demilitarization of the harbor, the last undeveloped portion of the West Harbor, the area north of the West Channel and below the bluff line, became the site of a petroleum tank farm (Silka 1993:107). This is now the site of the 22nd Street Park. In 1950, the San Pedro Municipal Wholesale Fish Market opened for business in a new, two-story Mission Revival–style building constructed just south of the entrance to the SPRR Slip (Weaver 2007; *Los Angeles*

Times 1950a:20). In 1976, the federal government designated Fort MacArthur as surplus property and transferred the Lower Reservation to LAHD (Silka 1993:103). LAHD transformed the West Channel area into the West Channel Cabrillo Beach Recreational Complex, which included the Fort MacArthur Lower Reservation, as well as the Cabrillo Marina, completed in 1986. Facilities established as part of the complex's development included the Cabrillo Beach Yacht Club and Cabrillo Landing, the Boy Scouts' Youth Waterfront Sports Center Complex, and a 250-room hotel (Silka 1993:132–133).

5.3.2 Building Type and Architectural Style

5.3.2.1 One-Part Commercial Block (1900–1970)

The one-part commercial block typically developed in emerging residential neighborhoods and commercial districts during the early to mid-1900s. Character-defining features include single-story, simple-box buildings constructed of masonry or wood, with limited façade ornamentation and full use of the parcel, with little-to-no setback from the sidewalk. Symmetrically composed with large display windows typically flanking a pedestrian entrance, some examples featured recessed entrances accompanied by additional windows in order to maximize visibility of interior goods to passersby. Transom windows and a parapet often surmounted the entrance program in order to provide additional natural lighting and a space for signage (Longstreth 2000:54; Moore 2011:3–4). These commercial blocks were also designed as stop-gaps with the long-term aim of replacing them with larger, more-profitable buildings in the future (Longstreth 2000:54–55).

5.3.2.2 Moderne (1925–1959)

Moderne architecture is a broad category that includes various modernistic and modern substyles popular between the 1920s and 1950s (van de Lemme 1986:8). The Moderne substyles evolved from Art Deco in the 1920s to Streamline Moderne and Public Works Administration (PWA)/Works Progress Administration (WPA) Moderne in the 1930s and 1940s to Late Moderne's beginnings in the late 1930s through the 1950s (Sennott 2004:69). Art Deco derives its name from Paris's 1925 *Exposition Internationale des Arts Décoratifs et Industriels Modernes* (*The International Exhibition of Modern Decorative and Industrial Arts*)(van de Lemme 1986:8–11). Exposition organizers required that all entries reflect modern designs. Designers responded by looking to avant-garde trends, such as Art Nouveau, Bauhaus, and Cubism, and integrated those styles with the Arts and Crafts movement. The outcome, Art Deco, enlivened simplified Classical forms with dynamic shapes, surfaces, and angles that expressed the energy and movement of the Jazz Age (Fullerton Heritage 2020). Moderne architecture paralleled the rise and popularity of the more-austere modernism of the International Style. Although both styles featured angular, geometric massing, architects and designers embellished Moderne buildings. Art Deco, or "Zig-Zag," buildings had vertical emphasis and made use of bold, repetitive geometric forms and decorative motifs. Rather than presenting a flat plane, façades often step backward and forward to create visual rhythm and feature vertical projections above roof lines (van de Lemme 1986:8–11, 16–23).

The Streamline Moderne substyle, distinguished by its horizontal emphasis and an aesthetic that suggested movement, evoked associations with aerodynamically designed transportation technologies, such as automobiles, trains, ships, and airplanes. Curved elements and teardrop forms are common to the style, but Streamline Moderne buildings always feature horizontal bands or ribbons of steel-framed windows; some even include glass-block or nautical portal windows to

emphasize the style's association with aerodynamics and transportation (Gebhard and von Breton 1975:4; Sennott 2004:69).

PWA/WPA Moderne building styles are simplified versions of Art Deco combined with classical styles, such as Beaux-Arts, and are commonly found in government, institutional, and utility buildings and structures during the Great Depression (1929–1939) (City of Los Angeles 2021:79). Elements of classical influence are present in the massing, plans, and symmetry of PWA/WPA buildings. Many feature boxy massing, primarily rectangular geometric plans, and symmetrical elevations. They also feature smooth exterior surfaces with classical detailing, such as flat or fluted pilasters and cornice lines, and low-relief sculpture is often found in panels above doors and near windows. These elements, complied in a modern way, using modern visual design, formed monumental, austere buildings and structures with minimal embellishment (City of Los Angeles 2021:80). To incorporate the verticality of Art Deco design, PWA/WPA Moderne buildings included vertical windows placed at regular intervals across elevations, pilasters and fluted elements, and geometric grilles (City of Los Angeles 2021:89).

Late Moderne buildings have an emphasis on angularity, use stack-bond brick, and feature bezels surrounding windows—a leading feature distinguishing this substyle (Christopher A. Joseph & Associates 2009:13). Examples include both symmetrical and asymmetrical façades, both with entry pylons. Moreover, bezels may be found around doorways or can continue, horizontally, to wrap around to other elevations. Landscape features, such as built-in planters, are also common in Late Moderne buildings.

Under NRHP/CRHR Criteria C/3, an eligible example of Moderne architecture would have an artistic rendering of its substyle's character-defining features. For example, PWA/WPA Moderne architecture would need to embody the distinctive features of its style, possess high artistic values, or represent the work of a master architect. Distinctive features of the style would include boxy massing with simple, geometrical plans; smooth, flat surfaces; symmetrical elevations; recessed, emphasized entrances; windows set vertically and rarely in ribbons; modest embellishment, such as flat or fluted pilasters or cornice lines; low-relief panels, often metal, set adjacent to fenestration; and geometric metal grilles affixed over windows. Rote repetition of shapes, forms, and materials in a PWA/WPA Moderne design does not elevate it to NRHP or CRHR eligibility; instead, a PWA/WPA Moderne building would represent an artistic and thoughtful approach to design, often evident in the work of a master architect.

5.3.3 Site History

In 1921, the Project study area and its immediate setting included several types of development dating to the previous two decades. A single warehouse building for the City of Los Angeles Municipal High Density Cotton Compress centers the study area; to the south lies the East Channel, Municipal Pier No. 1, and the Outer Harbor Dock and Wharf Company's reclaimed land and wharf, and small building clusters with automotive and hotel uses, respectively, are found to the east and southeast (Sanborn Map Company 1921a:Sheet 1933). The construction of 264–270 E. 22nd Street occurred between 1925 and 1935. The exact date of the western addition's construction remains unknown, but it occurred between 1925 and 1934; 270 E. 22nd Street dates to 1925, and 264 E. 22nd Street dates to 1935 (City of Los Angeles 1925, 1935a).

By 1951, the surrounding area underwent further development (Sanborn Map Company 1951:Sheet 1933). Renamed the Los Angeles Compress Warehouse Company, the former City of Los Angeles

Municipal High Density Cotton Compress approximately tripled in size, taking up most of the remaining block (NETR 1952). The buildings to the east, along the harbor, were leveled and converted into surface-level parking. The area southeast of the building was also redeveloped, with what appear to have been naval warehouses replacing the hotel-related buildings. The surrounding area continued to change through demolition and redevelopment until the early 1990s, including the demolition of the Los Angeles Compress Warehouse Company warehouses (NETR 1991, 1992). Not much changed in the area between the early 1990s and approximately 2009, when the unpaved land where the warehouses formerly sat was slowly converted into a surface-parking lot over the next 8 years (NETR 2009, 2018).

5.3.3.1 266–270 E. 22nd Street

On June 3, 1925, the Board of Harbor Commissioners of the City of Los Angeles granted Mrs. Elizabeth Thompson "a lease of certain lands at Los Angeles Harbor" (*Wilmington Press* 1938:4). That same year, Mrs. Thompson filed a permit for construction of a one-story restaurant at 270 E. 22nd Street. Measuring 28 feet by 60 feet, the restaurant had a concrete foundation, a hollow, clay-tile exterior, lath-and-plaster interior walls, cement floors, and a tar-and-gravel roof. Architect C.O. Dodd designed the project (City of Los Angeles 1925), but research yielded no other information on Dodd. A decade later, in 1935, Mrs. Thompson filed a subsequent permit for the installation of two tiled restrooms at the restaurant (City of Los Angeles 1935a); the contractors were listed as Jesse and Kopp.

Although the original building permit for the later western volume, sometimes referred to as 266 E. 22nd Street, was not available, subsequent permits indicate that the owner built it between 1925 and 1934. In 1934, the owner, Pacific Jewelry Company, filed a permit for installation of an awning (City of Los Angeles 1934). A couple of years later, in 1936, Pacific Jewelry Company filed an additional permit to move an existing roof sign, seemingly from a former location in Long Beach to the new location at 266 E. 22nd Street (City of Los Angeles 1936). The engineer of the project was listed as Blaine Noics, and the contractor was listed as Electrical Products Corporation.

In 1938, the next owners of the business at 270 E. 22nd Street, Victor Peetric and John Celetos, who ran a café at the subject location, filed a permit for the replacement of windows on one, unspecified side the building (City of Los Angeles 1938). In the mid-1940s, additional changes to the building took place. In 1946, owners John and Nick Mezin, who also ran a café, filed a permit for alterations to the store front; the permit specified that the alterations did not include structural changes (City of Los Angeles 1946).

Occupants included the Ship supply shop (1946–1950), Channel Market and Ship Supply (1963–1965), Chrysler Marine Engines (1967–1971), and R.S. Marine (1971–Present), at least for the suggested years (*San Pedro News-Pilot* 1963:21, 1965a:17, 1971a:2, 1971b:29; *Los Angeles Times* 1950b:43)

5.3.3.2 264 E. 22nd Street

In 1935, Frank R. Hardy filed a permit for construction of a two-story restaurant and living space at 264 E. 22nd Street. Measuring 21 feet by 63 feet, the restaurant had a cement foundation, a frame structure, a stucco exterior, and a composition roof (City of Los Angeles 1935b). The permit listed William F. Durr as the architect of the project, and C. G. Cranford as the contractor. Durr, a San Pedro-based architect, designed several buildings in the area, including many at the Port of Los Angeles (*San Pedro News-Pilot* 1920:13; Marsak 2019). Research yielded no further information about William F. Durr, except for a few mentions in the newspaper regarding building permits and plans for new construction around the City of San Pedro. Although this indicates that he worked as an architect in San Pedro in the 1930s, research did not reveal any additional information about William F. Durr or his career.

In 1954, then-owner Navy Café filed a permit for installation of an electric sign at 264 E. 22nd Street. The 2-foot by 12-foot electric sign was wall mounted and constructed of iron (City of Los Angeles 1954). The permit listed Cottom and Bardwell as the contractors. In 1960, owner Victor Peetris filed a permit for the enlargement of the second-story dwelling to the same size as the first-story restaurant (City of Los Angeles 1960). The work included adding new northern and eastern walls and a new roof. In 1969, owner George Peetris filed a permit to replace two windows and one door due to termite damage (City of Los Angeles 1969). Sol C. Provence was listed as the contractor. A decade later, in 1980, owner E. Peetris filed a permit to convert a retail store within 264 E. 22nd Street to a pottery store and sandwich shop (City of Los Angeles 1980).

Occupants of 264 E. 22nd Street included Victor Peetris (1940–1941), Navy Café (1954–1965), George and Elizabeth Peetris (1967), Viking Enterprises (1971) owned by Peter O. Skyving, the Port Gallery (1976–1981), the Port Pottery (1976), and American Folk (1982–1983), at least for the suggested years (*San Pedro News-Pilot* 1940:2, 1941:1, 1965b:13, 1971c:12, 1976a:11, 1976b:19, 1981:51, 1983:6; Palmer 1976:3; *Los Angeles Times* 1967:99). The Port Gallery (1976–1981) was an artist's colony that Randy Gomez and Martin Matich, artists and natives of San Pedro, formed to bring together local artists in a creative and collaborative collective. Gomez named his ground-level shop Port Pottery, and Matich named his second-story business The Port Gallery (*San Pedro News-Pilot* 1976a:3).

5.3.3.3 Former Southern Pacific Railroad/San Pedro Waterfront Red Car Line

SPRR built extensive track in the West Harbor. By 1896, SPRR operated a San Pedro Branch that extended to the Cabrillo Beach area. Along the Main Channel, the track featured a spur that serviced numerous buildings in the vicinity of the study area (USGS 1896). In the early 1900s, SPRR established a slip and pier with extended spur track to facilitate the movement of lumber (Silka 1993:62). While other developers built piers, wharves, and new business in the area, SPRR further developed its spur trackage in the West Harbor (*Los Angeles Times* 1907:V14; Silka 1993:62; Dumke 1940:141–143).

As the Port of Los Angeles grew in the early- and mid-1900s, SPRR expanded its West Harbor railroad track. By 1921, SPRR developed a large freight yard along the eastern side of Harbor Boulevard, between E. 2nd Street and 14th Street. It featured seven sidings along its length, plus additional spur lines to access nearby properties (Sanborn Map Company 1921b:Sheet 1926, 1921c: Sheet 1931). South from the freight yard, numerous spur lines split and accessed wharves,

warehouses, and other business (Sanborn Map Company 1921a:Sheet 1933, 1921c:Sheet 1931, 1921d:Sheet 1932). Little track accessed the Project study area at that time, but one line accessed the northwestern side of the City of Los Angeles Municipal High Density Cotton Compress and Warehouse property, and another continued south to wharves. Two lines also extended along the wharf east of the study area (Sanborn Map Company 1921a:Sheet 1933). By 1923, SPRR had built additional track in the study area's vicinity (USGS 1923). By 1951, single and paired spur tracks surrounded the Los Angeles Compress and Warehouse Company property, with two additional paired spurs accessing the center of the property. Numerous other lines continued to access wharves to the east and south (Sanborn Map Company 1951:Sheet 1933).

Changes to the resource have occurred in the recent past. With the rise of containerization, beginning in the 1960s, local Port-area industry and infrastructure in the West Harbor has changed dramatically, especially since the 1980s. As the transportation of goods began to rely less and less on transit sheds and trains, SPRR came to have little need for their West Harbor track (NETR 1980, 2000). The paired spurs accessing the center of the Los Angeles Compress and Warehouse Company property were removed in the 1990s, when the property was demolished (NETR 1991, 1994). In 2003, LAHD opened the San Pedro Waterfront Red Car Line, using a combination of former SPRR track and Pacific Electric Track in the West Harbor and utilizing Pacific Electric's "red cars." The Port refurbished one 1970s red car, and replicated two cars for use across the new 1.5-mile passenger alignment (Railway Preservation N.D.). The Pacific Electric had operated passenger service in San Pedro and the West Harbor; however, its right-of-way terminated north of the Project study area, and Pacific Electric abandoned its right-of-way in 1961 (Sanborn Map Company 1921c:Sheet 1932; Railway Preservation N.D.). LAHD "rebuilt [the new line] to accommodate trolley operations with traditional 600-volt DC overhead trolly wire" and constructed four stations: the Cruise Center, Downtown, Ports O' Call, and Marina stations. During this period, freight trains still occasionally operated in the West Harbor (Railway Preservation N.D.). LAHD terminated red car–line operations in 2015 due to waterfront development, and subsequently removed the trolley's overhead wire and sections of the tract north of the Project study area (Littlejohn 2015; Walton 2015).

Chapter 6
Evaluation

6.1 Consensus on Evaluations

On July 6 and July 10, 2023, Margaret Roderick, Millie Mujica, and Tim Yates, Ph.D., professionally qualified architectural historians, reviewed the research to establish this report's architectural findings.

6.2 266–270 E. 22nd Street

6.2.1 National Register of Historic Places/California Register of Historic Resources

6.2.1.1 Criterion A/1: Events or Patterns of Events

The resource at 266–270 E. 22nd Street is not associated with significant events nor patterns of events. The 1925 building originally served as a restaurant and has since served many commercial uses. None of the business or uses have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. As such, the building is ineligible under NRHP/CRHR Criterion A/1.

6.2.1.2 Criterion B/2: Persons

The resource at 266–270 E. 22nd Street does not share any significant associations with the lives of persons important to history. Resources that are eligible under this criterion are typically associated with the productive life of a person. The building is not the home or workplace of any persons who contributed significantly to Port or West Harbor history, nor to commercial development during the early and mid-twentieth centuries. Neither Thompson, who owned the building at the time of its construction, nor any other known subsequent owner or occupant of the building, made important contributions to history. As such, the building is ineligible under NRHP/CRHRC Criterion B/2.

6.2.1.3 Criterion C/3: Architecture

The resource at 266–270 E. 22nd Street is not a significant example of its type, style, or era; it lacks high artistic value, and it is not the work of a master architect, builder, designer, or engineer. The simple, boxy, utilitarian building lacks an architectural style. Its features, such as masonry construction, minimal-to-no setback, and recessed entrance with accompanying recessed windows on the original 270 E. 22nd Street storefront, are common with pre-war commercial properties. The 266 E. 22nd Street additional storefront features ribbon windows and an off-center entrance, contradicting the design of the original storefront. For these reasons, it lacks high artistic value.

C.O. Dodd designed the original building, and the architect of the addition is unknown. Research did not yield any information about Dodd, suggesting that he is not a notable architect. As such, the building is ineligible under NRHP/CRHR Criterion C/3.

6.2.1.4 Criterion D/4: Information Potential

The resource at 266–270 E. 22nd Street has neither yielded nor is likely to yield important information about our past. It is a modest, one-story, rectangular building built in 1925, with a 1925–1934 triangular addition. Its hollow-tile block construction was common and popular in the first half of the twentieth century, thus it does not have the potential to yield important information regarding the construction or engineering materials, methods, or technologies used between 1925 and 1934. As such, the building is ineligible under NRHP/CRHR Criterion D/4.

6.2.2 Los Angeles Historic-Cultural Monument

6.2.2.1 Broad Patterns of Events

The resource at 266–270 E. 22nd Street is not associated with broad patterns of events. The 1925 building originally served as a restaurant and has since served many commercial uses. None of the business or uses have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. As such, the building is ineligible under this criterion.

6.2.2.2 Persons

The resource at 266–270 E. 22nd Street does not share any significant associations with the lives of persons important to history. Resources that are eligible under this criterion are typically associated with the productive life of a person. The building is not the home or workplace of any persons who contributed significantly to Port and West Harbor history, nor to commercial development during the early and mid-twentieth Centuries. Neither Thompson, who owned the building at the time of its construction, nor any other known subsequent owner or occupant of the building made important contributions to history. As such, the building is ineligible under this criterion.

6.2.2.3 Architecture

The resource at 266–270 E. 22nd Street does not embody the distinguishing characteristics of pre–World War II commercial buildings. Although it has some character-defining features of the type, such as masonry construction, minimal-to-no setback, and a recessed entrance with accompanying recessed windows on the original 270 E. 22nd Street storefront, it lacks large, symmetrical display windows and transom windows. The 266 E. 22nd Street additional storefront features ribbon windows and an off-center entrance, contradicting the design of the original storefront. In addition, the building lacks a distinctive architectural style. As such, the building is ineligible under this criterion.

6.2.2.4 Work of a Master Practitioner

The resource at 266–270 E. 22nd Street does not represent the notable work of a master builder, designer, nor architect whose genius influenced their age. The original building was designed by

C.O. Dodd. Research did not yield any information about C.O. Dodd, his work, nor his influence on others, suggesting that he was not a master. As such, the building is ineligible under this criterion.

6.3 264 E. 22nd Street

6.3.1 National Register of Historic Places/California Register of Historic Resources

6.3.1.1 Criterion A/1: Events or Patterns of Events

The resource at 264 E. 22nd Street is not associated with significant events or patterns of events. Built in 1935, the building originally provided restaurant space on the first story and living space on the second story. None of the business, uses, or tenants have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. Both residential and commercial uses have existed on the second story. As such, the building is ineligible under NRHP/CRHRC Criterion A/1.

6.3.1.2 Criterion B/2: Persons

The resource at 264 E. 22nd Street does not share any significant associations with the lives of persons important to history. Properties that are eligible under this criterion are typically associated with the productive life of a person. The building was not the home nor workplace of any persons who contributed significantly to Port and West Harbor history, nor to commercial development during the early and mid-twentieth Centuries. Research did not generate any evidence that Frank R. Hardy, who owned the building at the time of its construction, nor any other known subsequent owner or occupant of the building, made important contributions to history. As such, the building is ineligible under NRHP/CRHRC Criterion B/2.

6.3.1.3 Criterion C/3: Architecture

The resource at 264 E. 22nd Street is not a significant example of its type, style, or era; it lacks high artistic value, and is not the work of a master architect, builder, designer, nor engineer. It features some character-defining features of Moderne architecture, such as a flat roof and parapet, smooth-stucco wall surfaces, windows arranged in vertical recessed bays, and pilasters that extend above the roofline. However, the building is a simple example that lacks key features, such as symmetrical elevations, recessed and emphasized entrances, low-relief panels set adjacent to fenestration, and modest embellishments, such as cornice lines. For these reasons, the building lacks high artistic value. William F. Durr designed the building; although a few mentions in San Pedro newspapers during the 1930s suggest that Durr was a working local architect during this time, research did not reveal him to be a master architect. As such, the building is ineligible under NRHP/CRHR Criterion C/3.

6.3.1.4 Criterion D/4: Information Potential

The resource at 264 E. 22nd Street has neither yielded nor is it likely to yield important information about our past. It is a rectangular, two-story, wood-frame building constructed in 1935, and it lacks

the potential to yield important information regarding the construction or engineering materials, methods, or technologies used in the 1930s. As such, the building is ineligible under NRHP/CRHR Criterion D/4.

6.3.2 Los Angeles Historic-Cultural Monument

6.3.2.1 Broad Patterns of Events

The resource at 264 E. 22nd Street is not associated with broad patterns of events. Built in 1935, the building originally provided restaurant space on the first story and living space on the second story. None of the businesses, uses, nor tenants have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. As such, the building is ineligible under this criterion.

6.3.2.2 Persons

The resource at 264 E. 22nd Street does not share any significant associations with the lives of persons important to history. Properties that are eligible under this criterion are typically associated with the productive life of a person. The building was not the home nor workplace of any persons who contributed significantly to Port or West Harbor history or to commercial development during the early and mid-twentieth centuries. Research did not generate any evidence that Frank R. Hardy, who owned the building at the time of its construction, nor any other known subsequent owner or occupant of the building, made important contributions to history. As such, the building is ineligible under this criterion.

6.3.2.3 Architecture

The resource at 264 E. 22nd Street does not embody the distinguishing characteristics of a Moderne building. Although it features some character-defining features of the style, such as a flat roof and parapet, smooth-stucco wall surfaces, windows arranged in vertical recessed bays, and pilasters that extend above the roofline, the building is a simple example that lacks key features, such as symmetrical elevations, emphasized recessed entrances, low-relief panels set adjacent to fenestration, or modest embellishments, such as cornice lines. As such, the building is ineligible under this criterion.

6.3.2.4 Work of a Master Practitioner

The resource at 264 E. 22nd Street does not represent the notable work of a master builder, designer, nor architect whose genius influenced their age. William F. Durr designed the building. Although a few mentions in San Pedro newspapers during the 1930s suggest that Durr was a local architect during that time, research did not indicate that the building is representative of his work nor reveal him to be a master or notable architect. As such, the building is ineligible under this criterion.

6.4 Former Southern Pacific Railroad/San Pedro Waterfront Red Car Line

The Port's former SPRR/San Pedro Waterfront Red Car Line is an altered remnant of railroad track. The track is no longer connected to the larger network and can no longer be used for freight or passenger rail services. Additional spur lines associated with the study area's original track have also been removed. As a result of the demolition of associated industrial and warehouse properties in the vicinity, the existing track lacks a direct association with its original function and context.

The resource is ineligible for the NRHP or CRHR under all criteria. Under NRHP/CRHR Criterion A/1: Events or Patterns of Events, the resource lacks an association with significant national, state, or local events associated with railroad transportation, the Port, or San Pedro. Under NRHP/CRHR Criterion B/2, a resource must be the workplace or residence of a person during their productive years; historically functioning as railroad spur track, the resource cannot be significant under this criteria. Under NRHP/CRHR Criterion C/3: Architecture, the resource is not a good example of its type or era—it lacks high artistic value and is not the work of a master. The track is set at-grade and lacks a raised ballast, difficult inclines or terrain, or innovative bridges. As an altered remnant, it has the most potential for significance under NRHP/CRHR Criterion D/4: Information Potential. However, it is also ineligible for this criteria because railroad track, including spur lines associated with ports across the United States, is commonplace, and numerous sources, including maps, historic photographs, and primary and secondary written sources, provide ample information on railroad track. As such, the resource is not unique nor able to provide singular information not evident in other sources.

The resource also does not meet the Los Angeles HCM requirements. As discussed above, the resource lacks an association with important aspects of cultural, political, economic, or social history, such as railroad transportation, the Port, or San Pedro. It is not identified with historic personages nor important events, it does not embody the distinguishing characteristics of a property type, architectural style, nor construction methods, and it does not represent the notable work of a master practitioner.

In conclusion, the former SPRR/San Pedro Waterfront Red Car Line is ineligible for NRHP/CRHR-listing or as a local HCM under all criteria.

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Chapter 7
Conclusions and Recommendations

This chapter provides separate archaeological and architectural findings and conclusions.

7.1 Archaeology

Good-faith, reasonable efforts were made to identify archaeological resources in the Project study area through review of the 2019 Port-wide cultural resources records search, archival research, an archaeological pedestrian survey, and outreach to Native American tribal representatives. No archaeological resources were identified as a result of the records search, research, SLF, or through the archaeological survey.

The Project study area is a highly urban/industrialized environment, with most of the ground surface covered by development, paving, hardscape, and ornamental landscaping. Beneath this development, the Project area lies on imported artificial fill underlain by marine Quaternary unconsolidated shelf sediments with low potential for buried prehistoric archaeological deposits. Where construction-related ground disturbance would occur, the potential for historic-period archaeological resources is low. Considering the amount of development in the Project study area, the potential for unanticipated discoveries of intact archaeological resources during Project construction and operation is low. However, there is always the possibility that intact archaeological resources are present beneath the ground surface. In accordance with the 2009 San Pedro Waterfront EIS/EIR, it is recommended that, in the event of an unanticipated archaeological discovery, Mitigation Measure **MM-CUL-4** be followed.

7.2 Architectural

In this report, ICF re-evaluated the buildings at 264 E. 22nd Street and 270 E. 22nd Street and newly evaluated the former SPRR/San Pedro Waterfront Red Car Line. Table 7-1 provides a list of all buildings and structures identified in this report, and their eligibility status.

Table 7-1. Summary of this Evaluation's Findings of Eligibility

Resource Name	Period of Significance	Status
264 E. 22nd Street	N/A	NRHP, CRHR, and locally **ineligible**
266–270 E. 22nd Street	N/A	NRHP, CRHR, and locally **ineligible**
Former Southern Pacific Railroad/San Pedro Waterfront Red Car Line	N/A	NRHP, CRHR, and locally **ineligible**

CRHR = California Register of Historic Resources; NRHP = National Register of Historic Places.

The three resources do not otherwise meet the requirements to qualify as historical resources pursuant to CEQA. Therefore, there are no historical resources present in the Project study area that require mitigation.

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Chapter 8
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Appendix A

DPR Forms

State of California – The Resources Agency	Primary #:	P-19-190918
DEPARTMENT OF PARKS AND RECREATION	HRI #:	
PRIMARY RECORD	Trinomial:	
	NRHP Status Code:	6Z
Other Listings:		
Review Code:	Reviewer:	Date:

 ***Resource Name or #:** 264 E. 22nd Street

P1. Other Identifier: Pacific Performance Racing Shop

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

***b. USGS 7.5′ Quad:** San Pedro **Date:** 1951 **T:** 5S **R:** 13W

¼ of Sec N/A **B.M.** N/A

c. Address: 264 E. 22nd Street **City:** San Pedro **Zip:** 90731

d. UTM: 11S; 381847.92 mE/ 3732625.19 mN

e. Other Locational Data (e.g., parcel #, directions to resource, elevation, etc., as appropriate)**:**

Northwest corner of 22nd Street and Harbor Boulevard intersection.

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

The utilitarian commercial building located at 264 E. 22nd Street displays modest Moderne elements. The building rises two stories tall and features a rectangular floor plan. Wall construction consists of concrete block clad in stucco. Fenestration consists of original wood-frame fixed windows and non-original aluminum-frame fixed and sliding windows; metal security doors obscure slab doors. Asphalt and exposed dirt is to the west and north of the building. 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.)

P5b. Description of Photo (View, date, accession #)**:**
(Figure 1) Primary elevation, view north. ICF, 2023.

***P6. Date Constructed/Age and Sources:**
1935; City of Los Angeles Department of Building and Safety (Permit No. 6888)

☒ Historic ☐ Prehistoric ☐ Both

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

***P8. Recorded By** (Name, affiliation, and address)**:**
Millie Mujica, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

***P9. Date Recorded:** May 31, 2023

***P10. Survey Type:** Intensive-level survey

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

ICF. 2023. *Cultural Resource Assessment for the 208 E. 22nd Street Parking Lot Improvements Project, Port of Los Angeles, Los Angeles, California.* Prepared for the Los Angeles Harbor Department. September.

***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): N/A

B1. Historic Name: N/A
B2. Common Name: 264 E. 22nd Street; Pacific Performance Racing
B3. Original Use: Restaurant **B4. Present Use:** Auto Parts Store
***B5. Architectural Style:** None
***B6. Construction History:** See B10. Significance, Site History.
***B7. Moved?** ☐ Yes ☒ No ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8: Related Features:** N/A
B9a. Architect: William F. Durr **B9b. Builder:** C.G. Cranford
***B10. Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

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

HISTORIC CONTEXT

WEST HARBOR

The West Harbor consists of Port of Los Angeles facilities west of the Main Channel, south of San Pedro, and east of Point Fermin. Although sometimes mired in controversy and conflict, harbor and railroad development during the first decade of the twentieth century came together to lay the basis for economic growth in the West Harbor portion of the Port. After 1900, the SPRR extended its harbor infrastructure to new dockage created at Timm's Point on the western side of the Main Channel. There, the 1,800-foot SPRR Slip and associated mole pier provided space for numerous lumber warehouses and docking space for lumber-shipping steamers (Silka 1993:62). See continuation sheet.

B11. Additional Resource Attributes (*List attributes and codes*): N/A

***B12. References:**
See continuation sheet.

B13. Remarks:
N/A

***B14. Evaluator:** Millie Mujica, ICF
***Date of Evaluation:** September 25, 2023
(This space is reserved for official comments)

P3a. Description, Continued.

The south (primary) elevation, which has three bays separated by narrow pilasters, abuts the sidewalk. On the first story, the main entrance punctuates the east bay and consists of a wood-frame glass door with embedded metal security bars. The center and west bays each feature a single fixed window with interior metal security bars. A non-original full-width awning hangs over the first story. The symmetrical second story features a non-original metal fixed window on the center bay and metal sliding windows on each of the flanking bays. A painted sign reads: “Pacific Performance Racing: The Harbor Area’s Finest Speed Shop, Est. 1994” above the awning.

On the first story of the asymmetrical west elevation, a side entrance hidden behind a metal security door sits at the south corner. Moving north, a small, raised, non-original vinyl sliding window in an altered opening with security bars pierces the elevation near the center. Three small, wooden casement windows with projecting sills sit at the north corner, two with exterior metal security bars, followed by a wooden hung window with security bars and a non-operational slab door. An exterior wooden staircase with an L-shaped railing provides access to the second story, which features an additional entrance hidden behind a metal security door near the center. Two non-original metal sliding windows, one large and one small, pierce the elevation north of the entrance. Two non-original metal frame sliding windows sit south of the entrance, one beside the entrance with exterior security metal bars and one at the south corner.

The asymmetrical north (rear) elevation features a small, one-story, wooden plank–clad addition connecting to the northeast corner of the elevation. A half-size concrete-block wall abuts the north elevation of the addition, and a single, wood-slab door sits on the west elevation of the addition. The remainder of the first story has a single, wood-slab door and a steel hung window with metal security bars tucked under an exterior wooden staircase with an L-shaped railing leading up to the second story. The receded second story-entry is not visible from the right-of-way. A picture window punctures the elevation to the west, but its operational flanking sashes appear to be missing.

The east (side) elevation is not visible because it abuts 266–270 E. 22nd Street.

B10. Significance, continued

By 1907, Randolph H. Miner’s Outer Harbor Dock and Wharf Company had begun reclamation efforts to reshape the area west of the SPRR Slip, with the Union Oil Company maintaining a major financial interest in the land reclaimed by Miner’s company. As one local historian notes, “these fills created acreage that today extends from the base of the bluff below Crescent Avenue and borders East and West Channels and Watchorn Basin” (*Los Angeles Times* 1907:V14; Silka 1993:62, quoted). Around this time, the SPRR undertook construction of multiple rail lines and a freight yard north of its slip, whereas private interests constructed electric railway lines nearer to the Main Channel that would become part of the Pacific Electric Railway system (Dumke 1940:141–143). In anticipation of the opening of the Panama Canal, the Los Angeles Board of Harbor Commissioners arranged for construction of a new dredge-and-fill wharf to the south of the SPRR Slip, and the Port completed the 60-acre Municipal Pier No. 1 in 1914 (ESA 2011:14). The construction of Municipal Pier No. 1 created the West Harbor’s East Channel.

In 1914, the federal government established Fort MacArthur, a coastal artillery defense installation at Point Fermin that included an Upper and a Lower Reservation, the latter located east of Pacific Avenue, near the far-western portion of the harbor (Silka 1993:66). During World War I, Fort MacArthur served as a soldier training center (Silka 1993:68). After the war, harbor improvements undertaken in the mid-1920s included “extensive dredging operations” that “improved the West Basin and widened the entrance channel to 1,000 feet” (Silka 1993:75). Much of the land reclaimed by the Outer Harbor Dock and Wharf Company prior to World War I remained vacant until World War II. With the creation of the Naval Supply Depot at the harbor in 1942, the U.S. Navy initiated construction of new warehouses on that reclaimed land to the east

and north of the West Channel. Following the war, after the U.S. Navy vacated the Supply Depot, a private firm took over management of those warehouses (Jones & Stokes 2002:12–13).

With the return of peace and the demilitarization of the harbor, the last undeveloped portion of the West Harbor, the area north of the West Channel and below the bluff line, became the site of a petroleum tank farm (Silka 1993:107). This is now the site of the 22nd Street Park. In 1950, the San Pedro Municipal Wholesale Fish Market opened for business in a new, two-story Mission Revival–style building constructed just south of the entrance to the SPRR Slip (Weaver 2007; *Los Angeles Times* 1950a:20). In 1976, the federal government designated Fort MacArthur as surplus property and transferred the Lower Reservation to LAHD (Silka 1993:103). LAHD transformed the West Channel area into the West Channel Cabrillo Beach Recreational Complex, which included the Fort MacArthur Lower Reservation, as well as the Cabrillo Marina, completed in 1986. Facilities established as part of the complex's development included the Cabrillo Beach Yacht Club and Cabrillo Landing, the Boy Scouts' Youth Waterfront Sports Center Complex, and a 250-room hotel (Silka 1993:132–133).

ONE-PART COMMERCIAL BLOCK (1900-1970)

The one-part commercial block typically developed in emerging residential neighborhoods and commercial districts during the early to mid-1900s. Character-defining features include single-story, simple-box buildings constructed of masonry or wood, with limited façade ornamentation and full use of the parcel, with little-to-no setback from the sidewalk. Symmetrically composed with large display windows typically flanking a pedestrian entrance, some examples featured recessed entrances accompanied by additional windows in order to maximize visibility of interior goods to passersby. Transom windows and a parapet often surmounted the entrance program in order to provide additional natural lighting and a space for signage (Longstreth 2000:54; Moore 2011:3–4). These commercial blocks were also designed as stop-gaps with the long-term aim of replacing them with larger, more-profitable buildings in the future (Longstreth 2000:54–55).

MODERNE (1935-1959)

Moderne architecture is a broad category that includes various modernistic and modern substyles popular between the 1920s and 1950s (van de Lemme 1986:8). The Moderne substyles evolved from Art Deco in the 1920s to Streamline Moderne and Public Works Administration (PWA)/Works Progress Administration (WPA) Moderne in the 1930s and 1940s to Late Moderne's beginnings in the late 1930s through the 1950s (Sennott 2004:69). Art Deco derives its name from Paris's 1925 *Exposition Internationale des Arts Décoratifs et Industriels Modernes* (*The International Exhibition of Modern Decorative and Industrial Arts*; van de Lemme 1986:8–11). Exposition organizers required that all entries reflect modern designs. Designers responded by looking to avant-garde trends, such as Art Nouveau, Bauhaus, and Cubism, and integrated those styles with the Arts and Crafts movement. The outcome, Art Deco, enlivened simplified Classical forms with dynamic shapes, surfaces, and angles that expressed the energy and movement of the Jazz Age (Fullerton Heritage 2020). Moderne architecture paralleled the rise and popularity of the more-austere modernism of the International Style. Although both styles featured angular, geometric massing, architects and designers embellished Moderne buildings. Art Deco, or "Zig-Zag," buildings had vertical emphasis and made use of bold, repetitive geometric forms and decorative motifs. Rather than presenting a flat plane, façades often step backward and forward to create visual rhythm and feature vertical projections above roof lines (van de Lemme 1986:8–11, 16–23).

The Streamline Moderne substyle, distinguished by its horizontal emphasis and an aesthetic that suggested movement, evoked associations with aerodynamically designed transportation technologies, such as automobiles, trains, ships, and airplanes. Curved elements and teardrop forms are common to the style, but Streamline Moderne buildings always feature horizontal bands or ribbons of steel-framed windows; some even include glass-block or nautical portal windows to emphasize the style's association with aerodynamics and transportation (Gebhard and von Breton 1975:4; Sennott 2004:69).

PWA/WPA Moderne building styles are simplified versions of Art Deco combined with classical styles, such as Beaux-Arts, and are commonly found in government, institutional, and utility buildings and structures during the Great Depression (1929–1939) (City of Los Angeles 2021:79). Elements of classical influence are present in the massing, plans, and symmetry of PWA/WPA buildings. Many feature boxy massing, primarily rectangular geometric plans, and symmetrical elevations. They also feature smooth exterior surfaces with classical detailing, such as flat or fluted pilasters and cornice lines, and low-relief sculpture is often found in panels above doors and near windows. These elements, complied in a modern way, using modern visual design, formed monumental, austere buildings and structures with minimal embellishment (City of Los Angeles 2021:80). To incorporate the verticality of Art Deco design, PWA/WPA Moderne buildings included vertical windows placed at regular intervals across elevations, pilasters and fluted elements, and geometric grilles (City of Los Angeles 2021:89).

Late Moderne buildings have an emphasis on angularity, use stack-bond brick, and feature bezels surrounding windows—a leading feature distinguishing this substyle (Christopher A. Joseph & Associates 2009:13). Examples include both symmetrical and asymmetrical façades, both with entry pylons. Moreover, bezels may be found around doorways or can continue, horizontally, to wrap around to other elevations. Landscape features, such as built-in planters, are also common in Late Moderne buildings.

SITE HISTORY

In 1935, Frank R. Hardy filed a permit for construction of a two-story restaurant and living space at 264 E. 22nd Street. Measuring 21 feet by 63 feet, the restaurant had a cement foundation, a frame structure, a stucco exterior, and a composition roof (City of Los Angeles 1935b). The permit listed William F. Durr as the architect of the project, and C. G. Cranford as the contractor. Durr, a San Pedro-based architect, designed several buildings in the area, including many at the Port of Los Angeles (*San Pedro News-Pilot* 1920:13; Marsak 2019). Research yielded no further information about William F. Durr, except for a few mentions in the newspaper regarding building permits and plans for new construction around the City of San Pedro. Although this indicates that he worked as an architect in San Pedro in the 1930s, research did not reveal any additional information about William F. Durr or his career.

In 1954, then-owner Navy Café filed a permit for installation of an electric sign at 264 E. 22nd Street. The 2-foot by 12-foot electric sign was wall mounted and constructed of iron (City of Los Angeles 1954). The permit listed Cottom and Bardwell as the contractors. In 1960, owner Victor Peetris filed a permit for the enlargement of the second-story dwelling to the same size as the first-story restaurant (City of Los Angeles 1960). The work included adding new northern and eastern walls and a new roof. In 1969, owner George Peetris filed a permit to replace two windows and one door due to termite damage (City of Los Angeles 1969). Sol C. Provence was listed as the contractor. A decade later, in 1980, owner E. Pettris filed a permit to convert a retail store within 264 E. 22nd Street to a pottery store and sandwich shop (City of Los Angeles 1980).

Occupants of 264 E. 22nd Street included Victor Peetris (1940–1941), Navy Café (1954–1965), George and Elizabeth Peetris (1967), Viking Enterprises (1971) owned by Peter O. Skyving, the Port Gallery (1976–1981), the Port Pottery (1976), and American Folk (1982–1983), at least for the suggested years (*San Pedro News-Pilot* 1940:2, 1941:1, 1965:13, 1971c:12, 1976a:11, 1976b:19, 1981:51, 1983:6; Palmer 1976:3; *Los Angeles Times* 1967:99). The Port Gallery (1976–1981) was an artist's colony that Randy Gomez and Martin Matich, artists and natives of San Pedro, formed to bring together local artists in a creative and collaborative collective. Gomez named his ground-level shop Port Pottery, and Matich named his second-story business The Port Gallery (*San Pedro News-Pilot* 1976a:3).

EVALUATION

NATIONAL REGISTER OF HISTORIC PLACES/CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The resource at 264 E. 22nd Street is not associated with significant events or patterns of events. Built in 1935, the building originally provided restaurant space on the first story and living space on the second story. None of the business, uses, or tenants have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. Both residential and commercial uses have existed on the second story. As such, the building is ineligible under NRHP/CRHRC Criterion A/1.

The resource at 264 E. 22nd Street does not share any significant associations with the lives of persons important to history. Properties that are eligible under this criterion are typically associated with the productive life of a person. The building was not the home nor workplace of any persons who contributed significantly to Port and West Harbor history, nor to commercial development during the early and mid-twentieth Centuries. Research did not generate any evidence that Frank R. Hardy, who owned the building at the time of its construction, nor any other known subsequent owner or occupant of the building, made important contributions to history. As such, the building is ineligible under NRHP/CRHRC Criterion B/2.

The resource at 264 E. 22nd Street is not a significant example of its type, style, or era; it lacks high artistic value, and is not the work of a master architect, builder, designer, nor engineer. It features some character-defining features of Moderne architecture, such as a flat roof and parapet, smooth-stucco wall surfaces, windows arranged in vertical recessed bays, and pilasters that extend above the roofline. However, the building is a simple example that lacks key features, such as symmetrical elevations, recessed and emphasized entrances, low-relief panels set adjacent to fenestration, and modest embellishments, such as cornice lines. For these reasons, the building lacks high artistic value. William F. Durr designed the building; although a few mentions in San Pedro newspapers during the 1930s suggest that Durr was a working local architect during this time, research did not reveal him to be a master architect. As such, the building is ineligible under NRHP/CRHR Criterion C/3.

The resource at 264 E. 22nd Street has neither yielded nor is it likely to yield important information about our past. It is a rectangular, two-story, wood-frame building constructed in 1935, and it lacks the potential to yield important information regarding the construction or engineering materials, methods, or technologies used in the 1930s. As such, the building is ineligible under NRHP/CRHR Criterion D/4.

HISTORIC-CULTURAL MONUMNET

The resource at 264 E. 22nd Street is not associated with broad patterns of events. Built in 1935, the building originally provided restaurant space on the first story and living space on the second story. None of the businesses, uses, nor tenants have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. As such, the building is ineligible under this criterion.

The resource at 264 E. 22nd Street does not share any significant associations with the lives of persons important to history. Properties that are eligible under this criterion are typically associated with the productive life of a person. The building was not the home nor workplace of any persons who contributed significantly to Port or West Harbor history or to commercial development during the early and mid-twentieth centuries. Research did not generate any evidence that Frank R. Hardy, who owned the building at the time of its construction, nor any other known subsequent owner or occupant of the building, made important contributions to history. As such, the building is ineligible under this criterion.

The resource at 264 E. 22nd Street does not embody the distinguishing characteristics of a Moderne building. Although it features some character-defining features of the style, such as a flat roof and parapet, smooth-stucco wall surfaces, windows arranged in vertical recessed bays, and pilasters that extend above the roofline, the building is a simple example that lacks key features, such as symmetrical elevations, emphasized recessed entrances, low-relief panels set adjacent to fenestration, or modest embellishments, such as cornice lines. As such, the building is ineligible under this criterion.

The resource at 264 E. 22nd Street does not represent the notable work of a master builder, designer, nor architect whose genius influenced their age. William F. Durr designed the building. Although a few mentions in San Pedro newspapers during the 1930s suggest that Durr was a local architect during that time, research did not indicate that the building is representative of his work nor reveal him to be a master or notable architect. As such, the building is ineligible under this criterion.

B12. References, continued

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P5a. Photos, continued.

Figure 2: 264 22nd Street, west (side) elevation, view east. ICF 2023.

Figure 3: 264 22nd Street, north (rear) elevation, view south. ICF 2023.

State of California – The Resources Agency	Primary #:	P-19-190918
DEPARTMENT OF PARKS AND RECREATION	HRI #:	
PRIMARY RECORD	Trinomial:	
	NRHP Status Code:	6Z
Other Listings:		
Review Code:	Reviewer:	Date:

Page 1 of 9 ***Resource Name or #:** 266–270 E. 22nd Street

P1. Other Identifier: R.S. Marine Engine Services/California Yacht Service

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

***b. USGS 7.5′ Quad:** San Pedro **Date:** 1951 **T:** 5S **R:** 13W

¼ of Sec N/A **B.M.** N/A

c. Address: 270 E. 22nd Street **City:** San Pedro **Zip:** 90731

d. UTM: 11S; 381857.24 mE/ 3732624.54 mN

e. Other Locational Data (e.g., parcel #, directions to resource, elevation, etc., as appropriate)**:**

Northwest corner of 22nd Street and Harbor Boulevard intersection.

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

The utilitarian commercial building located at 266–270 E. 22nd Street lacks an architectural style. Two one-story adjoining volumes forms the building, with a triangular volume (an addition) abutting a rectangular volume. Wall construction consists of concrete block clad in stucco. Fenestration consists of industrial metal doors, metal-framed glass doors, steel windows, some with narrow transoms, and wood casement windows. 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.)

P5b. Description of Photo (View, date, accession #)**:**
(Figure 1) Primary elevation, view north. ICF 2023.

***P6. Date Constructed/Age and Sources:**
1925; City of Los Angeles Department of Building and Safety (Permit No. 15571)

☒ Historic ☐ Prehistoric ☐ Both

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

***P8. Recorded By** (Name, affiliation, and address)**:**
Millie Mujica, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

***P9. Date Recorded:** May 31, 2023

***P10. Survey Type:** Intensive-level survey

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

ICF. 2023. *Cultural Resource Assessment for the 208 E. 22nd Street Parking Lot Improvements Project, Port of Los Angeles, Los Angeles, California.* Prepared for the Los Angeles Harbor Department. September.

***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): N/A

B1. Historic Name: N/A
B2. Common Name: 266–270 E. 22nd Street; Marine and Yacht Services
B3. Original Use: Restaurant **B4. Present Use:** Boat Repair Shop
***B5. Architectural Style:** None
***B6. Construction History:** See B10. Significance, Site History.
***B7. Moved?** ☐ Yes ☒ No ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:** N/A
B9a. Architect: C.O. Dodd **B9b. Builder:** N/A
***B10. Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity):

HISTORIC CONTEXT
WEST HARBOR

The West Harbor consists of Port of Los Angeles facilities west of the Main Channel, south of San Pedro, and east of Point Fermin. Although sometimes mired in controversy and conflict, harbor and railroad development during the first decade of the twentieth century came together to lay the basis for economic growth in the West Harbor portion of the Port. After 1900, the SPRR extended its harbor infrastructure to new dockage created at Timm's Point on the western side of the Main Channel. There, the 1,800-foot SPRR Slip and associated mole pier provided space for numerous lumber warehouses and docking space for lumber-shipping steamers (Silka 1993:62). See continuation sheet.

B11. Additional Resource Attributes (*List attributes and codes*): N/A

***B12. References:**
See continuation sheet.

B13. Remarks:
N/A

***B14. Evaluator:** Millie Mujica, ICF
***Date of Evaluation:** September 25, 2023
(This space is reserved for official comments)

P3a. Description, Continued.

Two connecting storefronts comprise the south (primary) elevation. The eastern storefront predates the western one, which is an addition. The eastern storefront features a centered, recessed entrance, composed of double, metal-framed glass doors. Slightly receded wall sections with fixed steel storefront windows of varying sizes flank the entrance. A sign reads, "California Yacht Service," accompanied by a phone number, and covers the eastern window. The western storefront has a metal-framed glass door entrance at the eastern corner. A ribbon window featuring six fixed sashes extends along the western side of the elevation. Small wall vents puncture each end of the volume, near the roofline.

The asymmetrical east side elevation has three wide, fixed windows surmounted by short transoms to the south and two small, recessed casement windows to the north. Metal wall vents sit above windows at each end of the elevation.

The symmetrical north (rear) elevation features a receded industrial metal door at center, flanked on each side by square metal fixed windows with thick, shallow sills. Plywood covers the eastern window, which features a hopper transom window above.

The west elevation is not visible because it abuts 264 E. 22nd Street.

The interiors of both storefronts connect via a door near the southern end. The east store's interior includes a low ceiling, supported by square, interspersed concrete columns. The floor is unfinished concrete. Several carts, shelves, and worktables filled with parts and inventory line the walls. The western store's ceiling is missing sections, exposing wood beams and the roof's structure, and a temporary metal screen wall separates the front of the store, used for attending customers, from the rear of the store, used for inventory storage.

B10. Significance, continued

By 1907, Randolph H. Miner's Outer Harbor Dock and Wharf Company had begun reclamation efforts to reshape the area west of the SPRR Slip, with the Union Oil Company maintaining a major financial interest in the land reclaimed by Miner's company. As one local historian notes, "these fills created acreage that today extends from the base of the bluff below Crescent Avenue and borders East and West Channels and Watchorn Basin" (*Los Angeles Times* 1907:V14; Silka 1993:62, quoted). Around this time, the SPRR undertook construction of multiple rail lines and a freight yard north of its slip, whereas private interests constructed electric railway lines nearer to the Main Channel that would become part of the Pacific Electric Railway system (Dumke 1940:141–143). In anticipation of the opening of the Panama Canal, the Los Angeles Board of Harbor Commissioners arranged for construction of a new dredge-and-fill wharf to the south of the SPRR Slip, and the Port completed the 60-acre Municipal Pier No. 1 in 1914 (ESA 2011:14). The construction of Municipal Pier No. 1 created the West Harbor's East Channel.

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and north of the West Channel. Following the war, after the U.S. Navy vacated the Supply Depot, a private firm took over management of those warehouses (Jones & Stokes 2002:12–13).

With the return of peace and the demilitarization of the harbor, the last undeveloped portion of the West Harbor, the area north of the West Channel and below the bluff line, became the site of a petroleum tank farm (Silka 1993:107). This is now the site of the 22nd Street Park. In 1950, the San Pedro Municipal Wholesale Fish Market opened for business in a new, two-story Mission Revival–style building constructed just south of the entrance to the SPRR Slip (Weaver 2007; *Los Angeles Times* 1950a:20). In 1976, the federal government designated Fort MacArthur as surplus property and transferred the Lower Reservation to LAHD (Silka 1993:103). LAHD transformed the West Channel area into the West Channel Cabrillo Beach Recreational Complex, which included the Fort MacArthur Lower Reservation, as well as the Cabrillo Marina, completed in 1986. Facilities established as part of the complex's development included the Cabrillo Beach Yacht Club and Cabrillo Landing, the Boy Scouts' Youth Waterfront Sports Center Complex, and a 250-room hotel (Silka 1993:132–133).

ONE-PART COMMERCIAL BLOCK (1900-1970)

The one-part commercial block typically developed in emerging residential neighborhoods and commercial districts during the early to mid-1900s. Character-defining features include single-story, simple-box buildings constructed of masonry or wood, with limited façade ornamentation and full use of the parcel, with little-to-no setback from the sidewalk. Symmetrically composed with large display windows typically flanking a pedestrian entrance, some examples featured recessed entrances accompanied by additional windows in order to maximize visibility of interior goods to passersby. Transom windows and a parapet often surmounted the entrance program in order to provide additional natural lighting and a space for signage (Longstreth 2000:54; Moore 2011:3–4). These commercial blocks were also designed as stop-gaps with the long-term aim of replacing them with larger, more-profitable buildings in the future (Longstreth 2000:54–55).

SITE HISTORY

On June 3, 1925, the Board of Harbor Commissioners of the City of Los Angeles granted Mrs. Elizabeth Thompson "a lease of certain lands at Los Angeles Harbor" (*Wilmington Press* 1938:4). That same year, Mrs. Thompson filed a permit for construction of a one-story restaurant at 270 E. 22nd Street. Measuring 28 feet by 60 feet, the restaurant had a concrete foundation, a hollow, clay-tile exterior, lath-and-plaster interior walls, cement floors, and a tar-and-gravel roof. Architect C.O. Dodd designed the project (City of Los Angeles 1925), but research yielded no other information on Dodd. A decade later, in 1935, Mrs. Thompson filed a subsequent permit for the installation of two tiled restrooms at the restaurant (City of Los Angeles 1935); the contractors were listed as Jesse and Kopp.

Although the original building permit for the later western volume, sometimes referred to as 266 E. 22nd Street, was not available, subsequent permits indicate that the owner built it between 1925 and 1934. In 1934, the owner, Pacific Jewelry Company, filed a permit for installation of an awning (City of Los Angeles 1934). A couple of years later, in 1936, Pacific Jewelry Company filed an additional permit to move an existing roof sign, seemingly from a former location in Long Beach to the new location at 266 E. 22nd Street (City of Los Angeles 1936). The engineer of the project was listed as Blaine Noics, and the contractor was listed as Electrical Products Corporation.

In 1938, the next owners of the business at 270 E. 22nd Street, Victor Peetric and John Celetos, who ran a café at the subject location, filed a permit for the replacement of windows on one, unspecified side the building (City of Los Angeles 1938). In the mid-1940s, additional changes to the building took place. In 1946, owners John and Nick Mezin, who also ran a café, filed a permit for alterations to the store front; the permit specified that the alterations did not include structural changes (City of Los Angeles 1946).

Occupants included the Ship supply shop (1946–1950), Channel Market and Ship Supply (1963–1965), Chrysler Marine Engines (1967–1971), and R.S. Marine (1971–Present), at least for the suggested years (*San Pedro News-Pilot* 1963:21, 1965:17, 1971a:2, 1971b:29; *Los Angeles Times* 1950b:43)

EVALUATION

NATIONAL REGISTER OF HISTORIC PLACES/CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The resource at 266–270 E. 22nd Street is not associated with significant events nor patterns of events. The 1925 building originally served as a restaurant and has since served many commercial uses. None of the business or uses have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. As such, the building is ineligible under NRHP/CRHR Criterion A/1.

The resource at 266–270 E. 22nd Street does not share any significant associations with the lives of persons important to history. Resources that are eligible under this criterion are typically associated with the productive life of a person. The building is not the home or workplace of any persons who contributed significantly to Port or West Harbor history, nor to commercial development during the early and mid-twentieth centuries. Neither Thompson, who owned the building at the time of its construction, nor any other known subsequent owner or occupant of the building, made important contributions to history. As such, the building is ineligible under NRHP/CRHRC Criterion B/2.

The resource at 266–270 E. 22nd Street is not a significant example of its type, style, or era; it lacks high artistic value, and it is not the work of a master architect, builder, designer, or engineer. The simple, boxy, utilitarian building lacks an architectural style. Its features, such as masonry construction, minimal-to-no setback, and recessed entrance with accompanying recessed windows on the original 270 E. 22nd Street storefront, are common with pre-war commercial properties. The 266 E. 22nd Street additional storefront features ribbon windows and an off-center entrance, contradicting the design of the original storefront. For these reasons, it lacks high artistic value. C.O. Dodd designed the original building, and the architect of the addition is unknown. Research did not yield any information about Dodd, suggesting that he is not a notable architect. As such, the building is ineligible under NRHP/CRHR Criterion C/3.

The resource at 266–270 E. 22nd Street has neither yielded nor is likely to yield important information about our past. It is a modest, one-story, rectangular building built in 1925, with a 1925–1934 triangular addition. Its hollow-tile block construction was common and popular in the first half of the twentieth century, thus it does not have the potential to yield important information regarding the construction or engineering materials, methods, or technologies used between 1925 and 1934. As such, the building is ineligible under NRHP/CRHR Criterion D/4.

HISTORIC-CULTURAL MONUMNET

The resource at 266–270 E. 22nd Street is not associated with broad patterns of events. The 1925 building originally served as a restaurant and has since served many commercial uses. None of the business or uses have had a significant association with the development or growth of the Port or its West Harbor. The building is not associated with SPRR's development of the area, the lumber yards, shipping, nor the 1942 Naval supply depot. As such, the building is ineligible under this criterion.

The resource at 266–270 E. 22nd Street does not share any significant associations with the lives of persons important to history. Resources that are eligible under this criterion are typically associated with the productive life of a person. The building is not the home or workplace of any persons who contributed significantly to Port and West Harbor history, nor to commercial development during the early and mid-twentieth Centuries. Neither Thompson, who owned the building at the

time of its construction, nor any other known subsequent owner or occupant of the building made important contributions to history. As such, the building is ineligible under this criterion.

The resource at 266–270 E. 22nd Street does not embody the distinguishing characteristics of pre–World War II commercial buildings. Although it has some character-defining features of the type, such as masonry construction, minimal-to-no setback, and a recessed entrance with accompanying recessed windows on the original 270 E. 22nd Street storefront, it lacks large, symmetrical display windows and transom windows. The 266 E. 22nd Street additional storefront features ribbon windows and an off-center entrance, contradicting the design of the original storefront. In addition, the building lacks a distinctive architectural style. As such, the building is ineligible under this criterion.

The resource at 266–270 E. 22nd Street does not represent the notable work of a master builder, designer, nor architect whose genius influenced their age. The original building was designed by C.O. Dodd. Research did not yield any information about C.O. Dodd, his work, nor his influence on others, suggesting that he was not a master. As such, the building is ineligible under this criterion.

B12. References, continued

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P5a. Photos, continued.

Figure 2: 266–270 22nd Street, east (side) elevation, view west. ICF 2023.

Figure 3: 266–270 22nd Street, north (rear) elevation, view southeast. ICF 2023.

Figure 4: Interior of 266 E. 22nd Street/western storefront, view north. ICF 2023.

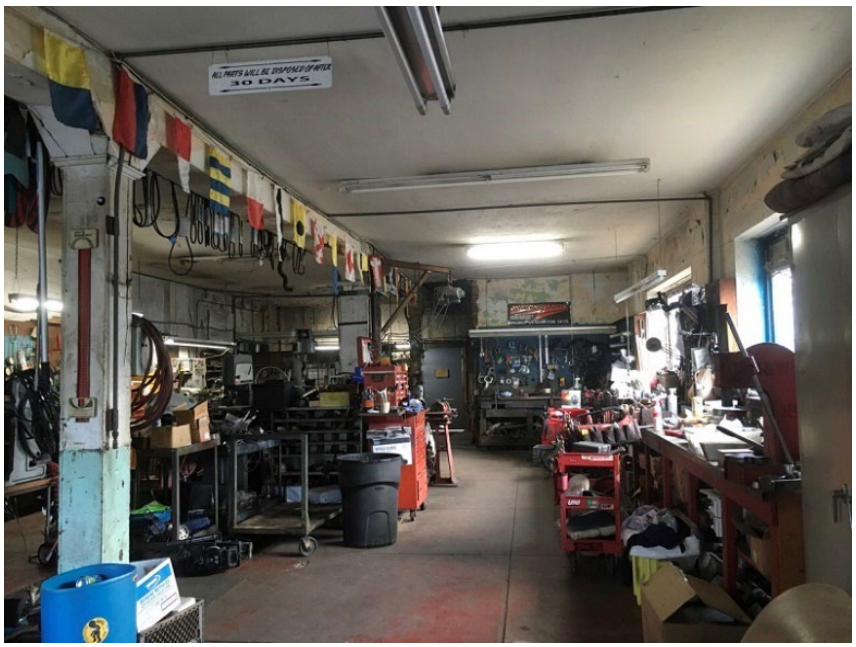

Figure 5: Interior of 270 E. 22nd Street/eastern storefront, view east. ICF 2023.

State of California – The Resources Agency	Primary #:	
DEPARTMENT OF PARKS AND RECREATION	HRI #:	
PRIMARY RECORD	Trinomial:	
	NRHP Status Code:	6Z
Other Listings:		
Review Code:	Reviewer:	Date:

***Resource Name or #:** Former Southern Pacific Railroad/San Pedro Waterfront Red Car Line, Port of Los Angeles

P1. Other Identifier: N/A

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

***b. USGS 7.5′ Quad:** San Pedro **Date:** 1951 **T:** 5S **R:** 13W

¼ of Sec N/A **B.M.** N/A

c. Address: N/A **City:** Los Angeles **Zip:** 90731

d. UTM: See P3a. Description.

e. Other Locational Data (e.g., parcel #, directions to resource, elevation, etc., as appropriate)**:**

Located on an irregular, triangle-shaped area at the northwestern corner of E. 22nd Street and Harbor Boulevard, this resource is roughly bounded by E. 22nd Street to the south, Harbor Boulevard to the east, and playing fields and Miner Street to the west. The resource is adjacent to Harbor Boulevard and Miner Street, and the spur along Harbor extends south; however, only the segments within the study area are documented herein.

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

The former Southern Pacific Railroad (SPRR)/San Pedro Waterfront Red Car Line segment in the project study area includes several spur lines extending along the western and eastern sides of the study area. Specifically, the segment extends along Harbor Boulevard to the east, with a spur splitting toward Miner Street, where it terminates at the intersection of Miner Street and E. 22nd Street. The spur line that extends along Harbor Boulevard continues south across 22nd Street, alongside transit sheds. See Continuation Sheet.

***P3b. Resource Attributes** (List attributes and codes)**:** HP17. Railroad Depot; HP39. Other (Railroad) AH7. Roads/Trails/Railroad Grades

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

P5b. Description of Photo (View, date, accession #)**:**

Figure 1: Track located in the northwestern section of the study area showing single line, overgrown, view north (ICF 2023).

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

Early 1900s through 2003 (various sources, see B10. *Significance, Site History*, for more information)

☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**

Los Angeles Harbor Department
425 S. Palos Verdes Street
Los Angeles, CA 90731

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

Peter Pham and Millie Mujica, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

***P9. Date Recorded:** May 31, 2023

***P10. Survey Type:** Intensive Level Survey

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

ICF. 2023. *Cultural Resource Assessment for the 208 E. 22nd Street Parking Lot Improvements Project, Port of Los Angeles, Los Angeles, California.* Prepared for the Los Angeles Harbor Department. September.

***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): N/A

B1. Historic Name: Former Southern Pacific Railroad /San Pedro Waterfront Red Car Line, Port of Los Angeles
B2. Common Name: Red Car Line
B3. Original Use: Freight transportation **B4. Present Use:** None; Abandoned track
***B5. Architectural Style:** N/A
***B6. Construction History:** See B10. Significance, Site History.
***B7. Moved?** ☐ Yes ☒ No ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8: Related Features:** 22nd St. Marina Station (see P3a.)
B9a. Architect: Southern Pacific Railroad Engineers **B9b. Builder:** Southern Pacific Railroad/Los Angeles Harbor Department (alterations)
***B10. Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

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

HISTORIC CONTEXT
WEST HARBOR

The West Harbor consists of Port of Los Angeles facilities west of the Main Channel, south of San Pedro, and east of Point Fermin. Although sometimes mired in controversy and conflict, harbor and railroad development during the first decade of the twentieth century came together to lay the basis for economic growth in the West Harbor portion of the Port. After 1900, the SPRR extended its harbor infrastructure to new dockage created at Timm's Point on the western side of the Main Channel. There, the 1,800-foot SPRR Slip and associated mole pier provided space for numerous lumber warehouses and docking space for lumber-shipping steamers (Silka 1993:62). See continuation sheet.

B11. Additional Resource Attributes (*List attributes and codes*): N/A
***B12. References:** See full-page sketch map (page 3).
See Continuation Sheet.

B13. Remarks:
N/A

***B14. Evaluator:** Margaret Roderick, ICF
***Date of Evaluation:** September 25, 2023

(This space is reserved for official comments)

State of California – The Resources Agency	Primary #:	
DEPARTMENT OF PARKS AND RECREATION	HRI #:	
SKETCH MAP	Trinomial:	

Page 3 of 10 ***Resource Name or #** (Assigned by recorder): Former Southern Pacific Railroad /San Pedro Waterfront Red Car Line, Port of Los Angeles

***Drawn by:** Johnnie Garcia, ICF ***Date of Map** July 19, 2023

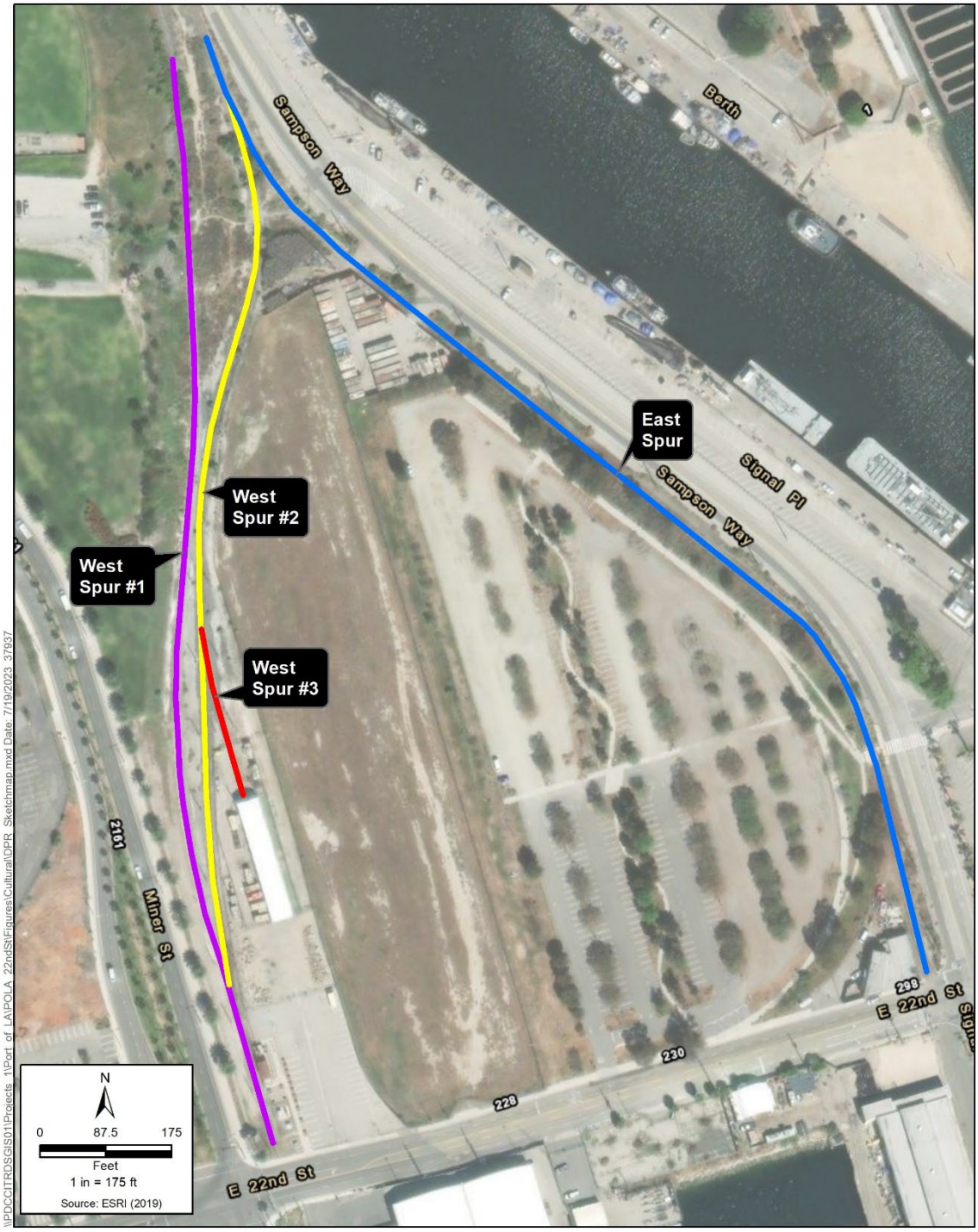

Figure 1: Sketch map showing former Southern Pacific Railroad/San Pedro Waterfront Red Car Line

P3a. Description, Continued.

Three spur lines separate and converge along the western side of the resource, ultimately terminating in a single track near the intersection of E. 22nd Street and Harbor Boulevard. One spur line lies along the eastern side of the resource; others that were originally present have been removed. North of the study area, the track has been completely removed, thus creating a remnant of the larger system that serviced the movement of freight, and later passengers, in the West Harbor, connecting it with San Pedro and Los Angeles.

West Spur #1 UTMs
North: 11S 381560.91 mE/ 3732990.60 mN
South: 11S, 381605.72 mE/ 3732552.32 mN

West Spur #2 UTMs
North: 11S, 381582.19 mE/ 3732978.92 mN
South: 11S, 381585.97 mE/ 3732621.48 mN

West Spur #3 UTMs
North: 11S, 381575.33 mE/ 3732755.92 mN
South: 11S, 381591.86 mE/ 3732695.19 mN

East Spur UTMs
North: 11S, 381574.42 mE/ 3733001.24 mN
South: 11S, 381869.73 mE/ 3732625.54 mN

In the study area, the track measures approximately 5.5-feet wide and is set on wooden beams and a gravel ballast at ground level. Where driveways and pedestrian access points cross it, the track is set at-grade in asphalt or concrete. Where the track terminates near the Miner Street and E. 22nd Street intersection, two wood beams form an X-shaped barrier. A small, red-and-yellow sign signals the end of the track, which is overgrown with weeds.

The former SPRR/San Pedro Waterfront Red Car Line includes the 22nd Street Marina station, which dates to 2003. The station sits on a raised concrete platform accessed by a ramp and short staircase along its eastern side, all accompanied by a metal balustrade. An open, rectangular, side-gabled structure rests atop the platform, accompanied by a front-gabled information kiosk to the north. Two sets of paired posts capped by a cross-beam and brackets support the gabled roof. Red-asphalt shingles cover the medium-pitched roof. A sign hangs from the roof along the western and eastern sides, reading, “22ND ST./Marina,” denoting the station name. The information kiosk features the same overall design as the structure. The station contains bell-shaped lamps.

P3a. Significance , Continued.

HISTORIC CONTEXT

WEST HARBOR

By 1907, Randolph H. Miner’s Outer Harbor Dock and Wharf Company had begun reclamation efforts to reshape the area west of the SPRR Slip, with the Union Oil Company maintaining a major financial interest in the land reclaimed by Miner’s company. As one local historian notes, “these fills created acreage that today extends from the base of the bluff below Crescent Avenue and borders East and West Channels and Watchorn Basin” (*Los Angeles Times* 1907:V14; Silka 1993:62, quoted). Around this time, the SPRR undertook construction of multiple rail lines and a freight yard north of its slip, whereas private interests constructed electric railway lines nearer to the Main Channel that would become part of the Pacific Electric Railway system (Dumke 1940:141–143). In anticipation of the opening of the Panama Canal, the Los

Angeles Board of Harbor Commissioners arranged for construction of a new dredge-and-fill wharf to the south of the SPRR Slip, and the Port completed the 60-acre Municipal Pier No. 1 in 1914 (ESA 2011:14). The construction of Municipal Pier No. 1 created the West Harbor's East Channel.

In 1914, the federal government established Fort MacArthur, a coastal artillery defense installation at Point Fermin that included an Upper and a Lower Reservation, the latter located east of Pacific Avenue, near the far-western portion of the harbor (Silka 1993:66). During World War I, Fort MacArthur served as a soldier training center (Silka 1993:68). After the war, harbor improvements undertaken in the mid-1920s included "extensive dredging operations" that "improved the West Basin and widened the entrance channel to 1,000 feet" (Silka 1993:75). Much of the land reclaimed by the Outer Harbor Dock and Wharf Company prior to World War I remained vacant until World War II. With the creation of the Naval Supply Depot at the harbor in 1942, the U.S. Navy initiated construction of new warehouses on that reclaimed land to the east and north of the West Channel. Following the war, after the U.S. Navy vacated the Supply Depot, a private firm took over management of those warehouses (Jones & Stokes 2002:12–13).

With the return of peace and the demilitarization of the harbor, the last undeveloped portion of the West Harbor, the area north of the West Channel and below the bluff line, became the site of a petroleum tank farm (Silka 1993:107). This is now the site of the 22nd Street Park. In 1950, the San Pedro Municipal Wholesale Fish Market opened for business in a new, two-story Mission Revival–style building constructed just south of the entrance to the SPRR Slip (Weaver 2007; *Los Angeles Times* 1950:20). In 1976, the federal government designated Fort MacArthur as surplus property and transferred the Lower Reservation to LAHD (Silka 1993:103). LAHD transformed the West Channel area into the West Channel Cabrillo Beach Recreational Complex, which included the Fort MacArthur Lower Reservation, as well as the Cabrillo Marina, completed in 1986. Facilities established as part of the complex's development included the Cabrillo Beach Yacht Club and Cabrillo Landing, the Boy Scouts' Youth Waterfront Sports Center Complex, and a 250-room hotel (Silka 1993:132–133).

SITE HISTORY

SPRR built extensive track in the West Harbor. By 1896, SPRR operated a San Pedro Branch that extended to the Cabrillo Beach area. Along the Main Channel, the track featured a spur that serviced numerous buildings in the vicinity of the study area (USGS 1896). In the early 1900s, SPRR established a slip and pier with extended spur track to facilitate the movement of lumber (Silka 1993:62). As other developers built piers, wharves, and new businesses in the area, SPRR further developed its spur trackage in the West Harbor (*Los Angeles Times* 1907:V14; Silka 1993:62; Dumke 1940:141–143).

As the Port of Los Angeles (Port) grew in the early- and mid-1900s, SPRR expanded its West Harbor railroad track. By 1921, SPRR had developed a large freight yard along the eastern side of Harbor Boulevard, between E. 2nd Street and 14th Street. It featured seven sidings along its length, plus additional spur lines to access nearby properties (Sanborn Map Company 1921a:Sheet 1926, 1921b:1931). South from the freight yard, numerous spur lines split and accessed wharves, warehouses, and other businesses (Sanborn Map Company 1921b:Sheet 1931, 1921c:Sheet 1932, 1921d:Sheet 1933). Few railroad tracks accessed the project study area at that time, but one line accessed the northwestern side of the City of Los Angeles Municipal High Density Cotton Compress and Warehouse property, and another continued south to the wharves. Two lines also extended along the wharf, east of the study area (Sanborn Map Company 1921d:Sheet 1933). By 1923, SPRR had built additional track in the study area's vicinity (USGS 1923). By 1951, single and paired spur tracks surrounded the renamed Los Angeles Compress and Warehouse Company property (formerly Los Angeles Municipal

High Density Cotton Compress and Warehouse), with two additional paired spurs accessing the center of the property. Numerous other lines continued to access wharves to the east and south (Sanborn Map Company 1951:Sheet 1933).

Changes to the resource have occurred in the recent past. With the rise of containerization beginning in the 1960s, substantial changes to local, Port-area industry and infrastructure in the West Harbor has changed dramatically, especially since the 1980s. As the transportation of goods relied less and less on transit sheds and trains, SPRR came to have little need for their West Harbor track (NETR 1980, 2000). The paired spurs accessing the center of the Los Angeles Compress and Warehouse Company property were removed in the 1990s, when the property was demolished (NETR 1991, 1994). In 2003, the Los Angeles Harbor Department (LAHD) opened the San Pedro Waterfront Red Car Line, using a combination of former SPRR track and Pacific Electric Track in the West Harbor, using Pacific Electric's "red cars." The Port refurbished one 1970s red car and replicated two cars for use across the new 1.5-mile passenger alignment (Railway Preservation N.D.). Pacific Electric had operated passenger service in San Pedro and the West Harbor; however, its right-of-way terminated north of the project's study area, and Pacific Electric abandoned its right-of-way in 1961 (Sanborn Map Company 1921c:Sheet 1932; Railway Preservation N.D.). LAHD "rebuilt [the new line] to accommodate trolley operations with traditional 600-volt direct-current overhead trolly wire" and constructed four stations: the Cruise Center, Downtown, Ports O' Call, and Marina stations. During this period, freight trains still occasionally operated in the West Harbor (Railway Preservation N.D.). LAHD terminated the red car line operations in 2015 due to waterfront development and subsequently removed the trolley's overhead wire and sections of the tract north of the project's study area (Littlejohn 2015; Walton 2015).

EVALUATION

The Port's former SPRR/San Pedro Waterfront Red Car Line is an altered remnant of railroad track. The track is no longer connected to the larger network and can no longer be used for freight or passenger rail services. Additional spur lines associated with the study area's original track have also been removed. As a result of the demolition of associated industrial and warehouse properties in the vicinity, the existing track lacks a direct association with its original function and context.

The resource is ineligible for the National Register of Historic Places (NRHP) or California Register of Historical Resource (CRHR) under all criteria. Under NRHP/CRHR Criterion A/1: Events or Patterns of Events, the resource lacks an association with significant national, state, or local events associated with railroad transportation, the Port, and San Pedro. Under NRHP/CRHR Criterion B/2, a resource must be the workplace or residence of a person during their productive years; historically functioning as railroad spur track, the resource cannot be significant under this criteria. Under NRHP/CRHR Criterion C/3: Architecture, the resource is not a good example of its type or era: it lacks high artistic value and is not the work of a master. The track is set at-grade and lacks a raised ballast, difficult inclines or terrain, or innovative bridges. As an altered remnant, it has the most potential for significance under NRHP/CRHR Criterion D/4: Information Potential. However, it is also ineligible for this criteria because railroad track, including spur lines associated with ports across the United States, is commonplace, and numerous sources, including maps, historic photographs, and primary and secondary written sources, provide ample information on railroad track. As such, the resource is not unique or able to provide singular information not evident in other sources.

The resource also does not meet the Los Angeles Historic-Cultural Monument (HCM) requirements. As discussed above, the resource lacks an association with important aspects of cultural, political, economic, or social history, such as railroad transportation, the Port, or San Pedro, it is not identified with historic personages or with important events, it does not embody the distinguishing characteristics of a property type, architectural style, or construction methods, and it does not represent the notable work of a master practitioner.

In conclusion, the Former SPRR/San Pedro Waterfront Red Car Line is ineligible for the NRHP/CRHR or as a local HCM under all criteria.

B12. References, continued

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P5a. Photos, continued.

Figure 2: Former SPRR/San Pedro Waterfront Red Car Line, Port of Los Angeles, track located in the northwestern section of the study area showing convergence of spur lines near Miner Street, view northeast (ICF 2023).

Figure 3: Former SPRR/San Pedro Waterfront Red Car Line, Port of Los Angeles, track located in the eastern section of the study area showing one spur line near Harbor Boulevard, view south (ICF 2023).

Figure 4: 22nd Street Marina Station, view northwest (ICF 2023).

Figure 5: 22nd Street Marina Station, view southwest (ICF 2023).

Appendix B

2008 Evaluation

Final Architectural Survey and Evaluation of Signal Street Properties Port of Los Angeles Los Angeles, California

ADP# 070711-647

Prepared for:
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90733-0151
Contact: Dennis Hagner
310/732-3949

Prepared by:

ICF Jones & Stokes
an ICF International Company
630 K Street, Suite 400
Sacramento, CA 95814
Contact: Madeline Bowen
916/737-3000

July 2008

Aerial view of Outer Harbor and first municipal pier showing Union Terminal Warehouse Company (right), and the Pan American Petroleum Co. in the background, and Transit Sheds Berth 57-60on the left. Camera facing north, photo dated October 17, 1925 (LAPL Photo Database).

This document should be cited as:

ICF Jones & Stokes. 2008. *Final Architectural Survey and Evaluation of Signal Street Properties Port of Los Angeles, California*. July. (ICF J&S 00026.08) Sacramento, CA. Prepared for the Los Angeles Harbor Department, San Pedro, CA.

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Photographs

INTRODUCTION

The Los Angeles Harbor Department (LAHD) has contracted with Jones & Stokes to perform an evaluation of the cultural and historic significance of the six properties located on or near Signal Street, which are the Transit Shed Berths 58-60, Immigration Station (Canetti's Restaurant, 309 E. 22nd Street), Transit Shed Berth 57, Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building), 264 and 270 E 22nd Street, and Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building) (see Figure 1 and Figure 2). The LAHD is planning redevelopment of the area, which may include demolition of the buildings on the site. The purpose of this historic assessment is to evaluate whether the buildings are eligible for listing the National Register of Historic Places (NRHP).

This evaluation also includes application of the criteria for eligibility for listing in the California Register of Historical Resources (CRHR). In addition, the properties have been evaluated to determine whether they qualify for designation as a cultural resource, according to the criteria set forth in the City of Los Angeles' Cultural Heritage Ordinance.

METHODOLOGY

In order to support a determination of the building's eligibility or ineligibility for the NRHP, CRHR, or City of Los Angeles Cultural Heritage Monument list, information was assembled from various sources, including

1. previous historic surveys completed in the City of Los Angeles;
2. building permit records and/or Assessor improvement records;
3. historic city directories;
4. California Historical Resources File System maintained by the State Office of Historic Preservation;
5. TRW/Experian property data records;
6. Riordan Los Angeles Public Library Catalog;
7. Riordan Los Angeles Public Library, California Index;
8. Riordan Los Angeles Public Library photo database;
9. ProQuest: Historic *Los Angeles Times*;
10. Internet; and
11. Records obtained through the Los Angeles Harbor Department

Figure 1. Project Vicinity Map

Figure 2. Signal Street Site Plan

The following inventories and sources were also consulted:

- The National Register of Historic Places, National Register Information System;
- California Historical Landmarks;
- California Points of Historical Interest

This information is presented on State of California forms for recording historical resources, along with a detailed description of the building and a statement of its significance. The forms are required by the regulations of the CRHR, which were formally adopted by the State Historical Resources Commission on January 1, 1998. At a minimum, these regulations require a qualified architectural historian to complete a Primary Record (DPR 523A) and a Building, Structure, and Object Record (DPR 523B).

Jones & Stokes Architectural Historians Andrew Bursan and Kathryn Haley visited the site and photographed the exterior of the buildings on January 18, 2008 and Andrew returned to the site on January 30, 2008 to take additional photographs in order to make an assessment. Madeline Bowen served as project manager and she, Andrew Bursan, and Kathryn Haley prepared this report. Jones and Stokes architectural historian Madeline Bowen wrote the early history of the Port; Andrew Bursan wrote the history of Outer Harbor/Signal Street Development and Building History; with contributions by Kathryn Haley. Ms. Haley, and Portia Lee, prepared the architectural descriptions and evaluations of the buildings recorded on DPR forms.

Previous Surveys

In the late 1990s, San Buenaventura Research Associates under subcontract for Fugro West, Inc. prepared for the POLA Environmental Management Division Phases I and Phase II of a Cultural Resources Reconnaissance Survey of 7,500 Acres of Land and Water for the Port of Los Angeles. The purpose of the phased reconnaissance survey was to identify "potentially" eligible historic resources located on the POLA property and make recommendations of eligibility for the NRHP and for designation as City of Los Angeles Historic Cultural Monuments for individual buildings, and "potential" historic districts at the port. As part of the Phase II report, San Buenaventura Research Associates proposed a historic district encompassing the entire Pier One area south of 22nd Street. As recommended, the potential historic district includes but may not be limited to transit shed structures at Berths 57-60, Municipal Warehouse No. 1, the U.S. Immigration Station, the former Pan American Petroleum Company site (Berth 70, Westway building), and the Municipal Fish Market. Recommended potential districts such as, "Pier One" were not formally defined and documented in the report (Fugro West, Inc. 1997). An undertaking including research and field survey needs to be conducted in order to formally define and document the discussed "Pier One" historic district.

Summary of Findings

ICF Jones & Stokes has concluded that five of the six buildings evaluated as part of this report, appear to be eligible for listing in the NRHP and the CRHR, as well as appear eligible for listing as Los Angeles Historic –Cultural Monuments. The property located at 264 E 22nd Street

does not appear to be eligible for listing under any national, state, or local historic register. The table below presents a concise listing of findings. Please the Evaluation of Significance section of this report and Department of Parks and Recreation 523 forms in Appendix A for more detailed information and explanation of findings.

Table 1. Summary of Findings

Resource Name/Location	Year Built	NRHP Eligibility/ Criteria	CRHR Eligibility/ Criteria	City of Los Angeles local landmark status
Transit Shed Berths 58-60	1913-1915	Eligible under Criteria A and C	Eligible under Criteria 1 and 3	Eligible
Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)	1921	Eligible under Criterion A	Eligible under Criterion 1	Eligible
Transit Shed Berth 57	1923	Eligible contributor to historic district	Eligible contributor to historic district	Eligible
Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)	1923	Eligible under Criterion A	Eligible under Criterion 1	Eligible
264 and 270E 22nd Street	Circa 1935	N/A	N/A	N/A
Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)	Circa 1930, Moved to Berth 1940	Eligible under Criterion A	Eligible under Criterion 1	Eligible

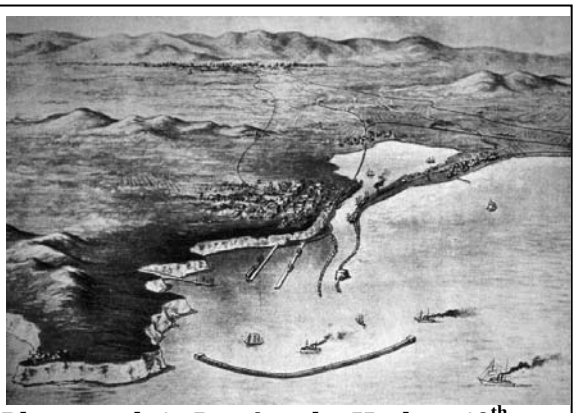
HISTORIC SETTING

Early History

The following historical context has been adapted from reconnaissance-level surveys of the Port conducted in 1992 and 1996 by Mitch Stone of San Buenaventura Research Associates (San Buenaventura Research Associates 1996).

The Port of Los Angeles is located at the southernmost point in Los Angeles County, approximately 20 miles from downtown Los Angeles. Because of its location on the Pacific Ocean, the surrounding area historically served as a port facility to varying degrees.

The Port sits within the boundaries of three historic ranchos conferred by Governor Pedro Fages to three veterans of the 1769 Portola expedition. The three ranchos were Rancho San Pedro, Rancho Los Palos Verdes, and Rancho Los Cerritos. The combined acreage of the three ranchos totaled nearly 84,000 acres (Beck and Haase 1974). As was common for the time, owners of the rancho lands earned a living by raising cattle and participating in the hide and tallow trade (Bean and Rawls 1993). By 1830, San Pedro was known as the leading hide center on the west coast (Queenan 1986).



Photograph 1. Los Angeles Harbor, 19th Century

The annexation of California by the United States in 1848 and the gold rush of 1849 precipitated an influx of new settlers to the San Pedro area. Conflicts erupted between new landless residents and the rancho owners, and incidents of squatting became common. A few older residents realized the profit potential of the port area, but it was largely underused for shipping during this period (Queenan 1986), although the area continued to serve as a center for cattle and sheep ranching. One of the largest sheep operations in California—Flint, Bixby & Company—located the largest portion of its operation in San Pedro (Beck and Haase 1974).

Initial Commercial Shipping, 1857–1897

Phineas Banning, one of the area's earliest residents, realized the promise of a commercial shipping port. In 1857, Banning constructed new docks to capitalize on the increasing trade coming in and out of Los Angeles. The endpoints of two primary routes to the southwest gold fields, the Gila River Trail and the Old Spanish Trail, stood at Los Angeles.

With his base location up the bay at a Wilmington, Banning could shuttle materials on smaller boats to and from a second location on the Rancho San Pedro waterfront.

Banning also realized the importance of rail transportation between his operation on the bay and the growing city of Los Angeles. With the assistance of investors, Banning organized the Los Angeles & San Pedro Railroad (LA&SP) in 1869, beginning a period of fierce rail competition in the San Pedro and Los Angeles area. This route was the first to establish a reliable means of moving cargo from the ships in San Pedro Harbor to the City of Los Angeles.

The first short line in Southern California, the LA&SP was acquired by the Southern Pacific Railroad (SP) in 1872. In an attempt to break the stranglehold the SP had on shipping in the area, Senator John P. Jones from Nevada started the Los Angeles and Independence Railroad (LA&I) 1 year prior to SP's acquisition of the LA&SP. However, like the LA&SP, the LA&I was soon absorbed into the SP system (Queenan 1986).

Improved transportation to and from the harbor had a significant effect on the growth of Los Angeles, which at that time was expanding at an enormous rate. Between 1880 and 1890, the city's population grew from 11,000 to 50,000; by the turn of the century it had reached 102,000 (Matson 1920). The increased population brought a need for more construction and living supplies, much of which came from ships destined for San Pedro shores.

San Pedro Bay—Founding of Port of Los Angeles, 1897–1913

The growth of commerce in Los Angeles required the formal establishment of a shipping port. The federal government agreed to assist the City of Los Angeles by establishing its official harbor in San Pedro. This decision came after several studies recommended the San Pedro site over other locations, including a Santa Monica site pursued by Collis Huntington. Huntington, an influential member of the "Big Four" (the founders of the Southern Pacific Railroad), shared responsibility for the completion of the transcontinental railroad in 1869. Following an extensive battle with Huntington, the advocates of the San Pedro site won authorization from Congress for the establishment of a shipping port in March 1897.

Photograph 2. San Pedro Waterfront, ca. 1910

In preparation for the opening of the Panama Canal and 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, including the completion

of the 2.11-mile breakwater, the broadening and dredging of the main channel, the completion by the Southern Pacific Railroad of the first major wharf, the construction of the Angel's Gate lighthouse, and the construction of the city's first municipal pier and wholesale fish market. By 1909, both Wilmington and San Pedro were part of the City of Los Angeles (Matson 1920). As a consequence of this citywide growth, the Port of Los Angeles became the world's largest lumber importer by 1913.

Wartime Changes, 1914–1950

The principal uses of the Port changed considerably again when England declared war on Germany in 1914. At the onset of World War I, the United States Navy, wishing to establish a significant presence on the Pacific Coast, took possession of a portion of the harbor for a training and submarine base.

During the war, the Port was one of the chief sources of employment for residents of the Los Angeles area. Shipbuilding enterprises, including Southwestern Shipbuilding Company, Los Angeles Shipbuilding and Drydock Corporation, and Ralph J. Chandler Shipbuilding, began turning out vessels by the dozens for the war effort. The Port of Long Beach, established only two years prior to the onset of the war, offered the only southern California competition to the Port in terms of shipping and shipbuilding. Competition between the two ports continues to the present day.

Despite the previous use of the Port for the shipment of goods both into and out of California, it was not until 1915 that the Port completed its first warehouse. It was the completion of this building that 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). The transshipment of cargo during this era was a very different process from the current system of containerization. The movement of cargo required a series of labor- and space-intensive steps that in turn required certain buildings and facilities to ensure the most efficient and economical process. Raw or finished goods would be transported by train or truck from the distributor to the port terminal. Cargo destined for international or west coast markets arrived at the Port of Los Angeles from across the southwest, and via the Panama Canal from the entire eastern seaboard. If the goods arrived in sufficient quantity to justify immediate shipment, they would be loaded into one of the transit sheds located directly adjacent to the wharves. When the ship arrived, the goods would be manually transferred from the transit sheds into the cargo hold of the ship. The same process in reverse would occur at the destination.

The significant increase in trade at the Port was reflected in the fact that many more distributors constructed a large number of new warehouses and sheds between 1917 and 1930. Improvements to transportation systems within the harbor area also facilitated the growth of the import and export trade. By 1917, a vast railroad network existed around the harbor and Los Angeles, facilitating the efficient movement of goods throughout the region and to the rest of the country. The Port of Los Angeles had an advantage over the Port of San Francisco in that it was

able to bypass the impediment to cross-country shipments imposed by the Sierra Nevada (San Buenaventura Research Associates 1996).

Following the conclusion of World War I in 1918, the Port was increasingly used for the importation of lumber and other types of raw materials. As was true during the prewar period, approximately 98% of the inbound cargo to the Port consisted of lumber to satisfy the rapid growth of the Los Angeles area. Exceptional new construction of houses and factories necessitated the importation of lumber on a large scale (Matson 1920). In terms of exportation, crude oil was the biggest product passing through the Port in the postwar years.

The end of the war also generally meant the end of restrictions to trade. Although lumber and crude oil were the dominant commodities to pass through the Port at that time, Los Angeles featured myriad types of industry, the products of which passed through the Port. Soon after the war's end, many different types of commerce and business activities existed in the area. Although harbor facilities existed at the time for products such as oil, lumber, shipbuilding, and fish, new facilities were developed to handle products such as cotton, borax, citrus crops, and steel. In 1923, the City of Los Angeles passed a harbor improvement bond measure, which resulted in the construction of additional wharves to meet the demands of increased imports and exports. By 1929, in an effort to streamline the railroad portion of shipping within the harbor, the various railroad companies, including the Southern Pacific, Union Pacific, Santa Fe, and Pacific Electric Railway, consolidated their operations under the title Harbor Belt Line Railroad (Queenan 1986; San Buenaventura Research Associates 1996).

The increased numbers of storage and shipping facilities in the Port meant that the Navy (which decommissioned the Naval Training Station and Submarine Bases in 1919 and 1922, respectively), could streamline its shipping needs. The Navy Freight Office (Office), commissioned during the 1920s, conducted much of that military branch's shipping business through public and private stevedoring and warehousing facilities, including Municipal Warehouse 1. Primary functions of the Office were to receive freight consigned to the naval fleet based at San Pedro and to conduct other ministerial tasks related to rail and shipping transport. By the mid-1930s the Navy again increased the facility's responsibilities and renamed it the Navy Disbursement and Transportation Office (U.S. Naval Supply Depot 1946).

During the Depression years, traffic in the Port slowed under the far-reaching effects of the American economic collapse. Although the Port witnessed a sharp decline in international trade, the Harbor Commission continued to make improvements, including a new breakwater extension, completed by 1937, and the construction of new or the expansion of existing cargo and passenger terminals. The federal government's Works Progress Administration (WPA) helped the Port finance passenger and freight terminals as well as wharf and other improvements (Queenan 1986).

World War II brought new life and distinction to San Pedro because it was one of the closest major American ports to the Pacific theater of operations. Between 1941 and 1945, ship and aircraft production facilities in the harbor area worked day and night to manufacture more than 15 million tons of war materiel. In addition to serving as a location for such production, the

Port witnessed the passage of hundreds of thousands of military personnel and tons of equipment en route to and from war zones. The U.S. Government acquired some 400 acres of Terminal Island for Navy uses by September 1942 (Queenan 1986).

As part of the war effort, the Secretary of the Navy reestablished the Naval Disbursing and Transportation Office as the Naval Supply Depot, Naval Operating Base, San Pedro. Supplying Navy ships took on new importance, and previous practices of leasing private storage facilities (which also put the Navy in direct competition with private shippers during the interwar years) proved insufficient for the new wartime demands. The San Pedro operation previously acted as a naval supply outpost to the Naval Supply Depot, San Diego, until December 1942, when San Pedro became a full-fledged supply depot. The new depot worked in conjunction with the Terminal Island Navy base established 3 months earlier (U.S. Naval Supply Depot 1946).

Following the war, the Los Angeles Harbor Department launched a broad restoration program. Many of the harbor facilities required maintenance that had been delayed during the war years. Although the adjacent Long Beach Harbor conducted its own improvements while battling subsidence (the sinking of land caused by many years of oil extraction), the Port of Los Angeles improved a number of its buildings and removed many temporary wartime buildings (Queenan 1986).

Oil Industry at the Port of Los Angeles

The oil production area known as the Los Angeles basin encompasses the region of southern California surrounding the city of Los Angeles. The basin, approximately 22 miles wide by 42 miles long, occupies the southern portion of Los Angeles County and the northwestern portion of Orange County. The region is bounded by the Santa Ana Mountains on the east and the Pacific Ocean on the southwest. Although not the first to be discovered in California (that distinction goes to a well drilled in 1865 on the northern California coast near present day Petrolia), the oilfields of the Los Angeles basin played a significant role in California's petroleum industry during the first two decades of the twentieth century. California has historically been a key player in the industry, and led the nation in oil production for many years during the first four decades of the twentieth century (Franks and Lambert 1985).

Oil drilling in the Los Angeles basin began before the turn of the century. As early as 1909, the greater Los Angeles area was considered a major refining center. The refining process of crude oil allowed for its conversion into many different types of usable products, such as kerosene, grease, lubricating oils, and asphalt. The constant growth of southern California led to an ever-increasing need for these products.

Following the turn of the century, two overriding factors helped increase the desirability of crude oil from California. The first was the fact that many railroads on the west coast (increasingly followed by other railroads nationwide) converted from coal (largely imported) to the cheaper, locally obtainable, and more plentiful oil as their fuel. This conversion also took place on many oceangoing vessels (Franks and Lambert 1985). The second factor driving the search for crude oil was the explosion of automobile use during the 1920s. Gasoline, considered

a useless byproduct of the refineries and deemed an extreme nuisance, was difficult to dispose of at that time. However, in the new age of the internal combustion engine, gasoline became the most important ingredient in a barrel of oil and therefore a highly valued commodity (Bean and Rawls 1993).

Oil companies realized the need for port facilities able to handle the increasing quantities of oil and refined petroleum products leaving the Los Angeles area for the east coast and other world destinations. In 1909, the Union Oil Company authorized the financing of the Outer Harbor and Dock and Wharf Company. Union Oil helped organize the Outer Harbor and Dock and Wharf Company in order to create a terminal at San Pedro Harbor adequate for accommodation of larger and heavier oceangoing steamers produced at the time. In addition to the terminal facility, the new company also provided other improvements such as new sea walls, wharves, and industrial sites (Welty and Taylor 1956).

In 1919, about two-thirds of California's oil came from the lower San Joaquin Valley, and the major refineries were concentrated in the San Francisco Bay Area. However, in the 1920s predominance in all phases of the oil industry passed to the Los Angeles region. In 1923, the production of oil from Signal Hill, Santa Fe Springs, and Huntington Beach, combined with the remaining smaller pools of the Los Angeles Basin, accounted for 20% of the world's total production of crude oil (Franks and Lambert 1985). Only the state of Oklahoma rivaled California in terms of total production numbers at the time (Federal Trade Commission 1921). Exports of oil from the Port of Los Angeles made it the largest oil port in the world. In 1925, the value of oil refinery products was twice the value of the output of California's second-largest branch of manufacturing: the canning and preserving of fruits and vegetables (Bean and Rawls 1993).

During the 1920s, larger regional producers, including Union Oil and Standard Oil of California (now Chevron), dominated the Port of Los Angeles. Many smaller local producers, including California Petroleum, Julian Oil, Hancock Oil, General Petroleum, Pan-American Oil (later Richfield Oil), and Associated Oil, also used the Port facilities. The largest out-of-state producers located in the region were the Texas Oil Company and Shell Oil (San Buenaventura Research Associates 1995).

By the end of the 1920s, California had firmly established itself as a major supplier of crude oil and the center of America's petroleum industry (Franks and Lambert 1985). Destinations along the Atlantic seaboard (most notably New York) received a large amount of the crude oil shipped out of San Pedro. In addition, Asia, Hawaii, and other Pacific locations received oil from the Port of Los Angeles. In light of this seemingly insatiable market, companies on both coasts acquired ships able to handle the larger oil cargoes (*Oil Age* 1923).

Throughout the initial stages of the boom, when oil and petroleum products sold quickly, storage was not considered important. Some of the earliest tanks were simple, concrete-lined excavations covered with steel tops (Franks and Lambert 1985). Overproduction became a problem in the 1920s, and by 1930, California's oil wells were producing an unprecedented amount of crude oil. In that year, the industry put out an average of 887,000 barrels a day,

whereas the market could absorb only 675,000 barrels a day (Welty and Taylor 1956). Worldwide, there was a lower demand for oil in the post–World War I era (Franks and Lambert 1985). Storage problems quickly became a primary concern as oil companies continued to pump out crude oil with the fear that if they stopped the competition would continue to collect oil regardless of whether anyone had a place to store it (*Oil Age* 1922).

Following the increased production in the Los Angeles basin in the 1920s, many of the major oil companies drafted plans to increase their storage in the southern portion of the state. The relentless rates of production meant that any new storage only allowed for a reprieve of approximately a year or two (*Oil Age* 1923). Many oil companies produced new terminals to counteract the problem, some costing as much as $1 million (*Oil Age* 1924).

At the end of the 1920s, the oil production companies, seeking new sources of local oil, began looking northward toward the Sacramento Valley, the northern San Joaquin Valley, and the northern Coast Ranges. In 1932, the last major oil deposit in the Los Angeles Basin, the Wilmington oil field, was discovered when Ranger Petroleum Corporation's Watson No. 2 was drilled. At the time, the discovery was thought to be an extension of the adjacent Torrance Oil Field. It was not until 1936, with the drilling and completion of General Petroleum Company's Terminal No. 1, that Wilmington was discovered to be a separate field (Otoot and Clarke 1996). Located along the northwest edge of San Pedro Bay and one of the largest oil fields in the United States., the discovery of the Wilmington oil field marked the end of the Los Angeles basin oil boom (Franks and Lambert 1985).

At the end of the 1920s, the oil production companies, seeking new sources of local oil, began looking northward toward the Sacramento Valley, the northern San Joaquin Valley, and the northern Coast Ranges. In 1936, the General Petroleum Company found the last major oil deposit in the Los Angeles basin. Located along the northwest edge of San Pedro Bay, the 1936 find marked the end of the Los Angeles basin oil boom (Franks and Lambert 1985).

Pan American Petroleum Company

During the early 1900s, Edward L. Doheny, founder of the Pan American Petroleum Company which had facilities at the Port of Los Angeles, played an instrumental role in the development and production of oil in California. Doheny wasn't always an oilman; his prospects started in gold and silver mining and he was nearly forty and broke when his interest in oil took shape. He was born in Fond du Lac, Wisconsin, on August 10, 1856, to an impoverished Irish family who had escaped the Great Famine in Ireland. Doheny was a bright child and graduated valedictorian from his high school in Fond du Lac at the age of fifteen and was noted for his mental arithmetic skills. With his astute capacity of arithmetic he was able to calculate the large riches possible from just one good gold mining strike, and while barely eighteen years old Doheny took to prospecting in the harsh terrain of the West. He moved from Arizona, South Dakota, Colorado, Nevada, Arizona, to New Mexico with failed attempts. During his travels he met and befriended Charles Canfield, who was also a frustrated miner, desperate for a big strike. After continued failed attempts at mining, Canfield moved to Los Angeles to make his fortune in the real estate boom. Hearing of his success, Doheny followed suit and moved his wife, Carrie

and daughter, Eileen to Los Angeles. The land boom had collapsed however, and Canfield had lost all of his real estate holdings except for his residence. This news reached Doheny when he finally arrived in Los Angeles broke and without employment. His luck soon changed when one day in 1892, he spotted wagon hauling chunks of a dark greasy substance. Curious, Doheny asked the wagon driver about the substance and learned that it was crude oil, which mixed with soil could be used as a combustible fuel, and the driver was hauling the substance dug up from Westlake Park to the nearby ice factory, to be used for fuel. Knowing little about oil, but taking note of the lack of oil mines in Los Angeles, and the fortune possibilities, Doheny embarked on another money making endeavor and began to formulate an oil-producing business plan (Davis 1998; Nichols 1909).

That same year Doheny partnered with Charles Canfield, a real estate entrepreneur, and leased a three-lot parcel at the corner of Patton and State Streets in the City of Los Angeles to bring drilling for oil. Sam Cannon, a banker, and H.B. Ailman, a fellow miner, also saw the potential in the land and joined the venture. By March of 1893, the group successfully drilled the very first free-flowing oil well in the City of Los Angeles. Doheny found an eager market for his oil, and soon began to establish oil fields in nearby cities, eventually controlling the entire oil business of the southern part of California. By 1895, hundreds of "black gold" seekers flocked Los Angeles and dozens of start-up companies took out leases near Doheny's first field, making digs of some 300 wells in a 160-acre area. Doheny continued his ventures and invested in Mexican crude oil and also created new facilities on the Gulf and Atlantic Coasts of the United States in the 1920's. From 1916 to 1921, Doheny spent much of his energies at constructing facilities to refine, transport, and market the oil at numerous ports including the Port of Los Angeles. He created a holding firm, the Pan American Petroleum and Transport Company, incorporated in Delaware, to control all of his facilities. (Davis 1998; Nichols 1909)

In 1925, the largest oil consolidation in the history of the oil industry took place between Pan American Petroleum and Transport Company and Standard Oil Company of Indiana. A newly created Standard Oil Company holding called the "Pan American Eastern Corporation," was to operate much of Pan American, its Mexican operations, pipelines, refineries, and shipping fleets. Doheny retained his California holdings, which was incorporated into a new holding called the "Pan American Western Corporation." The facilities at the Port of Los Angeles, were now under the newly created Pan American Western Corporation (Los Angeles Board of Harbor Commissioner Annual Report 1924-1925; Davis 1998). By 1928, Doheny's involvement in Teapot Dome oil lease scandal ultimately forced him to sell the remaining portions of his once enormous oil empire to protect the fortunes of his heirs' to Richfield Oil Company of California for $7.5 million (Davis 1998; Los Angeles Harbor Department 1935).

Pan Am History

Pan American World Airways brought airline flights for California to the far-east in the 1930s with its Clipper service, which departed from the Port of LA. Pan America's first choice for an air terminal was at the San Francisco Bay for its shorter distance to Hawaii and its broader expanse of water for takeoff. Port of Los Angeles was ultimately selected as the starting point and a seaplane base was set in the Outer Harbor of Los Angeles (Matson 1945). The M-130

Martin served as the most common Clipper design during the 1930s. The aircraft typically held nine passengers, six crew members and mail. These planes gained notoriety for their long flights from San Pedro to destinations in the Far East and the Pacific. These destinations included present day China, the Philippines, and New Zealand as the planes had a range of over 3,000 miles (Queenan 1986). By 1939, a Boeing 314 called the "California Clipper" was added to the service and could accommodate 32 passengers, 10 crew members, and mail. The California Clippers were used for the 8,200 mile U.S. to New Zealand run. Clipper service on the West Coast ended on December 7, 1941, when the US entered World War II (Queenan 1986).

Containerization: 1950 to Present

The methods of shipping changed dramatically following World War II with the advent of containerization. Previously, cargo loading was a labor-intensive operation: individual pieces of cargo (e.g., drums, boxes, bags, or crates) were loaded into ships. The cargo was brought to the dock by truck or train, and the individual pieces of cargo unloaded into buildings, called transit sheds, that lined the wharf. Cargo was sorted and organized in these transit sheds and then moved to the wharf for loading. The cargo was loaded as individual packages into the ship's cargo holds by either ship-based or shore-based cranes. Once in the ship's holds, the cargo was stowed by longshoremen. Some efficiency was achieved by placing several individual containers (e.g., drums, bags, or boxes) on a pallet and then loading the pallet into the cargo hold. Alternatively, longshoremen would place the individual pieces of cargo in cargo nets that were hoisted into the ship where the individual pieces of cargo were unloaded and stowed.

Containerization is a mode of cargo transport in which appropriate cargo is shipped in standard-size (20 or 40 feet long) sealable metal boxes. These boxes are designed to be placed on special trailers and are transported to and from the Port by trucks or rail. Movement of goods occurs when an empty container is delivered by truck to a location (manufacturer, warehouse, or other enterprise) where the box is loaded with cargo and sealed. The box is then transported by truck or train to the Port, where primarily shore-based cranes lift the container from the trailer and place it on the ship's deck or in its cargo hold. Once the container is delivered to the destination port, the process is repeated in reverse. This consolidation of cargo in standard-size containers reduces the labor force necessary to load cargo, decreases loading and unloading times, decreases losses by theft or damage, and improves the overall efficiency of transport. In addition, containerizing cargo in this manner allows greater integration of transport by truck, train, and ship, leading to further efficiencies. After the introduction of containerization, shippers gradually adopted this manner of transport for most cargo that could be economically placed in containers.

With containerization came the need for the maritime industry to adapt to the needs of this mode of transport. This adaptation involved not only new ships, truck trailers, rail cars, and cargo cranes (designed and built specifically to handle the standard cargo containers), but also new port facilities.

When the old loading method was used, cargo terminals were designed to maximize the *surface area* of the terminal by providing large berthing space at wharves with little backland

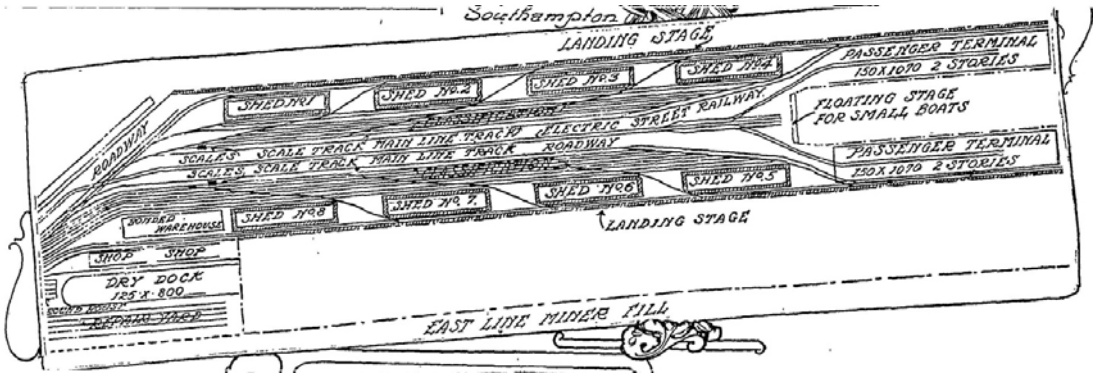
(transit sheds) to service each wharf. This was done because the rate-limiting step in the shipment of cargo through ports was the loading and unloading of ships and the handling of cargo.

Containerization required *large volume* terminals, with expansive backlands (compared to wharf length) dedicated primarily to parking for trailers and internal roadways to service each wharf. With the efficiency of loading brought about by containerization, the limiting factor was no longer movement across the wharf but the organization and optimization of storage of containers awaiting shipment, movement to and from the wharf, and cargo flow into and out of the terminal via road or rail. Thus, ports either had to develop new terminals to meet the needs of the new geometry required by containerization or redevelop older terminals. In addition, the weight of cargo *packages* (i.e., containers) increased dramatically with containerization, requiring much larger cranes and, correspondingly, a shift from timber to concrete wharves.

The Port continued to change during the 1970s. Major improvements 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.

Worldwide shipments through the Port increased during the latter half of the twentieth century as oceangoing vessels grew to sizes no longer able to negotiate the Panama Canal. Using a *land-bridge* system, shippers wishing to pass materials from the Pacific Ocean to the Atlantic exploited the more efficient process of unloading at the Port of Los Angeles, moving materials by truck or train, and subsequently loading the same materials onto ships waiting at east coast ports. International users of the Port changed over time. The early users were industrialized nations such as Japan, Australia, and New Zealand. However, smaller developing countries of the Pacific Rim such as South Korea, Taiwan, Indonesia, Malaysia, and Hong Kong eventually became the most common users of the Port (Queenan 1986).

Outer Harbor/Signal Street Development and Building History



Photograph 3: Preliminary site plans for Municipal Pier No. 1 (then called the Huntington Fill) as shown in the February 6, 1912 *Los Angeles Times*

Photograph 4: Aerial view of Outer Harbor and first municipal pier showing Union Terminal Warehouse Company (right), and the Pan American Petroleum Co. in the background, and Transit Sheds Berth 57-60on the left. Camera facing north, photo dated October 17, 1925 (LAPL Photo Database).

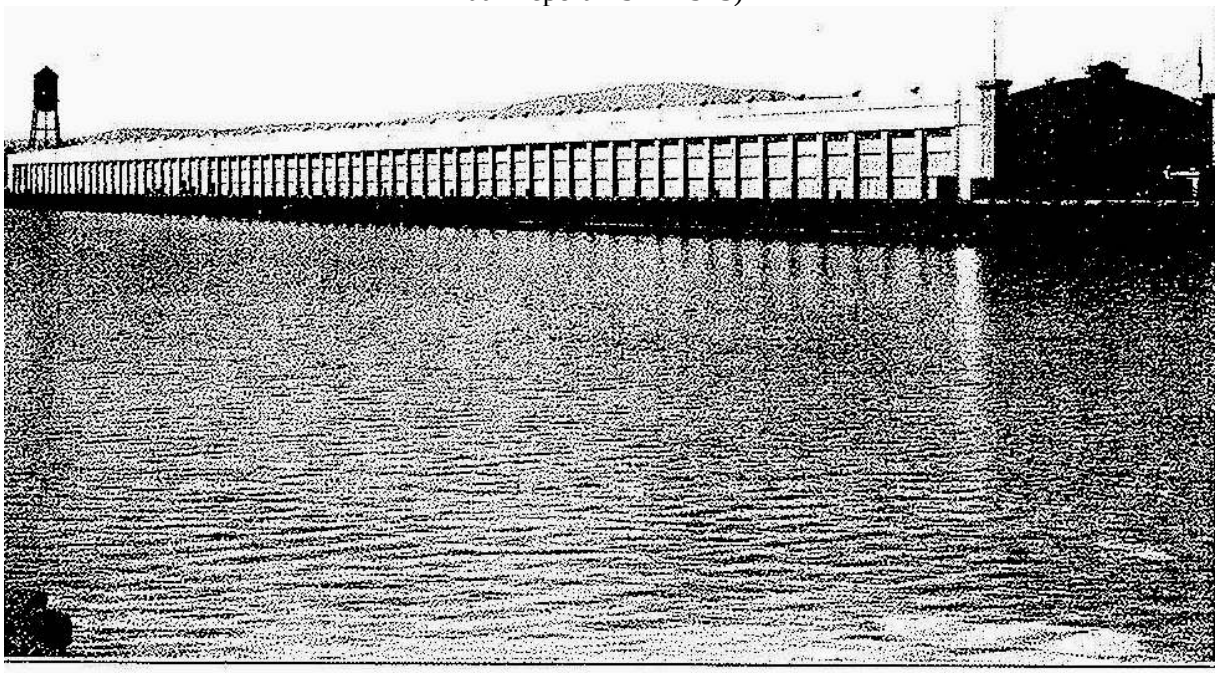
Photograph 5: Aerial showing same view of Outer Harbor and first municipal pier camera facing south. Photo taken by Spence Airphoto Co. Photo dated November 22, 1926 (Los Angeles Harbor Department 1926).

With the completion of the Panama Canal in 1914, Los Angeles Harbor would become a natural port-of-call for most trans-Pacific and coastal users of the new man-made waterway. In anticipation of the Panama Canal, the harbor saw major developments in the early 1910s, including the original 500-foot wide entrance to the Main Channel that was broadened to 800 feet. In 1913, approximately sixty acres were filled for Municipal Pier No. 1, formerly known as the Huntington Fill, and what would become the Signal Street location (then called Harbor Boulevard) (*Los Angeles Times*, 1913). The pier was completed in 1914 and located between the Main Channel and the East Channel (see Photograph 4). A viaduct was built in order to bring Harbor Boulevard down to sea level (Queenan 1986). A June 20, 1914 *Los Angeles Times* article called Municipal Pier No. 1 "the finest reinforced concrete wharf in the world" and praised the work of the Standard American Dredging Company (*Los Angeles Times* 1914a). Harbor Commission member T.E. Gibbon supported the need for a concrete pier opposed to a wooden pier because of the danger presented with oil storage on the port and the growing sentiment that wooden piers were becoming obsolete for modern ship traffic (*Los Angeles Times* 1914b) . The pier also included a municipal railway terminal to serve the newly built transit shed and construction of the pier came out to nearly $500,000 at its completion (*Los Angeles Times* 1914a).

Municipal Pier No. 1 became an integral part of the Port during the early half of the 20th Century as several private industries, local and federal government established buildings in the area. Although portions of the pier were used for US naval functions during World War II, the basic layout and facilities at the pier have changed little since the late 1920s beyond additions to the tank farms on the east side of the pier (Los Angeles Board of Harbor Commissioner Annual Report 1924-25). The subsequent section discusses the historic development of the individual buildings in the Signal Street area which are located at or near Municipal Pier No. 1. The following properties are discussed in chronological order according to their original date of construction: Transit Shed Berths 58-60, 1913-1915; Immigration Station (Canetti's Restaurant, 309 E. 22nd Street), 1921; Transit Shed Berth 57, 1923; Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building), 1923; 264 and 270 E 22nd Street, 1935; and Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building), 1940.

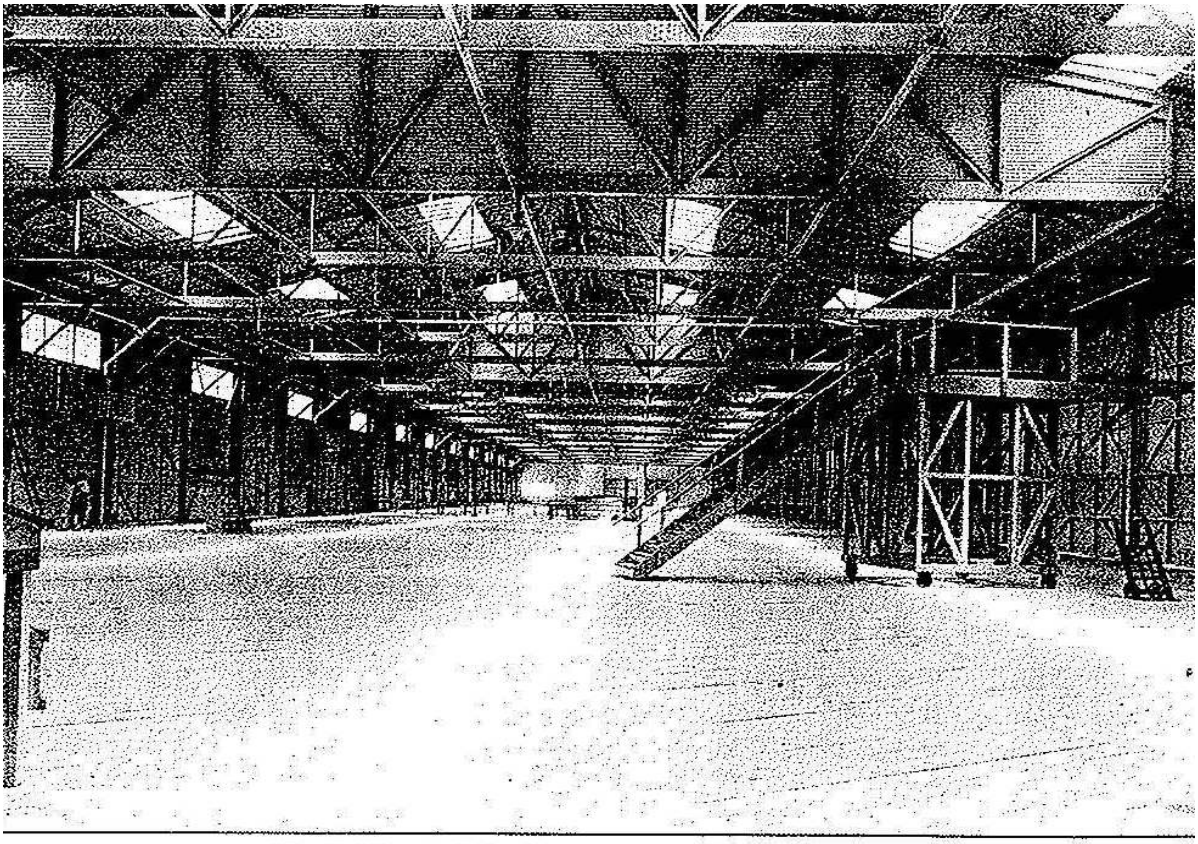
Transit Shed Berths 58-60

Photograph 6: Construction of Shed No. 1, 1915 (Los Angeles Board of Harbor Commissioner Annual Report -1914-1915)



Shed No. 1, Pier "A"

Photograph 7: (Los Angeles Board of Harbor Commissioner Annual Report -1914-1915)



Shed No. 1, Municipal Dock No. 1—Interior

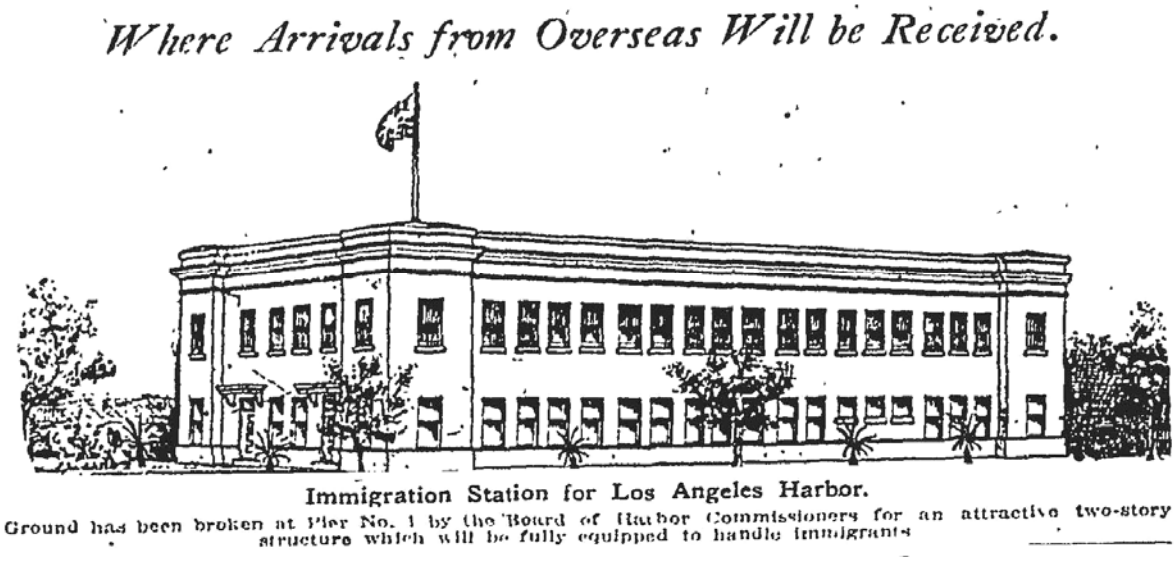
Photograph 8: (Los Angeles Board of Harbor Commissioner Annual Report -1914-1915)

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 (Los Angeles Board of Harbor Commissioner Annual Report 1914-1915). One of the earliest sheds built by the Harbor Engineer, it predates Municipal Warehouse No. 1 by about one year. The one-story, gable roofed rectangular structure measures 1,800 feet by 100 feet and is constructed of corrugated metal panels over a steel frame with a steel roof system (Los Angeles Board of Harbor Commissioner Annual Report 1914-1915). A photograph of the building appears in the 1914-1915 issue of the Annual Report of the Board of Harbor Engineers, which also reports the construction of an adjacent concrete wharf (*Los Angeles Times* 1915). Although the building reached completion in 1915, a controversy regarding a Harbor Committee roofing contract put a slight delay on its construction (Los Angeles Board of Harbor Commissioner Annual Report 1914-1915).

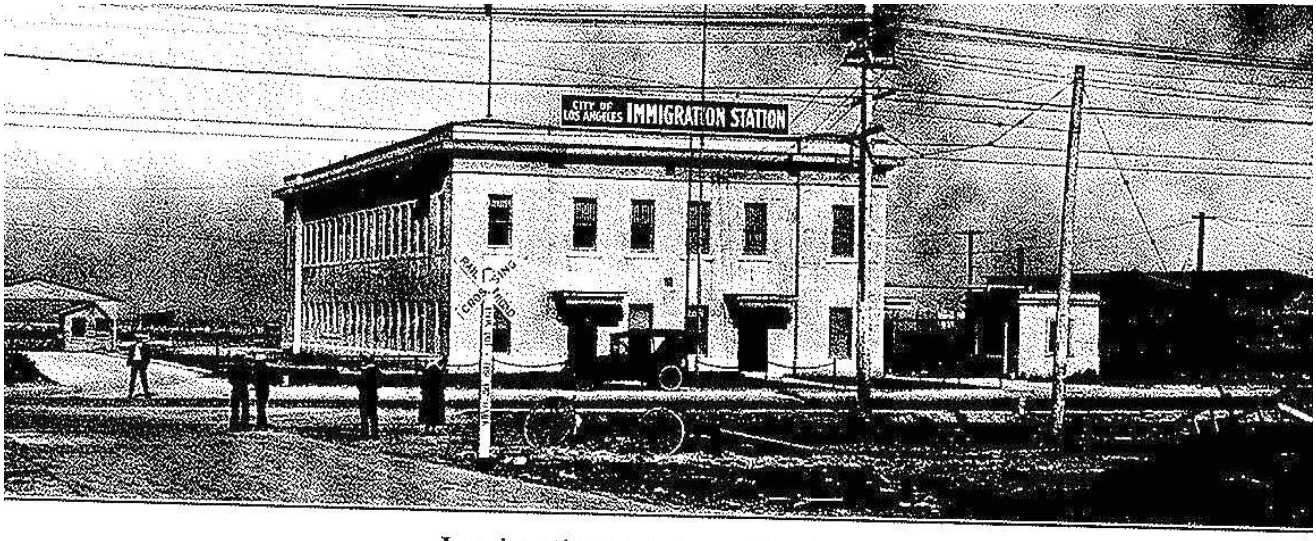
The shed served as a symbol of the Los Angeles Harbor's expansion period in the mid-1910s, which was largely credited to the completion of the Panama Canal in 1914 and increased shipping traffic at the port. The southern section of the shed was originally used for the docking of the S.S. "Finland" of the Panama Pacific Line from New York. Images from the 1914-1915 issue of the Annual Report of the Board of Harbor Engineers also suggest that the building was used as a cotton warehouse (Los Angeles Board of Harbor Commissioner Annual Report 1914-1915).

In 1921, the U.S. Navy assumed control of the building 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 (Los Angeles Board of Harbor Commissioner Annual Report 1932). The build continues to function as a transit shed under the Crescent Warehouse Company, a longtime tenant in the LA Harbor.

Immigration Station Building (Canetti's Restaurant, 309 E. 22nd Street)



Photograph 9: Design for the Immigration Station as it appeared in the October 30, 1921 *Los Angeles Times*



Photograph 10: Immigration Station in 1923 (Los Angeles Board of Harbor Commissioner Annual Report 1923)

Photograph 11: Photo of Immigration Station in 1939 (LAPL Photo Database)

In 1921, the Los Angeles City Council agreed to lend the Los Angeles Board of Harbor Commissioners $67,000 to construct an immigration station in San Pedro on the north end of Pier No. 1, at the end of 22nd Street (*Los Angeles Times* 1921a). At the time, San Francisco had the only immigration station in California, and there was a need to account for the growing immigrant population coming into Southern California. The lack of an immigration station at the Port of Los Angeles impeded the growth of the port, because passenger liners from foreign destination could not dock at a port without an immigration station under federal law. By the time Harbor Commissioners approved the plans for the immigration in October of 1921, the cost of the project had increased to $80,000, and construction began later that month (*Los Angeles Times* 1921b). The station was completed by the spring of 1922, and the U.S. Immigration Department soon made arrangements to lease portions of the building from the Harbor Commissioners. Although a dispute over the rent delayed opening, the station went into full service for immigration purposes by November of 1922 (Stolarik 1988).

One account describes the newly established station as being a "simple but imposing two-story, stone structure" (Stolarik 1988). The first floor featured an inspection area that ran half the length of the building, with medical and detention rooms on one side and a baggage room and railroad ticket office at the other end. The upstairs had two rooms set designed for those staying overnight, two rooms for first class passengers, and two other rooms for those afflicted with disease. Due to new immigration quota laws in the early 1920s and the later onset of the Depression, the station only processed a very limited number of actual immigrants during its time in operation. In fact, by the late 1920s, the U.S. Post Office began to use considerable

portions of the building for its own operation. By 1937, federal government constructed a larger immigration building at the Port of Los Angeles, and immigration services ended at the old location at the conclusion of World War II (Stolarik 1988). The building was remodeled for commercial use in 1950, and Canetti's Seafood Restaurant has occupied the ground floor since 1949.The second story is currently used for offices.

Transit Shed Berth 57

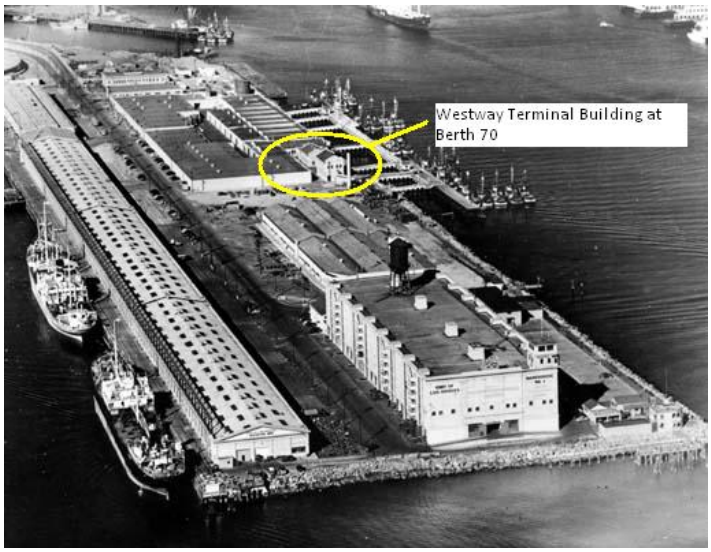
Photograph 12: Photo of Transit Shed Berth 57 circa 1920s (LAPL Photo Database)

Photograph 13: Photo of Transit Shed Berth 57 circa 1920s (LAPL Photo Database)

Constructed in 1923, the Transit Shed at Berth 57 was erected by the James A. Lynch Construction Company under contract with the Port of Los Angeles at a cost of approximately $200,000. The one-story, 93 by 500 feet steel transit shed was originally occupied by S.L. Kreider, an agent for several steamship companies (Los Angeles Board of Harbor Commissioner Annual Report 1923). The construction of the building included fill back of the wharf and new

train tracks installed at the rear of the shed. The structure is stylized on its southern elevation with a closed pedimented gable end and boxed eaves supported by concrete pilasters. The northern elevation is a flat-roofed wood frame addition clad in horizontal wood shiplap siding. Probably first used as a cotton warehouse, the structure became a general transit shed in the 1930s, then served as a supply depot for U.S. Navy vessels during World War II (Sanborn Map Company 1950). Built directly adjacent to Transit Shed 58-60, Shed 57 appears intended to coordinate with that of its earlier neighboring structure. The Transit Shed at Berth 57 is currently being used for warehousing at the port.

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)



Photograph 14: 1925 Aerial view of outer harbor showing Union Terminal Warehouse Co. (building on right), City of Los Angeles Berth 60 (left), and the Pan American Petroleum Co. in background. (*Los Angeles Times*)

Photograph 15: View of Pan American Petroleum Co. from their dock at Berth 72. Photo taken on November 15, 1924. (Los Angeles Harbor Department: 1924a)

Photograph 16: View of ships utilizing the Pan American Petroleum Co. oil loading station at Berth 71. Photo taken on May 7, 1925. (Los Angeles Harbor Department 1925)

As early as 1923 the Pan American Petroleum Company initiated plans to establish an oil loading station along the Main Channel at Municipal Pier No. 1 (Berths 70-71). The exiting Westway Terminal Building appears to be the last remaining structure from this important Port development which included two other small buildings constructed in a similar Mission Revival architectural style as well as a large oil tank farm that surrounded the buildings. Early signage on the existing building stated, "Pan American Petroleum Company Marine Oil Loading Station." (Los Angeles Board of Harbor Commissioners 1924-1925; Los Angeles Harbor Department 1924a, 1924b, 1924c; City of Los Angeles Building and Safety Division Archives 1923a, City of Los Angeles Building and Safety Division Archives 1923b).

In late Summer of 1923, the Pan American Petroleum and Transport Company entered into a thirty year lease with the Los Angeles Harbor Commission (LAHC) for seven acres of Pier No. 1 to construct a fire-proof oil loading station along the Port of Los Angeles' Main Channel (Berths 70-71). The purpose of the facility was to transport oil for shipment from the company's refinery at Watson via three oil lines to the Marine Loading Station located at Berths 70-71 (Los Angeles Board of Harbor Commissioner Annual Report 1924-1925; *Los Angeles Times*, 1923a, *Los Angeles Times* 1924). The proposed development did not proceed without controversy. In September of 1923, the Municipal League and the oil company's lawyer appeared before the LAHC to address protests against the oil company's proposed construction at Municipal Pier No.1. In question was the legality of the lease agreement between the LAHC and the Pan American Petroleum and Transport Company. During the meeting the Municipal League presented the LAHC a copy of the communication to the City Council charging that the Board had granted the lease illegally and the oil station would be a fire hazard to the Port. The lease may not have been questioned if the contract had been written for five years instead of thirty which was unusual at that time and the first of its kind to be issued by the LAHC. The City Council proceeded to block the oil company by refusing to grant the necessary permits for the construction of the oil pipe line over city property to the three tanks on the municipal pier which by that time were already under construction and partial completed. The Council also voted unanimously to halt the oil company from taking any further action until the LAHC conducted a full inquiry regarding the proper placement of oil tanks at the harbor (*Los Angeles Times*, 1923a).

Although the City council urged the initiation of court proceedings regarding the legality of the lease, by April, of 1924 the City's Attorney made a resolution to begin proceeding to settle the dispute (*Los Angeles Times* 1924a). During the investigation into the lease agreement by the LAHC, Chairman Edgar McKee resigned (*Los Angeles Times* 1924b). In efforts to lower the fire risks present at the Port, the commission required that measures be taken in the construction of the wharf for the facility such as the use of metal fire breaks or bulkheads under all of the wooden municipal wharves in order to reduce the fire hazards and make it easier for fire-fighters to respond with more efficiency (*Los Angeles Times* 1923b).

By July of 1924, the company established its oil loading station at the Port of Los Angeles to transport oil from their refinery at Watson for shipping at and estimated cost of $1,000,000. This enabled the Pan American Petroleum and Transport Company to load two tankers simultaneously. The following year, the Pan American Petroleum and Transport

Company and Standard Oil Company of Indiana consolidated. Edward L. Doheny, owner of Pan American Petroleum and Transport Company retained his California holdings, which was incorporated into a new holding called the "Pan American Western Corporation" (Los Angeles Board of Harbor Commissioner Annual Report 1924-1925; Davis 1998; *Los Angeles Times* 1924b).

Following many civil law suits and legal troubles, Doheny was forced to sell the remaining portions of his once enormous oil empire to protect the fortunes of his heirs'. In 1928, Pan American Western Company was sold to Richfield Oil Company of California for $7.5 million. For several years Richfield Oil Company continued to use the facilities at the Port as an Oil Loading Station (Davis 1998; Los Angeles Harbor Department 1935). The subject building, and the two secondary buildings and a small tank farm were in place from as late as 1948 when a complex of building replaced the tank farm (Los Angeles Harbor Department 1936-1973). Records indicate that the site was likely used by the U.S. Navy in World War II as Naval Supply Warehouse Area. By 1950, the subject building's first floor was used as a buoy repair and the second floor as office space (Sanborn Map Company 1950). The second tank farm replaced the buildings by 1957 and by 1973 the tank farm was enlarged. The secondary buildings were torn down some time after 1973 (Los Angeles Harbor Department 1936-1973). Records indicate that the additions to the building were likely made sometime between 1955 and 1973 (Los Angeles Harbor Department 1936-1973). The subject building is currently utilized by Westway Terminals, a bulk liquid storage facility and surrounded by large bulk liquid containers (Westway Terminals 2007).

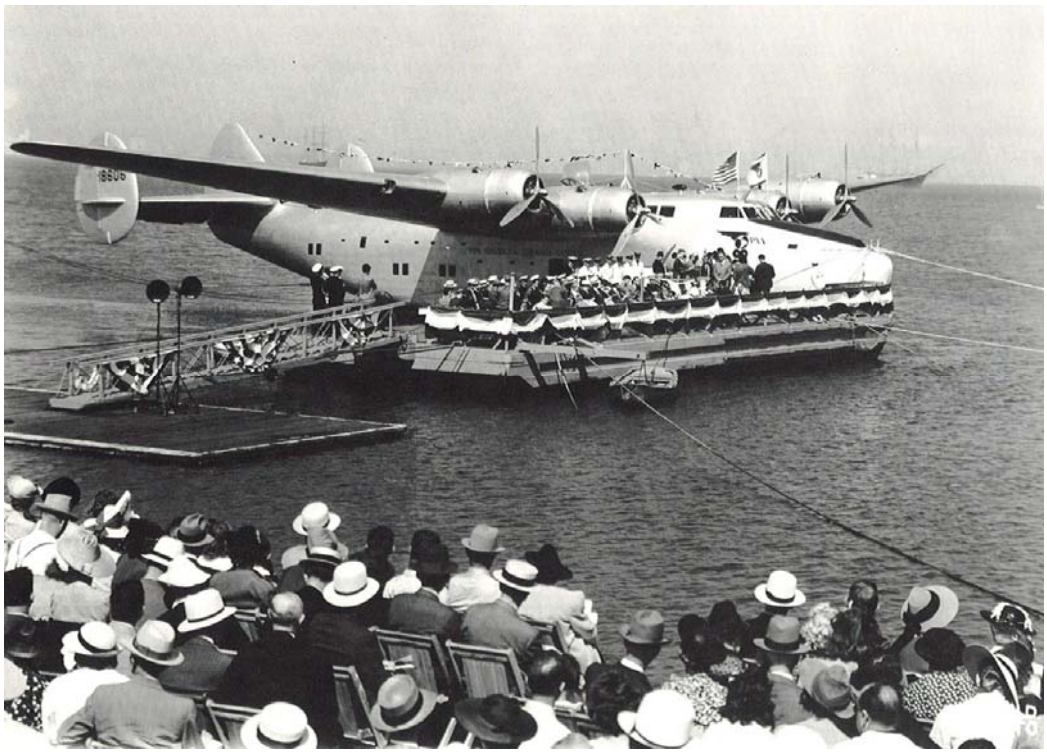
264 and 270 E. 22nd Street

Photograph 17: Looking at the southern elevation of the building at 264 and 270 E. 22nd Street

It is possible that the Pacific Electric Railway had operated a small ticket office at 22nd and Signal Streets during World War II when the stop accommodated service personnel and war workers at the nearby United States Naval Submarine Base (Los Angeles Harbor Department 1926; Sanborn Map Company 1921). By 1935, C.G.Crawford constructed the existing building with William F. Durr as the architect. Built at a cost of $3,300, the building was originally used restaurant and living quarters (City of Los Angeles Building and Safety Division Archives 1935). The structure remained in use a restaurant for much of its existence. The buildings are currently used as industrial shops and occupied by RS Marine Engine Service and Pacific Performance Racing.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

Photograph 18: Pan Am Terminal Facilities (now Fish and Game Building) circa 1940s (http://www.laokay.com/MiscSanPedro.htm)



Photograph 19: Dedication ceremonies for the China Clipper on July 6, 1939 (Queenan 1986)

During the 1940s, Pan Am leased Berth 56 in San Pedro to operate a small ticket office and dock for their famous "China Clipper" line. Before the Pan Am lease, Berth 56 had been used as a U.S. Navy submarine landing base and patrol headquarters since the early 1930s (*Los Angeles Times* 1933a and 1933b). The ticket office, presently used as a Fish and Game building, was originally built in nearby Wilmington, and moved to its 22nd Street location upon Pan Am's lease of Berth 46 in 1940. After the building was moved to Berth 46, it underwent a minor remodel to serve as an administration building and passenger terminal (*Los Angeles Times* 1940). Passengers would purchase tickets at this building and board a shore boat that would take them out to a mooring barge anchored off Cabrillo Beach on the Outer Harbor. Prior to this San Pedro terminal, Pan Am used a building at Cabrillo Beach (Queenan 1986). The building has been occupied by the Department of Fish and Game since the early 1950s (*Los Angeles Times* 1951).

SIGNAL STREET PROPERTY DESCRIPTIONS

Introduction

The buildings located in the Signal Street area evaluated as part of this report include, Transit Shed Berths 58-60, Immigration Station (Canetti's Restaurant, 309 E. 22nd Street), Transit Shed Berth 57, Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building), 264 and 270 E 22nd Street, and Pan-Am Terminal

Facility – Berth 56 (California Fish and Game Building). The following section provides descriptions of these buildings. For more information please see Appendix A (DPR 523 forms).

Transit Sheds Berths 58-60

Berths 58-60 contain a large one-story, medium pitch, gable-roofed rectangular structure, measuring 1800 feet in length and 100 feet in width. The building is 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.

Immigration Station Building (Canetti's Restaurant, 309 E. 22nd Street)

Located at 309 E 22nd Street is a two-story plaster over-wood frame building with projecting corners and a banded parapet. The utilitarian commercial building (former United States Immigration Station/Canetti's Seafood Grotto) has 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 throughout the building generally consists of rows of inset wood frame one-over-one medium width sash windows with flat lintels and medium reveals. Similar lights appear on the four projecting corners of the building. The main façade located on north part of the building features a large neon sign that reads, "Canetti's Seafood, Dinners Breakfast." The entrance to the restaurant is located on the first floor in the center of the building and features a metal framed glass door. Another metal framed glass door sits to west of the entrance to Canetti's and leads to interior stairs for access to the second story. Just east of these doors are three large picture windows; one next to the Canetti's entrance has a blue cloth awning. Two of the window openings at the ground level have been infilled.

The first floor of the east façade features an entrance with a flat roof supported by corbels and square entry pillars along with a small fire escape 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 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. Landscaping around the building is well maintained and features old growth palm trees. Parking stalls sit directly in front of the main elevation.

Transit Shed Berth 57

Located at Berth 57 is a transit shed that 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 facade has 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. The address legend on the monitor is similar to that on the south elevation.

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

A concrete two story Mission Revival style building is located at the Westway facility on Pier No.1, Berth 70. The central portion of the building has a front gabled roof with a parapet flanked by two modern shed roofed. The roofs are clad with composite roofing materials. Exterior walls on the two story portion of the building are stucco over concrete while the wing additions are comprised of CMU. The southeast façade has a concrete platform approximately 3 ft high and french doors that serve as the main entry to the building at this location. Directly to the west at ground level is a metal framed tinted glass entry door. An additional entry is located at this same elevation on the western wing.

There are four metal framed 1/1 double hung windows with sun screens attached on the top story. These types of windows can be seen throughout the building on the top stroy. All three entry doors and window sets at this elevation have blue cloth awnings. A shed roofed addition is located at the first story level of the east façade. The addition cut off access to an entry located above the shed roof on the second story. At the ground level partially obscured window wall and entry door are south of the addition. A red metal ladder provides roof access on the northeast corner of the building. On the lower level of the north façade the building has two small modern metal framed 1/1 sliding windows. A wood framed and corrugated storage area abuts this façade. A CMU utilitarian shed roofed addition runs the length of the ground floor level on the west facade.

The building is generally not visible from Signal Street as it is obscured by a tank farm and related equipment.

264 and 270 East 22nd Street

Three conjoined concrete buildings are located at 264 and 270 E. 22nd Street, San Pedro, CA. The first two buildings carry the address of 270 E 22nd St. The first part of this building sits directly adjacent to railroad tracks that parallel Signal Street. The single story structure has a simple parapet roof. "R S Marine" signage is painted on the building directly under the roof line on the east and south (main) façades. This signage carries over to the second building. Fenestration on the east elevation consists of a row of three large rectangular wood framed windows (one is boarded) and three small fixed light wood framed windows. The south elevation which faces 22nd St. serves as the main entrance of the building. The entry is recessed and consists of modern glass and metal framed double doors flanked by two slightly recessed window spaces. The window on the right is boarded and portion of the window on the left is infilled and boarded. The second building sits directly adjacent to the first building and is utilized by the same company. The building has a flat roof and is similar to the first building in form and materials. A six-light ribbon window divided by wood mullions is located west of the glass and metal farmed sing entry door.

A two story building is attached to the second building. The structure has a parapet roof with four minimal art deco style vertical projections on the main façade. Fenestration on this façade consists of a combination of modern aluminum framed and tinted styles. A cloth awning shelters the main entry door which is metal framed with tinted glass. Signage on the building consist of "Pacific Performance Racing" painted above the awning and a rectangular metal and glass sign that reads "PPR" that is affixed the far west side of the main facade. The west façade has a simple wooden staircase that leads to the second story. Windows at this façade are also metal framed. Access was limited to the remainder of this property enclosed by metal fencing. Miscellaneous mechanical parts and equipment are located behind the connect buildings.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

The small, one-story Mission Revival Building located at Berth 56 is set back from the road behind a large paved parking lot. It carries a flat roof behind a low parapet with a shallow, stepped front gable extended to corner piers. Cladding is stucco over concrete. Portions of the parapet are covered with red Mission tile. The north façade that faces 22nd Street is anchored at each end by square piers. Fenestration on the front façade consists of symmetrically placed, wooden double-hung paired rectangular and square lights. These windows flank the entry door which carries a transom below a tile-covered shed awning. Functional canales are symmetrically placed below the parapet line. The rear elevation that faces the East Channel is similar in design and features a pair of solid metal double doors flanked by a window to the east and a modern entry door to the west. The building is currently occupied by the State of California Department of Fish and Game.

SIGNIFICANCE CRITERIA

National Register of Historic Places Criteria

This report evaluates cultural resources significance in terms of eligibility for listing in the NRHP. NRHP significance criteria applied to evaluate the cultural resources in this study are defined in 36 CFR 60.4 as follows:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and
>
> a. that are associated with events that have made a significant contribution to the broad patterns of our history; or
> b. that are associated with the lives of persons significant in our past; or
> c. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
> d. that have yielded, or may be likely to yield, information important in prehistory or history.

The question of integrity also must be addressed. In order for a property to convey its historical significance, it must retain intact the physical qualities or character defining features that illustrate its significance under NRHP criteria. Integrity is judged on seven aspects: location, design, setting, workmanship, materials, feeling, and association. These seven factors can be roughly grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship most often apply to historic buildings and relate to construction methods and architectural details. Feeling and association are the least objective criteria, pertaining to the overall ability of the property to convey a sense of the historical time and place in which it was constructed (National Park Service 1991).

California Register of Historical Resources Criteria

CEQA guidelines define three ways that a property can qualify as a significant historical resource for the purposes of CEQA review. 1) The resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR). 2) The resource is included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the preponderance of evidence demonstrates that it is not historically or culturally significant. 3) The lead agency determines

the resource to be significant as supported by substantial evidence in light of the whole record (California Code of Regulations, Title 14, Division 6, Chapter 3, section 15064.5).

The CRHR was created by the State Legislature in 1992 and is intended to serve as an authoritative listing of historical and archaeological resources in California. Additionally, the eligibility criteria for the CRHR are intended to serve as the definitive criteria for assessing the significance of historical resources for purposes of CEQA, in this way establishing a consistent set of criteria to the evaluation process for all public agencies statewide.

For a historical resource to be eligible for listing in CRHR, it must be significant at the local, state, or national level under one or more of the following four criteria:

1. is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. is associated with the lives of persons important in our past;

3. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

4. or has yielded, or may be likely to yield, information important in prehistory or history.

In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource.

Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the CRHR must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance. It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data (California Office of Historic Preservation 2001).

Local Regulations

The Los Angeles Municipal and Administrative Codes address the preservation of historic and cultural monuments, and Preservation Zones. A list of historical and cultural monuments has been compiled and is maintained by the Cultural Heritage Commission, a board of five persons appointed by the Mayor and approved by the City Council. It is the responsibility of the Cultural Heritage Commission to oversee and approve the establishment of Preservation zones (LA Municipal Code Sec. 12.20.3) and to preserve monuments when such action is not in conflict with the public health, safety, and general welfare (LA Administrative Code Sec. 22.128).

According to Section 22.130 of the Los Angeles Municipal Code, a historical or cultural monument is "any site (including significant trees or other plant life located thereon), building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, state or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction, or a notable work of a master builder, designer, or architect whose individual genius influenced his age."

Significant Resource Types

The historic significance of the Port relates to the role that the Port facilities played in expanding the commercial and economic success of Los Angeles, which coincided with Los Angeles' emergence as an "international" city between the 1920s and the 1940s. Facilities typically associated with this theme include buildings and structures constructed to facilitate transshipment of goods from oceangoing vessels to rail or truck systems, especially those improvements added either by major shipping companies or by the Port in a portwide expansion aimed at meeting the demands of increased usage of the Port during this period. In the Signal Street project area, properties associated with the above stated developments may be historically significant.

EVALUATION OF SIGNIFICANCE

Introduction and Summary of Findings

The following conclusions regarding National Register of Historic Places (NRHP) criteria (a-d) and California Register of Historical Resources (CRHR) criteria (1-4) are based upon information presented in the Historic Setting, Outer Harbor/Signal Street Development and Building History, and Historic Resources-Architectural Descriptions sections of this report.

Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation utilized below.

The following eligibility statements apply to six separate properties located on or near Signal Street at the Port of Los Angeles. These properties include:

- Transit Shed Berths 58-60
- Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)
- Transit Shed Berth 57
- Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)
- 264 and 270 E 22nd Street
- Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

The most important considerations influencing the following NRHP, CRHR, and City of Los Angeles Cultural Heritage Commission (CHC) recommendations of eligibility for the above stated buildings are:

> Their importance in relation to the historic development of the Port of Los Angeles specifically the Outer Harbor/Pier One area.

Federal: National Register of Historic Places

Criteria (A-D)

The following conclusions regarding National Register of Historic Places (NRHP) criteria (a-d) are based upon information presented in the Historic Setting, Outer Harbor/Signal Street Development and Building History, and Historic Resources-Architectural Descriptions sections of this report. Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation utilized below.

(A) that are associated with events that have made a significant contribution to the broad patterns of our history; or,

Transit Shed Berths 58-60

Since their completion in 1914, Transit Shed 58-60 have served as a symbol of the Los Angeles Harbor's expansion period during the build up and completion of the Panama Canal in 1914 which resulted in increased shipping traffic at the port. As a facility that has been in

continuous use since its construction the subject property is an excellent representation of the growth and development of the Port of Los Angeles during the planning and the completion of the Panama Canal. Therefore, Transit Shed Berths 58-60 **appears to meet NRHP Criterion A.**

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The United States Immigration Station **appears eligible for the NRHP under Criteria A** for its association with the 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. The restaurant, a local institution, has served the Port and surrounding community for well over 50 years thereby becoming an integral piece of the Port's historic fabric.

Transit Shed Berth 57

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 Los Angeles Harbor's dramatic growth during the post World War I period which was largely stimulated by an increase in worldwide commerce and the 1920s oil boom. Expansion at the port included the development of several berths and oil shipping facilities such as the Transit Shed at Berth 57. Consequently, when considered as part of the larger Outer Harbor area, Transit Shed at Berth 57 is indicative of a period of tremendous growth and progress at the port in the early 20th century and **appears to meet the criteria for listing in the NRHP under Criterion A as a possible contributor to the Pier One potential historic district.**

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

Constructed in 1923, the Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building) **appears to meet NRHP Criterion A**. The buildings gains significance for its contribution to the broad patterns of local history through its association with development of the oil industry in Los Angeles, the early days of oil shipping from the Port of Los Angeles, and as an example of the rise and fall of Pan American Petroleum Company; one the Nation's top oil producers in the 1920s.

264 and 270 E 22nd Street

Although this property is representative of the general growth of the Port of Los Angeles (POLA) during the early half of the 20th century is not known to be directly associated with events that have made significant contributions to the history of POLA, Los Angeles County or the surrounding region. Therefore, it **does not appear to meet NRHP Criteria A.**

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

The Pan Am Terminal Facility – Berth 56 (California Fish and Game Building) **appears eligible under NRHP Criterion A**, for its association with Pan Am and its China Clipper pioneering flight service which expanded passenger travel service at the Port of Los Angeles in the years prior to World War II. As a Pan Am ticket office, the building played a key role in the development of aviation transportation heritage of the Southern California region through it association with Pan-Am revolutionizing long distance and transoceanic seaplane flights from Los Angles to the Far East. The structure marks the site of the first Pan Am China Clipper flights from Los Angeles to the Antipodes and New Zealand.

(B) that are associated with the lives of persons significant in our past; or,

Transit Shed Berths 58-60

The building has been associated with various individuals and entities over the years and is not known to be associated directly with persons who have made historical contributions and therefore **does not appear to meet NRHP Criterion B.**

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The property is not known to be directly associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole and thus **does not appear to meet NRHP Criterion B**.

Transit Shed Berth 57

The property is not known to be directly associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole and thus **does not appear to meet NRHP Criterion B**.

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

Although the building is associated with Edward L. Doheny, oil pioneer in Los Angeles and owner of the Pan American Petroleum Company in that it is a building that was created as a result of conducting company business and expanding operations at the Port, the building cannot be directly associated Doheny since it was not a place where he is known to have resided or conducted business. Consequently, the building **does not appear to meet NRHP Criterion B**.

264 and 270 E 22nd Street

This property is not known to be directly associated with persons that have made significant contributions to the history of POLA, Los Angeles County or the surrounding region. Therefore, it **does not appear to meet NRHP Criteria B**.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

Under NRPH Criterion B, the building **does not appear eligible** as it is not known to be associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole.

(C) that embody distinctive characteristics of a type, period, or method of construction or,

Transit Shed Berths 58-60

Architecturally, a Utilitarian industrial building, Transit Shed, Berth 58-60 **appears significant under NRHP Criterion C** as a 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.

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The utilitarian commercial building, originally constructed as an institutional government building, is of a common form for the period during which it was originally constructed and similar buildings are located in cities throughout the state and the country. For this reason, the building does not appear innovative nor does it display unique characteristics of its style and therefore **does not appear to meet NRHP Criterion C**.

Transit Shed Berth 57

The Utilitarian Industrial building is a common form for transit sheds built during the 1920s. Similar and more ornate buildings constructed during this era can be located throughout the Port of Los Angeles, state and the country. For these reasons, the building does not appear innovative or display unique characteristics of its style and therefore **does not appear to meet NRHP Criterion C.**

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

The Mission Revival style building is not known to be associated with a master architect nor is it an exceptional example of the architectural style that embodies distinctive characteristics of a type, period, or method of construction. Consequently, the building **does not appear to meet NRHP Criterion C.**

264 and 270 E 22nd Street

Architecturally, the buildings are not known to be associated with a master architect and are modest examples of the commercial style buildings mid 1930s when they were likely constructed. Because these buildings do not embody the distinctive characteristics of the type, period or method of construction **they do not appear to meet NRHP Criterion C**.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

Architecturally, the building is modest example of the Mission Revival style that was commonly produced throughout California during the 1930s and into the 1940s. This particular example does not display any distinctive characteristics of the type, period or method of construction and therefore **does not appear to meet NRHP Criterion C**.

(D) that have yielded or may be likely to yield, information important in prehistory or history.

Transit Shed Berths 58-60, Immigration Station (Canetti's Restaurant, 309 E. 22nd Street), Transit Shed Berth 57, Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building), 264 and 270 E 22nd Street, Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building) individually or as a whole do not appear to retain important information that could contribute to our understanding of human history or prehistory. Nor do any of the buildings appear to have the potential to yield information on unique design or construction techniques that may reveal significant information on the development of buildings. Consequently, the properties listed above **do not appear to meet NRHP Criterion D.**

District Evaluation

As stated earlier in the report, San Buenaventura Research Associates under subcontract for Fugro West, Inc. prepared for the POLA Environmental Management Division Phases I and Phase II of a Cultural Resources Reconnaissance Survey of 7,500 Acres of Land and Water for the Port of Los Angeles in the late 1990s. As part of the Phase II report, San Buenaventura Research Associates conducted a reconnaissance survey of properties at the port and proposed that a historic district encompassing the entire Pier One area south of 22nd Street may exist. The historic district recommended by San Buenaventura Research Associates includes but may not be limited to transit shed structures at Berths 57-60, Municipal Warehouse No. 1, the U.S.

Immigration Station, the former Pan American Petroleum Company site (Berth 70, Westway building), and the Municipal Fish Market. The recommended potential district referred to as "Pier One" was not formally defined and documented in the report as the purpose of the report was to provide POLA a preliminary overview of potential historic resources at the port (Fugro West, Inc. 1997: 3-5). The Pier One potential historic district was also not defined or documented as part of this report.

NRHP Summary Conclusions and Recommendations

Five of the six buildings evaluated as part of this report appear to qualify for listing in the NRHP. The following table summarizes the NRHP conclusions and recommendations:

Table 2. NRHP Summary of Findings

Resource Name/Location	Year Built	NRHP Eligibility/Criteria
Transit Shed Berths 58-60	1913-1915	Eligible under Criteria A and C
Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)	1921	Eligible under Criterion A
Transit Shed Berth 57	1923	Eligible - contributor to historic district
Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)	1923	Eligible under Criterion A
264 and 270E 22nd Street	Circa 1935	N/A
Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)	Circa 1930, Moved to Berth 1940	Eligible under Criterion A

State of California: California Register of Historical Resources (CRHR)

Criteria (1-4)

The following conclusions regarding California Register of Historical Resources criteria (1-4) are upon information presented in the Historic Setting, Outer Harbor/Signal Street Development and Building History, and Historic Resources-Architectural Descriptions sections of this report. Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation utilized below.

(1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.

Transit Shed Berths 58-60

The Transit Shed located at Berth 58-60 have served as a symbol of the Los Angeles Harbor's expansion period in the mid-1910s. Largely credited to the completion of the Panama Canal in 1914, the expansion of Port facilities during this ear resulted in a substantial increase of shipping traffic at the port. As a facility that has been in continuous use since its construction the subject property is an excellent representation of the growth and expansion of the Port of Los Angeles during the planning and the completion of the Panama Canal. Therefore, it **appears to meet CRHR Criterion 1.**

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The United States Immigration Station **appears eligible for the CRHR under Criteria 1** for its association with the 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. The restaurant, a local institution, has served the Port and surrounding community for well over 50 years thereby becoming an integral piece of the Port's historic fabric.

Transit Shed Berth 57

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 Los Angeles Harbor's dramatic growth during the post World War I period which was largely stimulated by an increase in worldwide commerce and the 1920s oil boom. Expansion at the port included the development of several berths and oil shipping facilities such as the Transit Shed at Berth 57. Consequently, when considered as part of the larger Outer Harbor area, Transit Shed at Berth 57 is indicative of a period of tremendous growth and progress at the port in the early 20th century and **appears to meet the criteria for listing in the CRHR under Criterion 1 as a possible contributor to the Pier One potential historic district.**

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

The Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building) **appears to meet the CRHR Criterion 1**, 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.

264 and 270 E 22nd Street

Although this property is representative of the general growth of the Port of Los Angeles (POLA) during the early half of the 20th century is not known to be directly associated with events that have made significant contributions to the history of POLA, Los Angeles County or the surrounding region. Therefore, it **does not appear to meet CRHR Criteria 1**.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

The Pan Am Terminal Facility – Berth 56 (California Fish and Game Building) **appears eligible under CRHR Criterion 1**, for its association with Pan Am and its China Clipper pioneering flight service which expanded passenger travel service at the Port of Los Angeles in the years prior to World War II. As a Pan Am ticket office, the building played a key role in the development of aviation transportation heritage of the Southern California region through it association with Pan-Am revolutionizing long distance and transoceanic seaplane flights from Los Angles to the Far East. The structure marks the site of the first Pan Am China Clipper flights from Los Angeles to the Antipodes and New Zealand.

(2) Associated with the lives of persons important to local, California, or national history.

Transit Shed Berths 58-60

The building has been associated with various individuals and entities over the years and is not known to be associated directly with persons who have made historical contributions and therefore **does not appear to meet CRHR Criterion 2**.

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The property is not known to be directly associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole and thus **does not appear to meet CRHR Criterion 2**.

Transit Shed Berth 57

The property is not known to be directly associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole and thus **does not appear to meet CRHR Criterion 2**.

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

Although the building is associated with Edward L. Doheny, oil pioneer in Los Angeles and owner of the Pan American Petroleum Company in that it is a building that was created as a result of conducting company business and expanding operations at the Port, the building cannot be directly associated Doheny since it was not a place where he is known to have resided or conducted business. Consequently, the building **does not appear to meet CRHR Criterion 2**.

264 and 270 E 22nd Street

This property is not known to be directly associated with persons that have made significant contributions to the history of POLA, Los Angeles County or the surrounding region. Therefore, it **does not appear to meet CRHR Criteria 2**.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

Under CRHR Criterion 2, the building does not appear eligible as it is not known to be associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole.

(3) Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.

Transit Shed Berths 58-60

Architecturally, a Utilitarian industrial building, Transit Shed, Berth 58-60 **appears significant under CRHR Criterion 3** as a 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.

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The utilitarian commercial building, originally constructed as an institutional government building, is of a common form for the period during which it was originally constructed and similar buildings are located in cities throughout the state and the country. For this reason, the building does not appear innovative nor does it display unique characteristics of its style and therefore **does not appear to meet CRHR Criterion 3**.

Transit Shed Berth 57

The Utilitarian Industrial building is a common form for transit sheds built during the 1920s. Similar and more ornate buildings constructed during this era can be located throughout the Port of Los Angeles, state and the country. For these reasons, the building does not appear innovative or display unique characteristics of its style and therefore **does not appear to meet CRHR Criterion 3.**

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

The Mission Revival style building is not known to be associated with a master architect nor is it an exceptional example of the architectural style that embodies distinctive characteristics of a type, period, or method of construction. Consequently, the building **does not appear to meet CRHR Criterion 3.**

264 and 270 E 22nd Street

Architecturally, the buildings are not known to be associated with a master architect and are modest examples of the commercial style buildings mid 1930s when they were likely constructed. Because these buildings do not embody the distinctive characteristics of the type, period or method of construction **they do not appear to meet CRHR Criterion 3**.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

Architecturally, the building is modest example of the Mission Revival style that was commonly produced throughout California during the 1930s and into the 1940s. This particular example does not display any distinctive characteristics of the type, period or method of construction and therefore **does not appear to meet CRHR Criterion 3**.

(4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Transit Shed Berths 58-60, Immigration Station (Canetti's Restaurant, 309 E. 22nd Street), Transit Shed Berth 57, Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building), 264 and 270 E 22nd Street, Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building) individually or as a whole do not appear to retain important information that could contribute to our understanding of human history or prehistory. Nor do any of the buildings appear to have the potential to yield information on unique design or construction techniques that may reveal significant information on the development of buildings or structures in California or the nation as a whole. Consequently, the properties listed above **do not appear to meet CRHR Criterion 4.**

CRHR Summary Conclusions and Recommendations

Five of the six buildings evaluated as part of this report appear to qualify for listing in the CRHR. The following table summarizes the CRHR conclusions and recommendations:

Table 3. CRHR Summary of Findings

Resource Name/Location	Year Built	CRHR Eligibility/Criteria
Transit Shed Berths 58-60	1913-1915	Eligible under Criteria 1 and 3
Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)	1921	Eligible under Criterion 1
Transit Shed Berth 57	1923	Eligible –contributor to historic district
Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)	1923	Eligible under Criterion 1
264 and 270E 22nd Street	Circa 1935	N/A
Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)	Circa 1930, Moved to Berth 1940	Eligible under Criterion 1

City of Los Angeles: Cultural Heritage Commission (CHC)

Criteria

The following conclusions regarding Los Angeles Historic –Cultural Monuments criteria are upon information presented in the Historic Setting, Outer Harbor/Signal Street Development and Building History, and Historic Resources-Architectural Descriptions sections of this report. Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation utilized below.

- *Historic structures or sites in which the broad cultural, political, economic or social history of the nation, state or community is reflected or exemplified;*

Transit Shed Berths 58-60

The Transit Shed located at Berths 58-60 served as a symbol of the Los Angeles Harbor's expansion period in the mid-1910s, which was largely credited to the completion of the Panama Canal in 1914 which resulted in increased shipping traffic at the port. As a facility that has been in continuous use since its construction the subject property is an excellent representation of the growth and expansion of the Port of Los Angeles during the planning and the completion of the Panama Canal. Therefore, it **appears to meet CHC Criterion as a historic structure that exemplifies the broad cultural, political, economic or social history of the nation, state, and community of Los Angeles.**

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The United States Immigration Station **appears appears to meet CHC Criterion as a historic structure that exemplifies the broad cultural, political, economic or social history of the nation, state, and community of Los Angeles** for its association with the 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. The restaurant, a local institution, has served the Port and surrounding community for well over 50 years thereby becoming an integral piece of the Port's historic fabric.

Transit Shed Berth 57

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 Los Angeles Harbor's expansion period in the mid-1920s, which is likely credited to expansion and increases in commerce surrounding the port. Specifically, the addition of nearby oil shipping facilities also built during this period. Consequently, when considered as part of the larger Outer Harbor area, Transit Shed at Berth 57 does appear to have and important historical connection with Port development during the 1920s and **appears to meet CHC Criterion as a historic structure that exemplifies the broad cultural, political, economic or social history of the nation, state, and community of Los Angeles.**

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

The Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building) Therefore, it **appears to meet CHC Criterion as a historic structure that exemplifies the broad cultural, political, economic or social history of the nation, state, and community of Los Angeles**, 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.

264 and 270 E 22nd Street

Although this property is representative of the general growth of the Port of Los Angeles (POLA) during the early half of the 20th century is not known to be directly associated with events that have made significant contributions to the history of POLA, Los Angeles County or the surrounding region. Therefore, it **does not appear to meet CHC Criterion as a historic structure that exemplifies the broad cultural, political, economic or social history of the nation, state, and community of Los Angeles.**

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

The Pan Am Terminal Facility – Berth 56 (California Fish and Game Building) Therefore, it **appears to meet CHC Criterion as a historic structure that exemplifies the broad cultural, political, economic or social history of the nation, state, and community of Los Angeles,** for its association with Pan Am and its China Clipper pioneering flight service which expanded passenger travel service at the Port of Los Angeles in the years prior to World War II. As a Pan Am ticket office, the building played a key role in the development of aviation transportation heritage of the Southern California region through it association with Pan-Am revolutionizing long distance and transoceanic seaplane flights from Los Angles to the Far East. The structure marks the site of the first Pan Am China Clipper flights from Los Angeles to the Antipodes and New Zealand.

- *Which are identified with historic personages or with important events in the main currents of national, state, or local history*

Transit Shed Berths 58-60

The building has been associated with various individuals and entities over the years and is not known to be associated directly with persons who have made historical contributions. Consequently, Transit Shed 58-60 **does not appear to the CHC Criteria as a historic structure known to be identified with historic personages or with important events in the main currents of national, state, or local history.**

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The Immigration Station (Canetti's Restaurant, 309 E. 22nd Street) is not known to be directly associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole and thus **does not appear to the CHC Criteria as a historic structure known to be identified with historic personages or with important events in the main currents of national, state, or local history.**

Transit Shed Berth 57

The property is not known to be directly associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole and thus **does not appear to the CHC Criteria as a historic structure known to be identified with historic personages or with important events in the main currents of national, state, or local history.**

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

Although the building is associated with Edward L. Doheny, oil pioneer in Los Angeles and owner of the Pan American Petroleum Company in that it is a building that was created as a result of conducting company business and expanding operations at the Port, the building cannot be directly associated Doheny since it was not a place where he is known to have resided or conducted business. Consequently, the building **does not appear to the CHC Criteria as a historic structure known to be identified with historic personages or with important events in the main currents of national, state, or local history.**

264 and 270 E 22nd Street

This property is not known to be directly associated with persons that have made significant contributions to the history of POLA, Los Angeles County or the surrounding region. Therefore, 264 and 270 e. 22nd Street **do not appear to the CHC Criteria as a historic structure known to be identified with historic personages or with important events in the main currents of national, state, or local history.**

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

The Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building) **does not appear to the CHC Criteria as a historic structure known to be identified with historic personages or with important events in the main currents of national, state, or local history** because the building it is not known to be associated with persons who have made notable contributions to the history of Port of Los Angeles, Los Angeles County or the Nation as a whole.

- *Are a notable work of a master builder, designer, or architect whose individual genius influenced his or her age;*

- *Which embody the distinguishing characteristics of an architectural-type specimen, inherently valuable for a study of a period, style, or method of construction;*

Transit Shed Berths 58-60

Architecturally, a Utilitarian industrial building, Transit Shed, Berth 58-60 **does appear significant under CHR Criteria** as a 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.

Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)

The utilitarian commercial building, originally constructed as an institutional government building, is of a common form for the period during which it was originally constructed and similar buildings are located in cities throughout the state and the country. For this reason, the building does not appear innovative nor does it display unique characteristics of its style and therefore **does not appear to meet CHR Criteria**.

Transit Shed Berth 57

The Utilitarian Industrial building is a common form for transit sheds built during the 1920s. Similar and more ornate buildings constructed during this era can be located throughout the Port of Los Angeles, state and the country. For these reasons, the building does not appear innovative or display unique characteristics of its style and therefore **does not appear to meet CHR Criteria.**

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)

The Mission Revival style building is not known to be associated with a master architect nor is it an exceptional example of the architectural style that embodies distinctive characteristics of a type, period, or method of construction. Consequently, the building **does not appear to meet CHR Criteria.**

264 and 270 E 22nd Street

Architecturally, the buildings are not known to be associated with a master architect and are modest examples of the commercial style buildings mid 1930s when they were likely constructed. Because these buildings do not embody the distinctive characteristics of the type, period or method of construction **they do not appear to meet CHR Criteria**.

Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)

Architecturally, the building is modest example of the Mission Revival style that was commonly produced throughout California during the 1930s and into the 1940s. This particular example does not display any distinctive characteristics of the type, period or method of construction and therefore **does not appear to meet CHR Criteria 3**.

Los Angeles Historic – Cultural Monument Summary Conclusions and Recommendations

Five of the six buildings evaluated as part of this report appear to meet at least one of the CHR criteria for listing as Los Angeles Historic –Cultural Monuments. The following table summarizes the conclusions and recommendations:

Table 4. City of Los Angeles CHR Summary of Findings

Resource Name/Location	Year Built	City of Los Angeles local landmark status
Transit Shed Berths 58-60	1913-1915	Eligible
Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)	1921	Eligible
Transit Shed Berth 57	1923	Eligible
Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)	1923	Eligible
264 and 270E 22nd Street	Circa 1935	N/A
Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)	Circa 1930, Moved to Berth 1940	Eligible

RECOMMENDATIONS

ICF Jones & Stokes recommends that five of the six buildings evaluated as part of this report, appear to be eligible for listing in the NRHP and the CRHR, as well as appear eligible for listing as Los Angeles Historic –Cultural Monuments. The property located at 264 E 22nd Street does not appear to be eligible for listing under any national, state, or local historic register. The table below presents a concise listing of findings. Please see Department of Parks and Recreation 523 forms in Appendix A for more detailed information and explanation of findings.

Table 5. Summary of Recommendations

Resource Name/Location	Year Built	NRHP Eligibility/ Criteria	CRHR Eligibility/ Criteria	City of Los Angeles local landmark status
Transit Shed Berths 58-60	1913-1915	Eligible under Criteria A and C	Eligible under Criteria 1 and 3	Eligible
Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)	1921	Eligible under Criterion A	Eligible under Criterion 1	Eligible
Transit Shed Berth 57	1923	Eligible contributor to historic district	Eligible contributor to historic district	Eligible
Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westway Terminal Building)	1923	Eligible under Criterion A	Eligible under Criterion 1	Eligible
264 and 270E 22nd Street	Circa 1935	N/A	N/A	N/A
Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)	Circa 1930, Moved to Berth 1940	Eligible under Criterion A	Eligible under Criterion 1	Eligible

It is further recommended that the LAHD document the historical significance of the five eligible buildings through an interpretive program that utilizes current and historic photographs, results of archival research and associated materials, and the results of focused oral history documentation. This interpretive program would be exhibited electronically via the Port of Los Angeles historical website, www.laporthistory.org. This website is organized in historic tours or "modules" that relate to a particular aspect of Port history. Photo documentation should be

completed to support the web module and to record the historic physical qualities of the buildings. This documentation should be prepared by a professional photographer, utilizing archival quality black-and-white, medium format negatives, as well as 35mm color format. Photo documentation of the buildings should be performed prior to the removal of any part of the buildings, including historic processing equipment. The photography should include overall contextual shots, some portraits of individual features, and some detail shots. Efforts should be made to coordinate the photography of the current condition with the expected needs of the interpretive program, so that opportunities to illustrate archival or oral history information are not missed.

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1924b Glass Plate # 534. View looking west from roof of Municipal Warehouse No. 1 Berth 68. Photo taken on November 7, 1924. On file at the Los Angeles Harbor Department Archives. Wilmington, CA.

1924c Glass Plate # 546. View of Pan American Petroleum Co. from their dock at Berth 72. Photo taken on November 15, 1924. On file at the Los Angeles Harbor Department Archives. Wilmington, CA.

1925 Glass Plate # 685. View of ships utilizing the Pan American Petroleum Co. oil loading station at Berth 71. Photo taken on May 7, 1925. On file at the Los Angeles Harbor Department Archives. Wilmington, CA.

1926 Glass Plate # 951.Aerial showing same view of Outer Harbor and first municipal pier camera facing south. Photo taken by Spence Airphoto Co. Photo dated November 22, 1926. On file at the Los Angeles Harbor Department Archives. Wilmington, CA.

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Appendix A. DPR Forms

Appendix B. Building Permit History of Signal Street Properties

City of Los Angeles Building & Safety Division Archives

264 – 270 E. 22nd Street

May 1, 1925: Elizabeth Thompson was granted Building Permit No. 15571 to construct a one story, 28'-by 60 foot restaurant building at 270 East 22nd Street. C.O. Dodd is the listed architect and Elizabeth Thompson is listed the as the contractor. The cost of the building was $3,500.

April 25, 1935: Frank R. Hardy was granted building Permit No. 6888 to construct a two-story, 21'-by 63 foot restaurant and living room at 264 East 22nd Street. William F. Durr is the listed architect and C.G. Crawford is listed as the contractor. The cost of the building was $3,350.

Pan American Petroleum Company Marine Loading Station Facility – Berth 70 (Westways Terminal Building)

October 5, 1923: Pan-American Petroleum Co. was granted Building Permit No. 46950 to construct an oil loading wharf at Berth 70. Pan-American Petroleum Co. is listed as the architect and contractor. The cost of the structure was $186,176.

September 17, 1923: Pan-American Petroleum Co. was granted Building Permit No. 43132 to construct a one-story, 30'- by 80' pump house at Berth 70. Pan-American Petroleum Co. is listed as the architect and contractor. The cost of the building was $6,850.

Transit Shed Berth 57

October 15, 1923: The City of Los Angeles was granted building Permit No. 48593 to construct a one-story, 93'- by 500' foot concrete transit shed at Berth 57. No architect is listed and James A. Lynch Construction Co. is listed as the contractor. The cost of the building was 470,800.