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HISTORIC RESOURCES EVALUATION REPORT

Final

PORT OF LOS ANGELES MUNICIPAL PIER NO. 1

Historic Resources Evaluation Report

Prepared for
Port of Los Angeles

February 2011

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Cover Image: Aerial view of completed Municipal Pier No. 1 showing Warehouse No. 1 (right), Municipal Shed No. 1 (Transit Shed Berths 58-6) (left) and the Pan American Petroleum Co. in the background, October 17, 1925. Source: POLA.

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1. Introduction

The Los Angeles Harbor Department (LAHD) has contracted with ESA to perform a historic resources survey and evaluation of Municipal Pier No. 1 (see Figure 1, Location Map). The Port of Los Angeles (POLA) is planning to implement the City Dock project, which would make a number of alterations and improvements to the sheds at Berths 57-60, as well as to Municipal Pier No 1 which supports these sheds.

Previous studies[1] of the site suggested that, in addition to the sheds at Berths 57-60, Municipal Pier No. 1 supports these structures, may also be eligible for listing in the National Register of Historic Places (NRHP) either individually, or as a potential historic district. The LAHD requested that ESA provide a conclusive evaluation of the eligibility of Municipal Pier No. 1 for the LAHD City Dock project.

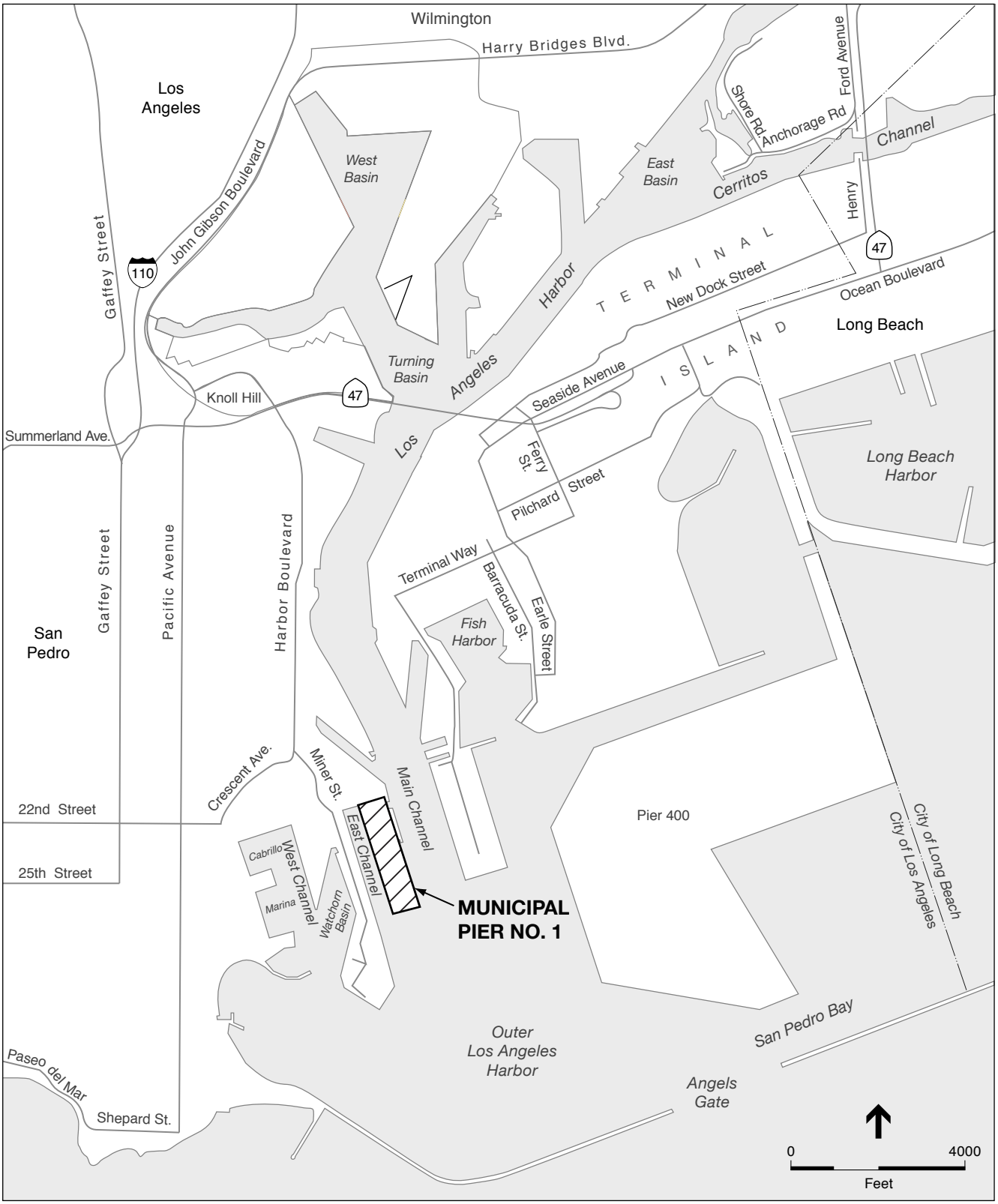
This report documents ESA's methods and findings of an intensive architectural survey and evaluation of Municipal Pier No. 1. Efforts included performing a review of previous studies; conducting additional archival research; surveying Municipal Pier No. 1; and applying the eligibility criteria for listing in the NRHP, CRHR, and City of Los Angeles Landmark criteria. All survey and evaluation work was conducted by ESA's senior preservation specialist, Brad Brewster, who meets the Secretary of Interior's professional qualification standards for both architectural history and preservation planning. Mr. Brewster supervised additional research conducted by Candace Ehringer, Registered Professional Archaeologist. Mr. Brewster and Ms. Ehringer have more than 25 years of combined experience working on cultural resources studies.

1.1 Methods

Previous Study Findings

ESA reviewed previous inventories and evaluations of the Signal Street properties at the Port of Los Angeles, including those by San Buenaventura Research Associates in the late 1990s, and ICF Jones & Stokes in 2000 and 2008.

[1] ICF Jones & Stokes, *Final Architectural Survey and Evaluation of Signal Street Properties Port of Los Angeles, Los Angeles, California*, 2008.



SOURCE: POLA; ESA, 2011

Historic Resources Evaluation Report for Port of Los Angeles - Municipal Pier No. 1 . 201278.14

Figure 1
Location Map

In the late 1990s, San Buenaventura Research Associates under subcontract for Fugro West, Inc. prepared for the POLA Environmental Management Division Phase 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).

In 1999, the large, concrete, 6-story Warehouse No. 1, completed in 1917 and located at the southern end of Municipal Pier No. 1, was surveyed and evaluated by Jones & Stokes. This massive structure was identified as a property eligible for listing in the National Register of Historic Places (Jones & Stokes, 1999). Warehouse No. 1 was subsequently nominated to, and listed in, the Register in the following year.

In 2008, ICF Jones & Stokes surveyed and evaluated six properties located on or near Signal Street, which are either located on, or immediately adjacent to, Municipal Pier No. 1. These 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). ICF Jones & Stokes found that all six properties 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 (ICF Jones & Stokes, 2008).

Although Municipal Pier No. 1 itself was not surveyed and evaluated at an intensive level by Jones & Stokes in 2008, they inferred that the Pier has potential historical significance because it was an integral part of the Port during the early half of the 20th Century, and the basic layout and facilities at the Pier have changed little since the late 1920s. They also inferred that Municipal Pier No.1 was eligible as part of a potential historic district, with multiple other contributing structures, upon future intensive-level survey and evaluation.

1.2 Archival Research

Archival research for the current evaluation of Municipal Pier No. 1 was conducted at POLA, the Los Angeles Public Library, various online sources, and the South Central Coastal Information Center (SCCIC) at the California State University at Fullerton.

1.3 Fieldwork

On December 10, 2010, Mr. Brewster conducted an intensive field survey of Municipal Pier No. 1. As part of this survey, Mr. Brewster took photographs and prepared descriptions of the Pier and associated structures atop the Pier. These descriptions are provided in Section 5, below, as well as in California Department of Parks and Recreation (DPR) Forms 523A and B, located in Appendix B. With 17 years of experience surveying and evaluating historic resources throughout the West Coast, Mr. Brewster meets the Secretary of the Interior's qualifications for architectural history.

1.4 Area of Potential Effects (APE)

The Area of Potential Effects (APE) was delineated as the entire Municipal Pier No. 1 south of 22nd Street. The APE map is shown in Figure 2 below. The APE includes the geographic areas within which the undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist, including all ground-disturbing activities, staging areas, and construction zones. As such, the APE includes not only the Pier structure itself, but also the sheds and warehouses which are located atop the structure.

2. Regulatory Context and Significance Criteria

2.1 Federal Regulations

To establish the significance of a property, the National Register of Historic Places (National Register) criteria for evaluation set forth in 36 CFR Part 60.4 must be applied. The following criteria are designed to guide the states, federal agencies, and the Secretary of the Interior in evaluating potential entries for the National Register. The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess at least one of the following:

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 is another factor that must be addressed when determining the eligibility of a resource for listing in the National Register. The Secretary of the Interior describes integrity as "the ability of a property to convey its significance." A property must retain certain intact physical features in order to convey its significance under one or more of the NRHP criteria.

APE Boundary

SOURCE: Google Earth, 2011

Figure 2
APE Map

Integrity is judged on seven aspects; location, design, setting, workmanship, materials, feeling, and association. If a particular resource meets one of these criteria and retains sufficient integrity to convey its historic significance, it is considered as an eligible "historic property" for listing in the National Register. Additionally, unless exceptionally significant, a property must be at least 50 years old to be eligible for listing.

Section 106

Section 106 of the National Historic Preservation Act (NHPA) of 1966 requires that a federal agency with direct or indirect jurisdiction over a proposed federal or federally-assisted undertaking, or issuing licenses or permits, must consider the effect of the proposed undertaking on historic properties. An historic site or property may include a prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register maintained by the U.S. Secretary of the Interior. Federal agencies must also allow the Advisory Council on Historic Preservation (ACHP) to comment on the proposed undertaking and its potential effects on historic properties.

The implementing regulations for Section 106 of the NHPA (36 CFR 800) require consultation with the State Historic Preservation Officer (SHPO), the ACHP, federally recognized Indian tribes and other Native Americans, and interested members of the public throughout the compliance process. The four principal steps are:

- initiate the Section 106 process (36 CFR 800.3);
- identify historic properties, resources eligible for inclusion in the NRHP (36 CFR Section 800.4);
- assess the effects of the undertaking on historic properties within the area of potential effect (36 CFR 800.5); and
- resolve adverse effects (36 CFR 800.6).

Adverse effects on historic properties are often resolved through preparation of a memorandum of agreement or programmatic agreement developed in consultation between the federal agency, the SHPO, Indian tribes, and interested members of the public. The ACHP is also invited to participate. The agreement describes stipulations to mitigate adverse effects on historic properties or listing in the National Register of Historic Places (36 CFR §60).

Significance Criteria under NHPA

A significant impact would occur if a proposed action results in an adverse effect to a property that is listed in or eligible for inclusion in the National Register. The specific Criteria of Effect and Adverse Effect, as defined in 36 CFR 800.9, used to evaluate an undertaking's effect on a historic property, are as follows:

- An undertaking has an effect on a historic property when it may alter the characteristics of the property that qualify the property for inclusion in the National Register. For the purpose

of determining effect, alteration to features of the property's location, setting, or use may be relevant depending on a property's significant characteristics and should be considered.

- An undertaking is considered to have an adverse effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects on historic properties include, but are not limited to:

  (1) Physical destruction, damage, or alteration of all or part of the property;

  (2) Isolation of the property from or alteration of the character of the property's setting when that character contributes to the property's qualification for the National Register;

  (3) Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting;

  (4) Neglect of a property resulting in its deterioration or destruction; and

  (5) Transfer, lease, or sale of the property.

2.2 State Regulations

The State implements the NHPA through its statewide comprehensive cultural resources surveys and preservation programs. The California Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation, implements the policies of the NHPA on a statewide level. The OHP also maintains the California Historic Resources Inventory. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the State's jurisdictions.

California Register of Historical Resources

The CRHR includes resources that are listed in or formally determined eligible for listing in the NRHP and some resources designated as California State Landmarks and Points of Historical Interest (PRC Section 5024.1, 14 California Code of Regulations [CCR] Section 4850). Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be significant resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (State CEQA Guidelines Section 15064.5[a][2]). The eligibility criteria for listing in the CRHR are similar to those for NRHP listing but focus on the importance of the resources to California history and heritage. A cultural resource may be eligible for listing in the CRHR if it (see 14 CCR Section 4852):

(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; or

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

In addition to meeting one of the four criteria listed above, a resource eligible for listing in the California Register must retain historic integrity, and is typically fifty years old or older, except where it can be demonstrated that sufficient time has passed to understand the historical importance of the resource.

Significance Criteria under CEQA

The California Environmental Quality Act (CEQA) specifically addresses the protection of historic resources. Based on the Appendix G of the CEQA Guidelines, a project would have a significant impact on historic resources if it would, "result in a substantial adverse change in the significance of a historical resource that is either listed or eligible for listing on the National Register of Historic Places, the California Register of Historic Resources or a local register of historic resources."

2.3 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."

According to Section 22.171 of the Los Angeles Municipal Code, 'The [Historic Preservation] Commission shall take all steps necessary to preserve Monuments not in conflict with the public health, safety and general welfare, powers and duties of the City of Los Angeles, or its several boards, officers or departments. These steps may include assistance in the creation of civic citizens' committees; assistance in the establishment of a private fund for the acquisition or restoration of designated Monuments; and recommendation that a Monument be acquired by a governmental agency where private acquisition is not feasible."

3. Historical Setting – Port of Los Angeles

The following historical setting has been adapted, in part, from the intensive-level surveys of the Port of Los Angeles prepared by Jones & Stokes in 2008, as well the reconnaissance-level surveys by San Buenaventura Research Associates from 1992 to 1996. Additional historical information developed by ESA has been inserted into the historic setting where appropriate.

3.1 Early History

The Port of Los Angeles is located approximately 20 miles from downtown Los Angeles, at the southernmost point in Los Angeles County. Due to its location on the Pacific Ocean, the surrounding area historically served as a port facility to varying degrees. Commonly referred to as San Pedro, the port is located within the boundaries of three historic ranchos: Rancho San Pedro, Rancho Los Palos Verdes, and Rancho Los Cerrios. These ranchos, conferred by Governor Pedro Fages to three veterans of the 1769 Portola expedition, possessed combined acreage equaling almost 84,000 acres (Beck and Haase 1974). Owners of the rancho lands earned a living through the raising of cattle and participation in the hide and tallow trade, and by 1830, San Pedro was considered a leading hide center on the west coast (Rawls and Bean 1993; Queenan 1986).

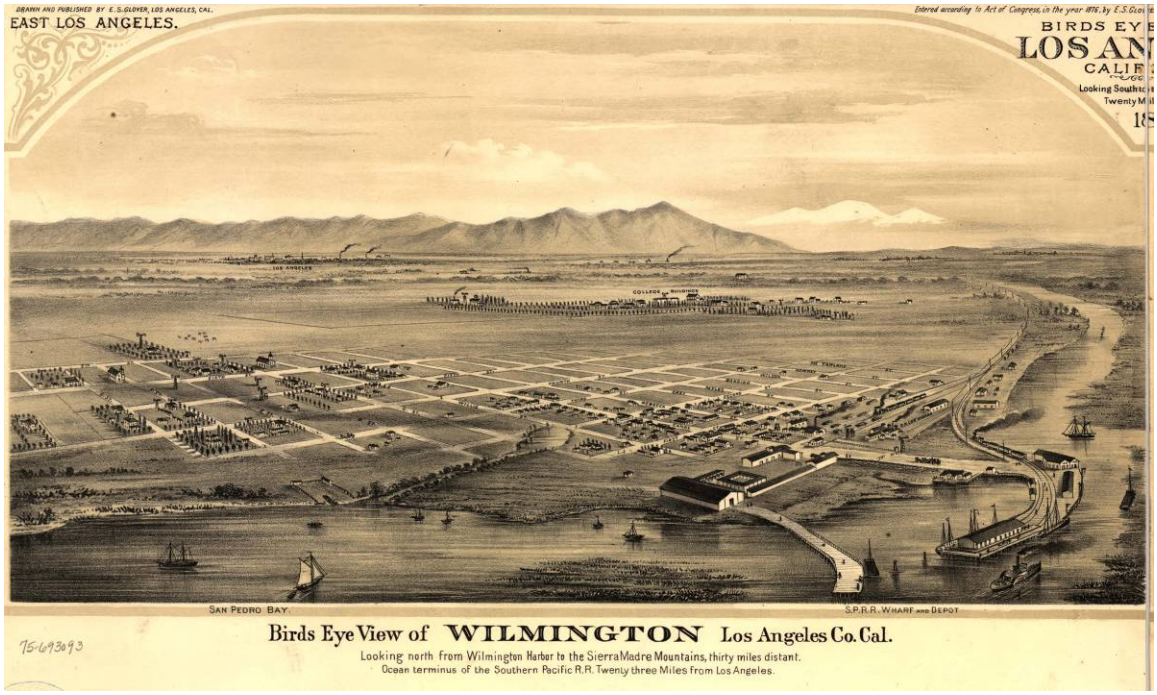
Following the annexation of California by the United States and the subsequent Gold Rush, an influx of new settlers descended upon the San Pedro area. While some residents realized the area's potential as a port area, the region was underused as a port during this period. Cattle and sheep ranching continued to dominate the economy, with one of the largest sheep operations in California, Flint, Bixby & Company, establishing the largest portion of its operation in San Pedro (Queenan 1986; Beck and Hasse 1974).

3.2 Commercial Shipping, 1857–1897

One of the earliest residents of the area, Phineas Banning, realized the potential of the area as a commercial shipping port, and in 1857, he constructed new docks to take advantage of the increasing trade coming in and out of Los Angeles. Two primary routes to the southwest gold fields, the Gila River Trail and the Old Spanish Trail, ended in Los Angeles. Banning shuttled materials on smaller boats from his base in Wilmington 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. In 1869, Banning and his investors organized the Los Angeles & San Pedro Railroad (LA&SP), marking the beginning of a period of fierce rail competition in the San Pedro and Los Angeles area. Banning's LA&SP was the first route to establish a reliable means of moving cargo from the ships coming into San Pedro Harbor to the City of Los Angeles.

Although the LA&SP was the first short line in southern California, by 1872 it had been purchased by the Southern Pacific Railroad (SPRR). In an attempt to break the stranglehold that the SPRR had on shipping in the area, Senator John P. Jones from Nevada established the Los Angeles and



SOURCE: POLA

Figure 3
Library of Congress Map of Wilmington,
Los Angeles County, CA, 1877

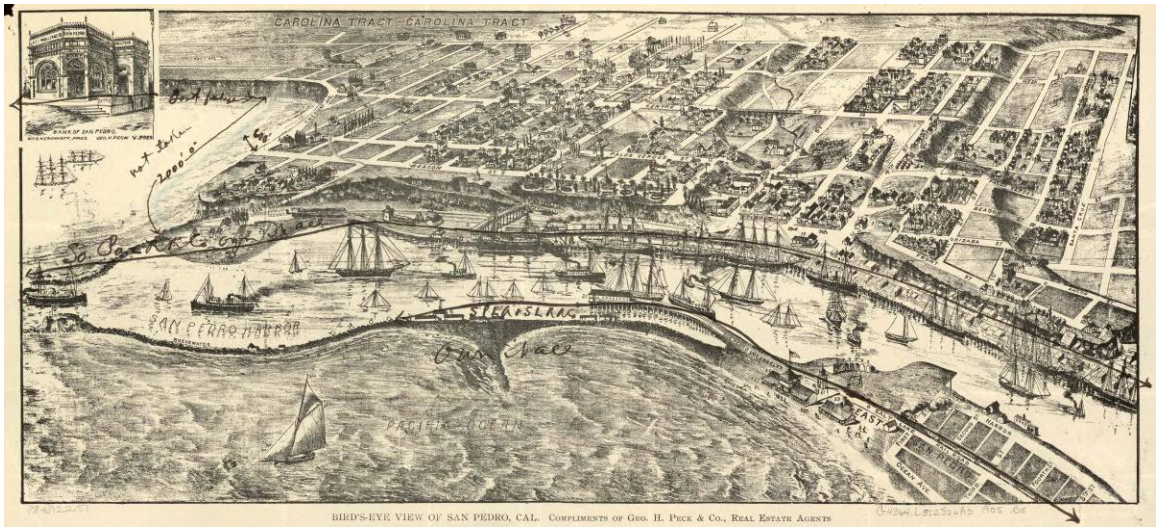
Independence Railroad (LA&I) a year before the SPRR's acquisition of the LA&SP. However, like the LA&SP, the LA&I soon was part of the SPRR system (Queenan, 1986).

Due in part to the improved transportation to and from the harbor, Los Angeles experienced rapid growth during the late nineteenth century. From a population in 1880 of 11,000, the city grew to 50,000 by 1890 and to 102,000 by the turn of the century (Matson, 1920). The increased population brought with it the need for more construction and living supplies, much of which came from ships destined for San Pedro shores.

3.3 San Pedro Bay and the Founding of Port of Los Angeles, 1897–1913

Growing commerce in Los Angeles eventually 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 after several studies recommended it over other sites, including a Santa Monica site pursued by Collis Huntington, an influential member of the "Big Four" railroad barons. Following an extensive battle with Huntington, the San Pedro Harbor site won authorization from Congress in March 1897.

In 1906, in preparation for the opening of the Panama Canal, the City of Los Angeles extended its boundaries to coastal tidewaters when it annexed San Pedro. The Port of Los Angeles and the Los Angeles Harbor Commission were officially created in December 1907, and numerous



SOURCE: POLA

Figure 4
Library of Congress Map of San Pedro, CA, circa 1905

harbor improvements followed, including the completion of the 2.11-mile breakwater, the broadening and dredging of the main channel, the completion of the first major wharf by the SPRR, construction of the Angel's Gate lighthouse, and the construction of the first municipal pier and wholesale fish market. The construction of the breakwater was a "monumental engineering feat" requiring crane operators to place large boulders in precise locations 40 to 50 feet below the surface of the water. Both Wilmington and San Pedro were part of the City of Los Angeles by 1909, and because of this citywide growth, the Port of Los Angeles became the world's largest lumber importer by 1913 (Marquez and de Turenne, 2007; Matson 1920).

A 9-mile outer breakwater was completed in 1913, splitting the harbor into Inner and Outer Harbors. The Inner Harbor was known as Wilmington Harbor and the Outer Harbor was known as San Pedro Bay. The same year, dredging and filling of Mormon Island (Inner Harbor) allowed for its conversion from swamp land to land suitable for wharves and sheds (Marquez and de Turenne, 2007.) The first industries to use these new facilities were boatbuilding companies.

The opening of the Panama Canal in August 1914 decreased the amount of time spent by ships traveling between eastern and western U.S. ports, and promised to open up new trade opportunities worldwide. In preparation for this new trade, the City of Los Angeles completed one of many large municipal terminals in the harbor. However, the outbreak of World War I that same year temporarily stalled the movement toward expanded worldwide trade (Queenan, 1986).

3.4 Wartime Changes, 1914 – 1950

The principal use of the port changed again when England declared war on Germany. At the onset of World War I, the U.S. Navy took possession of a portion of the harbor for a training and submarine base in order to establish a significant presence on the Pacific coast. During the war, the Port was one of the chief sources of employment for residents of the area, with shipbuilding

enterprises turning out vessels by the dozens for the war effort. The Port of Long Beach, established only two years before the onset of the war, offered the only southern California competition to the Port of Los Angeles in terms of shipping or shipbuilding.

Despite the previous use of the Port for the shipment of goods, it was not until 1915 that the Port of Los Angeles began constructing its first warehouse. Warehouse No. 1, located on 60 acres, was six stories in height, with a total storage capacity of 500,000 square feet. Warehouse No. 1 opened on March 6, 1917 to great fanfare, with over 10,000 people in attendance. The completion of this building symbolized the Port's transition to a significant seaport able to handle deep sea ships of varied cargo (Marquez and de Turenne, 2007; Queenan, 1986).

In 1917, Terminal Island was dredged and filled. Boatbuilding companies moved their facilities from Mormon Island to Terminal Island. Oil terminals and petroleum facilities took their place on Mormon Island (Marquez and de Turenne, 2007).

Between 1917 and 1930, distributors constructed a large number of new wharves, warehouses and sheds, indicating a significant increase in trade at the Port. In the 1920s, over 25 million tons of cargo passed through the port (Marquez and de Turenne, 2007).

Transportation systems improvements also encouraged the growth of the import and export trade in the harbor area. By 1917, a vast railroad network existed around the harbor and Los Angeles, which facilitated the efficient movement of goods throughout the country. Los Angeles had an advantage over the Port of San Francisco in that it did not have the Sierra Nevada posing an impediment to cargo shipments en route to the east coast (San Buenaventura Research Associates, 1992).

During the period following the end of World War I in 1918, the Port was increasingly used for importing lumber and other types of raw materials. Similar to the prewar period, the vast majority of inbound cargo to the Port consisted of lumber to satisfy the rapid growth of the Los Angeles area. Exceptional levels of new construction of houses and factories necessitated the importation of lumber on a large scale (Matson, 1920). Comparatively, the biggest export product passing through the Port during the postwar years was crude oil.

Following the end of the war, many trade restrictions were lifted, and the Port provided for the transportation of a wide variety of products. Although lumber and crude oil were the biggest commodities to pass through the Port at the time, Los Angeles featured almost all types of industry. Soon after the war's end, many different types of commerce and business activities developed in the area. Although existing harbor facilities continued to be used for products such as oil, lumber, ships, 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, resulting in the construction of additional wharves to meet the demands of increased imports and exports. In order to streamline the railroad portion of shipping in the harbor, the various railroad companies serving the Port consolidated operations by 1929 under the title the Harbor Belt Line Railroad (Queenan, 1986; San Buenaventura Research Associates, 1992).

Harbor traffic slowed during the Depression years and the harbor witnessed a sharp decline in international trade. The Harbor Commission continued to make improvements, however, including a new breakwater extension, completed by 1937, and the construction of new cargo and passenger terminals. The federal government's Works Progress Administration (WPA) helped the Port finance improvements, including passenger and freight terminals and wharf (Queenan, 1986).

As one of the major American ports closest to the fighting in the Pacific Ocean, San Pedro experienced new life and distinction during World War II. Ship and aircraft production facilities in the harbor area worked day and night between 1941 and 1945 to manufacture more than 15 million tons of war equipment. In addition, hundreds of thousands of personnel passed through the Port when departing for and returning from combat.

The LAHD launched a broad restoration program following the war, as many facilities in the harbor required maintenance which had been delayed during the war years. During this time, the LAHD improved several of its buildings and removed many temporary wartime buildings (Queenan, 1986).

3.5 Containerization: 1950 to Present

With the rise of containerization following the end of World War II, methods of shipping changed dramatically. Prior to this new method, cargo loading was labor intensive, with individual pieces of cargo, drums, boxes, bags or crates, loaded into ships. Cargo was brought to the dock by truck or train and the individual pieces of cargo were unloaded into transit sheds, sorted and organized, and then moved to the wharf for loading as individual packages into the ship's cargo holds by either ship-based or shore-based cranes where it was then stowed. 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. 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.

Containerization ships appropriate cargo in standard sized, sealable steel boxes, typically 20 or 40 feet long. Special trailers transport these boxes to and from the port by trucks or rail. An empty container is delivered by truck to a location (manufacture, warehouse, or other enterprise), is loaded with cargo and sealed, then transported by truck or train to the port, where shore-based cranes lift the container from the trailer and place it in the ship's cargo hold or on the ship's deck. After the container is delivered to the destination port, the process was repeated in reverse. This consolidation of cargo in standard-sized containers improves the overall efficiency of transport and allows greater integration of transport by truck, train, and ship.

The adaptation of the maritime industry to containerization involved not only the creation of new ships, truck trailers, rail cars, and cargo cranes designed and built specifically to handle the standard cargo containers, but also the construction of new port facilities. As the loading and unloading of ships and the associated handling was the most time consuming aspect of moving cargo through the Port, under the old loading methods, cargo terminals were designed to

maximize the "surface area" of the terminal by providing as much berthing space as possible, with little backland (transit sheds) to service each wharf.

The containerization method required large-volume terminals, with extensive backlands, and internal roadways to service each wharf. The increased backlands reflected the need for storage of trailers and containers awaiting a ship's arrival, area needed for the loading and unloading of containers onto ships, and area needed to process the containers into and out of the terminal by truck or train. With the increased efficiency, the limiting factor of transferring of cargo became 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. This meant that ports had to either develop new terminals to meet the needs of the new geometry required by containerization or redevelop older terminals. In addition, with containerization, the weight of cargo "packages" (i.e., containers) increased dramatically, requiring much larger cranes and a corresponding move from timber to concrete wharves.

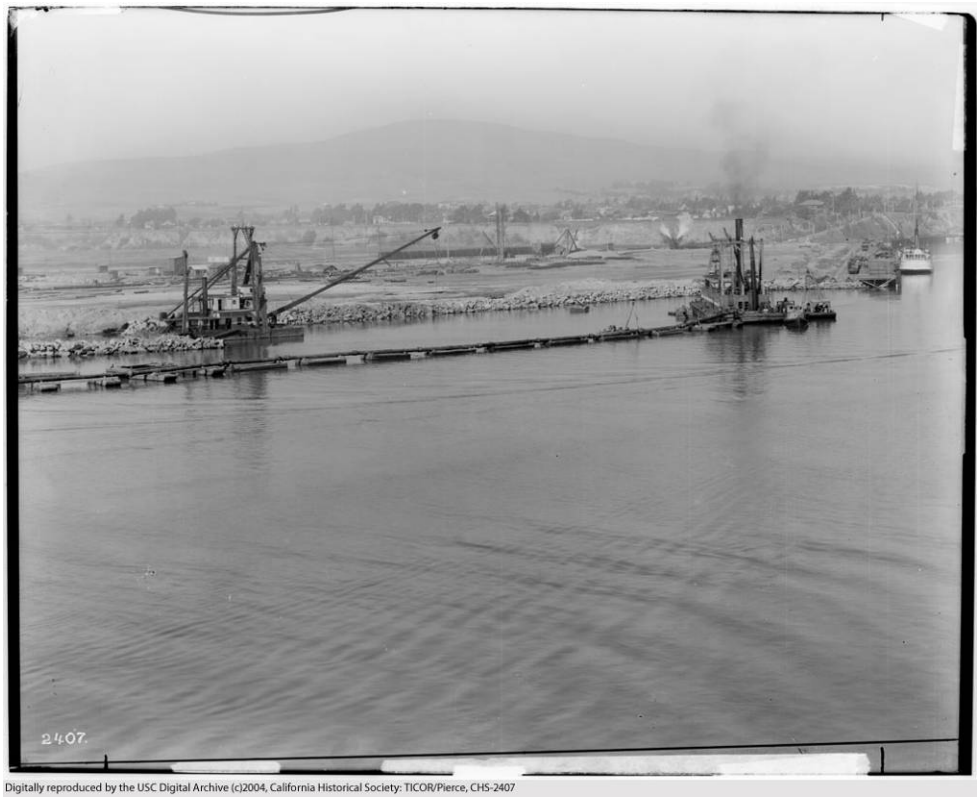
Major improvements to the Port in the 1970s included the deepening of the main channel to accommodate the larger container vessels entering the bay, the purchase of land to expand terminals, and the replacement of older wharves that could not bear the increased weight of newer containers.

Worldwide shipments through the Port increased during the latter half of the 20th century as ocean-going 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 Ocean employed the more efficient practice of unloading at the Port of Los Angeles, moving materials cross country via truck or train, and loading materials onto ships on the east coast.

The following provides a historical context focused on Municipal Pier No. 1.

4. Historical Context – Municipal Pier No. 1

In anticipation of increased shipping due to the construction of the Panama Canal, to be completed in 1914, the Los Angeles Board of Harbor Commissioners initiated several improvements at the Port of Los Angeles in the early 1910s to capture a greater portion of the increased shipping traffic in the Pacific. Improvements to the Outer harbor included the construction of the massive Municipal Pier No. 1. Work on the Pier began with the filling of the Huntington Concession (also called the "Huntington Fill") during the spring of 1912. Over 60 acres were in-filled with materials taken from dredging the adjacent channel to a new depth of 35 feet (Marquez and De Turenne, 2007; Board of Harbor Commissioners, 1912-1913; LAT, February 6, 1912). According to the Los Angeles Times, this area provided the best opportunity for deep water wharfage at the Port (LAT, March 26, 1911). The Board of Harbor Commissioners Report for 1912-1913 called the construction of Municipal Pier No. 1 as, "one of the best pieces of wharf construction in the country," and also noted that, "This will be the finest wharf construction that can be built, and is designed for the deep sea commerce of the great ocean lines that will come through the Panama Canal from Europe, or engage in trans-Pacific trade. Figure 5 shows the dredging and fill operations circa 1913.



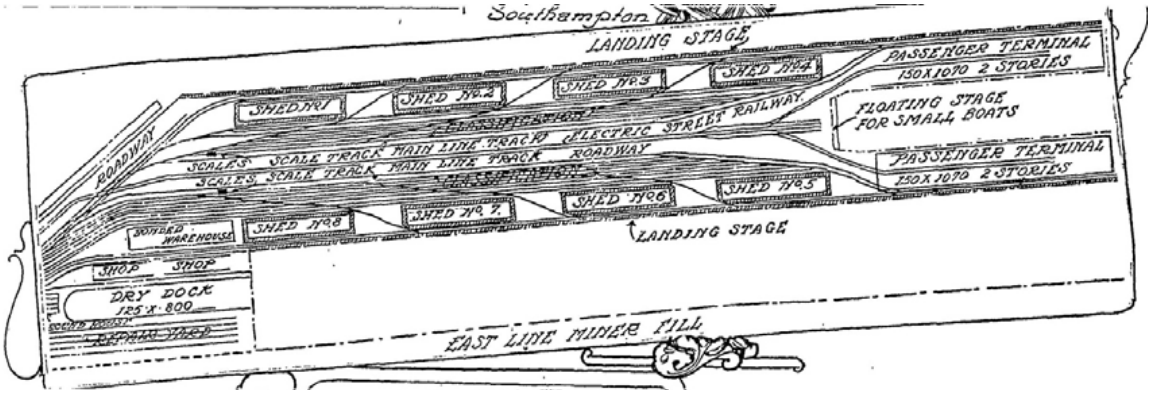
SOURCE: USC Digital Archive

Figure 5
Dredgers at Work on the
"Huntington Fill," circa 1913

The successful construction of the adjacent Miner Fill with a reinforced concrete pier (as opposed to a traditional timber pier) provided the model for the construction methods used at Municipal Pier No. 1 (LAT, March 26, 1911). Although he was met with some opposition from City Engineer Homer Hamlin, Harbor Commission board member T.E. Gibbon promoted concrete over timber construction. Gibbon believed that timber construction was obsolete and concrete structures were the wave of the future, especially where oil was involved. Concrete construction helped prevent fires, and given that the Port of Los Angeles was predicted to be one of the largest oil ports in the country, was preferred (LAT, February 6, 1912). This same article compared the Port's project with existing concrete piers in other major ports around the world, including those in Hamburg, Germany, Southampton, England, and Antwerp Belgium; a clear attempt to position the Port of Los Angeles in an international perspective, and exemplifying the enthusiasm for capturing a larger share of the increased world trade resulting from the anticipated opening of the Canal.

The layout of Municipal Pier No. 1 was proposed by Consulting Engineer E.P. Goodrich of New York and prepared by City Engineer Homer Hamlin and Harbor Engineer Vincent (LAT, October 19, 1912). Plans included a 12-foot-high concrete sheet piling retaining wall (bulkhead). The interior was to be filled with dredged materials and raised to a height of 16 feet above the low-

water level. The area was surrounded by 40 feet of docking space placed on concrete pilings.[2] The dock would include modern traveling cranes, 16 railroad tracks, and a roadway wide enough to accommodate an electric railway, as well as provide almost 2 miles of wharfage (LAT, February 6, 1912). The construction contract, in the amount of $444,777 was awarded to Snare & Triest in December 1912 (LAT, December 20, 1912). See Figure 6 showing the original layout of the pier.



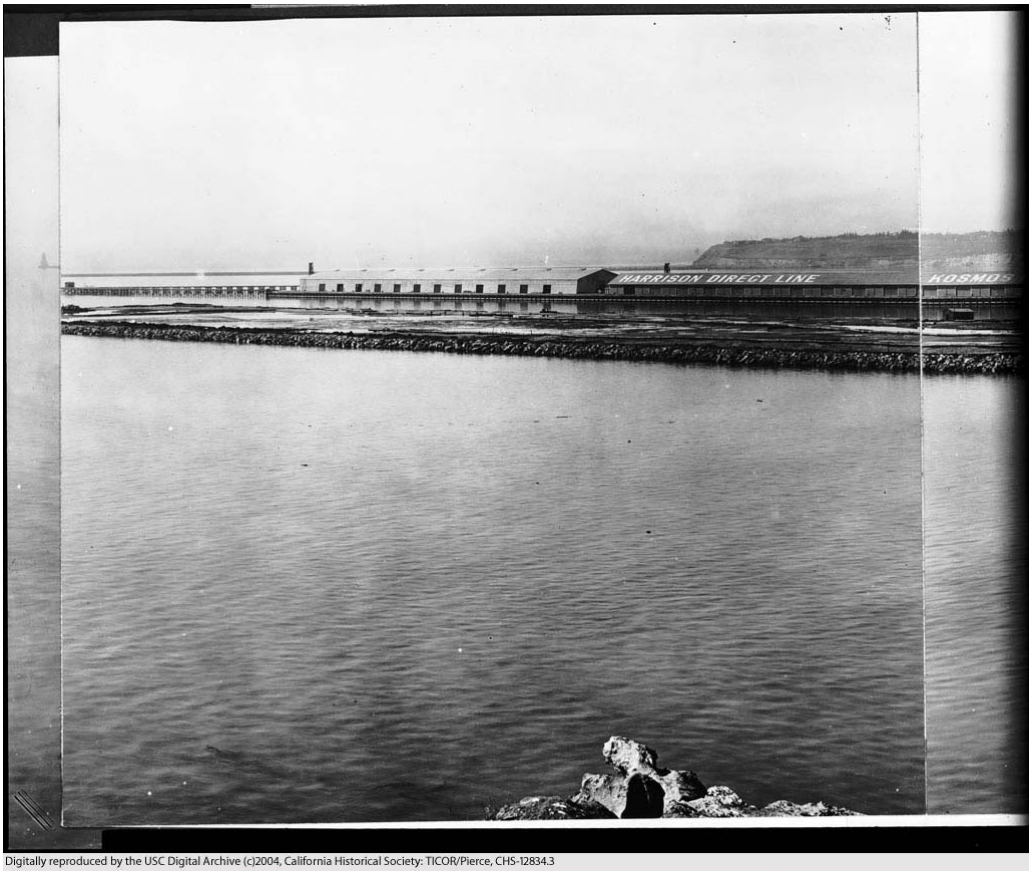
SOURCE: Los Angeles Times, February 6, 1912

Figure 6
Preliminary Site Plans for Municipal Pier No. 1.

Municipal Pier No. 1, located between the Main Channel and East Channel, was completed in 1914. At that time, the Pier was about 2,520 feet long and 650 feet wide. The pier could be extended an additional 1400 feet into the harbor if increased shipping traffic necessitated additional wharfage (LAT, December 6, 1914). Over 1200 concrete piles and 1100 sheet piles were used in construction. The dock was paved in asphalt by subcontractor Barber Asphalt Company (LAT, May 31, 1914). Dredging of the Main Channel and East Channel to a depth of 35 feet was conducted by the Standard American Company in 1915 (LAT, January 26, 1913; Board of Harbor Commissioners, 1913-1915).

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 (LAT, June 20, 1914). The article also noted that, "Within a short time the city will have sufficient wharves to accommodate a great volume or traffic, and others will be built as rapidly as they are needed." Figure 7, below, shows a newly completed Municipal Pier No. 1 circa 1914, prior to the construction of sheds or warehouses.

[2] The concrete pile construction was not completed without difficulties, however. According to the 1912-1913 Port of Los Angeles Board of Harbor Commissioners Annual Report, "Difficulty was encountered in the construction of the reinforced concrete wharf along the west side of Municipal Pier No. 1 through the failure of the first piles manufactured for the wharf. In accordance with the specifications prepared by E. P. Goodrich, consulting engineer, of New York, a waterproofing compound was used in making the piles, but at the end of the 30 days when the piles were allowed to cure under the specifications, they cracked and crumbled when lifted. Other piles were then made without the waterproofing, and they have proven satisfactory when cured 30 days. The construction of the wharf is now going forward without delay."



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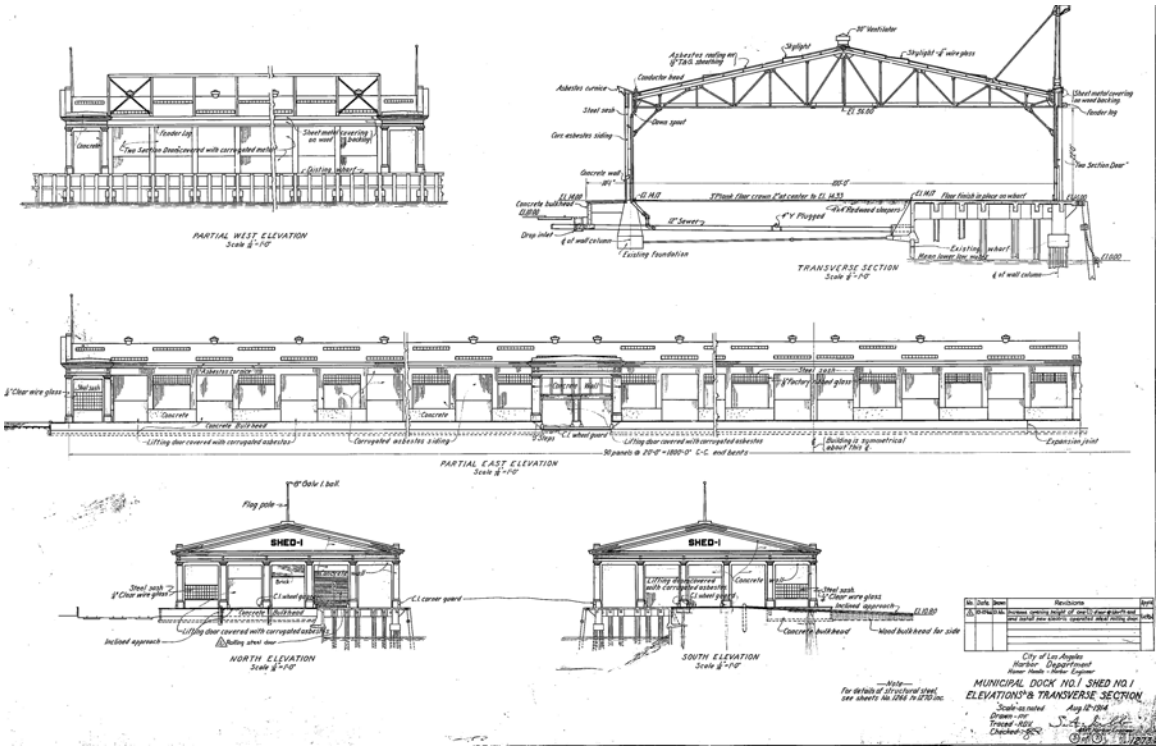
SOURCE: USC Digital Archive

Figure 7
Newly Completed Municipal Pier No.1 looking Southwest across the Main Channel, circa 1914 (Miner Fill and associated sheds located in background)

Harbor Commission President Woodman was quoted in a Los Angeles Times article of December 6, 1914, as stating, "The progress in the harbor at the present time is most satisfactory. All the slow and difficult operations, such as dredging, filling, and bulkheading have been attended to, and the dock itself is as complete as could be desired. From now on until the probably distant time when the growth of shipping shall have made additional docks on other city frontage necessary, the development of the Outer Harbor will be simple. Los Angeles is now fully ready to go ahead with wharves, sheds and warehouses as fast as they are needed" (LAT, December 6, 1914).

Los Angeles Municipal Shed No. 1 (Berths 58-60) was constructed on site by 1915 (LAT, May 31, 1914; Board of Harbor Commissioners, 1913-1915). The shed, a one-story steel-frame building, measured 1800 feet long by 100 feet wide. The shed was constructed for, and operated by, the American-Hawaiian Steamship Company (see Figure 8). A portion of the Municipal Pier No. 1 structure can be seen supporting Shed No. 1 in Figure 8.



SOURCE: POLA

Figure 8
Plans for Municipal Transit Shed No. 1 (Berth 58-60), 1914

Additional transit sheds and other structures were added to the dock over the next several years, including Municipal Warehouse No. 1, a massive, six-story concrete warehouse, which was completed in 1917 (Board of Harbor Commissioners, 1913-1915; Marquez and De Turenne, 2007). See discussion of Municipal Warehouse No. 1, below. The Los Angeles Times article from 1914, anticipating the construction of Warehouse No. 1, claimed that the structure will be the "largest west of Chicago," and noted that together with adjacent Municipal Shed No.1, "the port is expected to meet all shipping requirements for the present" (LAT, December 6, 1914).

Figure 9 shows an aerial view of Municipal Pier No. 1 with completed warehouses and sheds.

Municipal Warehouse No. 1

Municipal Warehouse No. 1 is a large, six-story structure containing 500,000 square feet in its 475 by 150-foot rectangular plan (see Figure 10 on page 20). The building was designed in 1915 by Peter Ficker, then an employee of the Harbor Engineers office.[3] It was constructed with steel reinforced, poured-in place concrete, and has a flat roof with a short parapet wall with an unornamented cornice. The building is characterized by vertical elements on all elevations,

[3] Peter Ficker also designed Municipal Transit Shed No. 1.

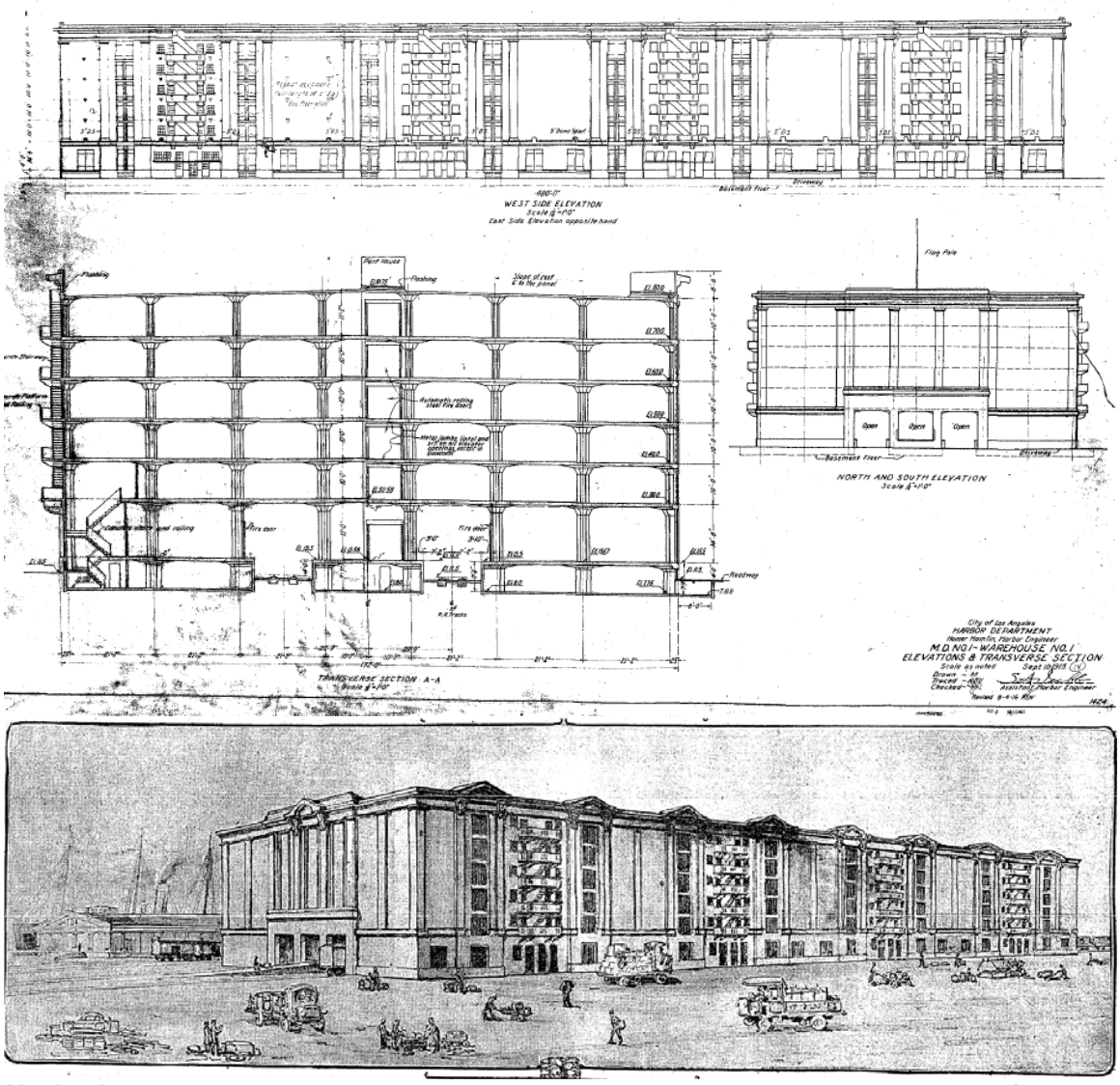
SOURCE: LAPL Photo Database

Figure 9
Aerial View of Completed Municipal Pier No. 1 showing Warehouse No. 1 (right), Municipal Shed No. 1 (Transit Shed Berths 57-60) (left) and the Pan American Petroleum Co. in the background, October 17, 1925

including full-height engaged pilasters, projecting concrete fire-escape stairways, steel loading bay doors at each floor level, and cast-concrete gargoyle drain spouts at each floor level. The building sits at the southeastern end of Municipal Pier No. 1 adjacent to Berths 59-60, located between Signal Street to the west, the Main Ship Channel on the east and the Outer Harbor to the south. Completed in 1917, Warehouse No.1 served as the Port's only bonded warehouse. International trade required a bonded location for the temporary storage of goods that would go through customs. The bonded portion of a warehouse was also used for particularly valuable goods. During the era of break-bulk cargo handling, warehousing at the port terminals was important for efficient commerce, and Warehouse No.1 served a leading role in warehousing at the Port of Los Angeles from 1917 through the 1950s (Jones & Stokes, 1999).

Transit Sheds 57-60

Transit Shed at Berth 57 was constructed in 1923, immediately north of Municipal Shed No 1. (Sheds at Berths 58-60). The one-story shed, 93 feet wide by 500 feet long, was erected by the James A. Lynch Construction Company under contract with the Port of Los Angeles at a cost of approximately $200,000.



SOURCE: POLA

Figure 10
Plans and Drawings for Municipal Warehouse No. 1, 1917

Plans on file with the Port of Los Angeles indicate that a timber wharf extension had been planned along the western edge of the all-concrete pier adjacent to Transit Sheds 57-60 as early as 1924 (Port of Los Angeles, 1924). However, these plans were abandoned in favor of an all-concrete wharf, which was constructed nearly 14 years later in July, 1938. This effort widened the pier by another 30 feet and provided new trackage for railcars loading and unloading goods at Berths 57-60.

The Pan American Petroleum Company Marine Loading Station Facility at Berth 70, including the Westway Terminal Building, was also constructed in 1923.

Summary

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. Portions of the Pier were also 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). Other minor changes to the Pier itself which occurred within the last 20 years include of newer timber fender piles along the western edge, and a floating dock for a water taxi service constructed on the southern end.

As noted in Jones & Stokes' National Register Nomination form for Municipal Warehouse No. 1. "The process of transshipment dictated the order in which the Harbor Commission funded construction activities: dredging of the ship channel, construction of [Municipal] Pier 1 and associated wharves, transit sheds, and rail lines, and construction of the massive, bonded warehouse. With these facilities in place, the Port of Los Angeles entered into international commerce, and by 1923 had surpassed all the other west coast ports in tonnage and value of cargo" (Jones & Stokes, 1999).

5. Description and Evaluation of Municipal Pier No. 1

5.1 Description

Municipal Pier No. 1 consists of a continuous, earthen-fill pier, with a concrete perimeter wall (bulkhead) extending south from 22nd Street along Signal Street. The Pier is approximately 2,600 feet long (measured from 22nd Street) and about 600 feet wide, or about 36 acres in size. The Pier is approximately 16 feet above the low-water level. Signal Street runs north-south down the approximate center of the Pier, providing vehicular access to the sheds and warehouses on the Pier. Photos of the structure are provided in Appendix A, and period plans and drawings can be found in Appendix C.

The entire eastern edge of the Pier is comprised of sloped, rip-rap edge oriented at a 45-degree angle to the water. A sloped rip-rap edge can also be found on the majority of the southern end of the Pier, for a length of approximately 530 feet. The remaining 70 feet of the southern end is comprised of concrete pilings and decking. The western edge of the Pier is comprised entirely of concrete pilings, formed in two distinct, parallel, rows. The landward row of concrete pilings is about 40 feet wide and 2,520 feet long, and dates to the Pier's original construction in 1912-1914. Lengthwise, the reinforced concrete piles are spaced about 15 feet apart, and are seven rows deep. Each piling row is spaced approximately 5.5 to 6 feet apart. The pilings, which are roughly octagonal in plan, range in length from 50 to 60 feet in length, and support a board-formed concrete deck of the same width and length (40 feet by 2,520 feet). The landward row of pilings is only visible from the southern edge of the Pier, where the rows of pilings are exposed.

Located immediately west from, and attached to, this first landward row of pilings is a second row of seaward pilings which are about 30 feet wide and 2,520 feet long, and were constructed

during the Pier's westward expansion in 1938. Lengthwise, the reinforced concrete piles are spaced about 15 feet apart, and are five rows deep. Each piling row is spaced approximately 5.5 feet apart. The reinforced concrete pilings are generally square in plan, and range in length from about 62 to 78 feet. Steel-wrapped cross-bracing piles set at an approximate 45 degree angle are visible beneath the deck. These pilings support a reinforced, board-formed, concrete deck of the same width and length (30 feet by 2,520 feet). The fendering system along the western edge consists of newer timber piles attached to the outer (westernmost) row of concrete pilings.

The majority of the decking on Municipal Pier No. 1 is primarily asphalt over earth fill, while smaller portions along the western edge of the Pier are asphalt over concrete decking. Smaller amounts of all-concrete decking are also visible, such as along loading ramps leading to Warehouse No. 1, and between the sheds at Berths 57 and 58. Three rows of railroad tracks are embedded in the Pier and are located between Signal Street and the Sheds at Berths 57-60. Curving side tracks can also be found leading to the northern end of Warehouse No. 1, and to the tank farm located along the Pier's northeastern edge. Two rows of railroad tracks can also be found along the western edge of the Pier where the concrete pile-supported wharf is located adjacent to Sheds 57-60. Wood bullrails are located along the westernmost edge of the Pier, interspersed with iron cleats located at regular intervals. A floating wooden dock and ramp for the water taxi service is located on the southeastern end of the Pier.

The majority of the pier appears to be in original condition, although some spalling and exposure of the reinforcement steel is visible on the pilings at the southernmost end of the structure (and especially within the first row of concrete pilings). Newer concrete and asphalt overlays are visible on the pier decking, some of which obscures the original railroad tracks in various locations.

Numerous structures are located on Municipal Pier No. 1. Six of these structures were previously recommended eligible for listing in the NRHP and CRHR, and are briefly described in the section below. The following is an evaluation of the historical significance of Municipal Pier No. 1. Although the Municipal Fish Market is located on the northeast corner of Municipal Pier No. 1, it has separate historical associations from this structure, and is not described below.

5.2 Evaluation

Municipal Pier No. 1 is representative of the Los Angeles Harbor's massive expansion effort in anticipation of the completion of the Panama Canal in 1914, resulting in vastly increased shipping capacity at the Port, and allowing Los Angeles to compete with other world cities for international shipping traffic. As a facility that has been in continuous use since its construction, Municipal Pier No. 1 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. Completion of the massive, earth-fill pier allowed the construction of Warehouse No. 1, Municipal Shed No. 1 (Transit Sheds at Berths 58-60), as well as Transit Shed at Berth 57 to follow in rapid succession as part of a overall plan for port expansion envisioned by harbor commissioners in the 1910s. The local press extolled the initial proposal to construct the Pier in 1912, and as chronicled its completion in 1914, thereby expressing the enthusiasm of the era to capture a larger share of the

increased world trade resulting from the opening of the Canal, and by comparing the Pier with other major piers in ports around the world in an attempt to position the Port of Los Angeles in an international perspective. During the early half of the 20th Century, Municipal Pier No. 1 became an integral part of the Port as several private industries, local and federal government established buildings in the area. Portions of the pier were also used for U.S. naval functions during World War II. The basic layout of the Pier has changed little since the late 1930s. Therefore, Municipal Pier No. 1, inclusive of the entire 36-acre earth-filled pier plus the concrete pile-supported structure along its western edge, appears to meet **NRHP Criterion A** for its association with events that have made a significant contribution to the broad patterns of our history. For similar reasons, Municipal Pier No. 1 appears to meet the criteria for listing in the **CRHR under Criterion 1**, as well as the City of Los Angeles 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.

Although not an example of the first use of an earth-fill pier with a reinforced concrete perimeter wall (bulkhead) and a reinforced concrete pile-supported wharf at the Port of Los Angeles, Municipal Pier No 1. was one of the earliest examples to employ this method of construction in favor of timber construction, which had been the standard method at this time. The successful construction of the adjacent Miner Fill with a reinforced concrete pier provided the model for the construction method of Municipal Pier No. 1. Although this construction method initially met with some opposition from City Engineer Hamlin, Harbor Commission Board members prevailed and promoted reinforced concrete and earth-fill over timber construction. Commissioners believed that concrete structures were the wave of the future, and would help prevent fires given that the Port of Los Angeles was predicted to be one of the largest oil ports in the country. In addition, the reinforced concrete wharf pilings and decking constructed along the western edge of the Pier in 1912 are some of the earliest of such structures found at the Port. Timber pile-supported wharves, by comparison, were built throughout the Port well into the 1940s, and were generally phased out by the 1950s as all-concrete pier construction became favored. Therefore, Municipal Pier No. 1 appears to meet **NRHP Criterion C** because it embodies the distinctive characteristics of a method of construction (early use of and earth-fill pier with a reinforced concrete perimeter wall). For similar reasons, Municipal Pier No. 1 appears to meet the criteria for listing in the **CRHR under Criterion 3**, as well as the City of Los Angeles CHC Criterion as a historic structure that is inherently valuable for a study of a period, style, or method of construction.

Municipal Pier No. 1 does not appear to be significantly associated with the lives of persons significant in our past (NRHP/CRHR B/3), or is likely to yield information important in prehistory or history (NRHP/CRHR D/4).

5.3 Period of Significance

The historic significance of Municipal Pier No. 1 relates to the role that the Port facilities played in expanding the commercial and economic success of Los Angeles, which anticipated and coincided with the opening of the Panama Canal in 1914, the emergence of Los Angeles as an

"international" city in the early 1920s, and ending with the initiation of containerization in the 1950s. Therefore, the period of significance for Municipal Pier No. 1 is from 1912 (beginning of pier construction) to 1950 (beginning of containerization).

6. Previously-Identified Historical Resources on or Near Municipal Pier No. 1

A number of buildings and structures located on or near Municipal Pier No. 1 at the Port of Los Angeles were previously evaluated by ICF Jones & Stokes in 1999 and 2008, and were identified as historical resources under federal, state, and local criteria (see Table 1). One facility, Warehouse No. 1, was ultimately listed in the NRHP. Brief statements of each property's historical significance under federal, state, and local criteria are provided below, excerpted from the 1999 and 2008 Jones & Stokes reports.

TABLE 1
PREVIOUSLY-IDENTIFIED HISTORICAL RESOURCES ON MUNICIPAL PIER NO. 1

Name	Date	Historical Status
Warehouse No. 1	1917	Listed in the NRHP/CRHR
Transit Shed Berths 58-60 (Municipal Shed No. 1)	1914	Individually eligible for listing in the NRHP/CRHR
Transit Shed Berth 57	1923	Individually eligible for listing in the NRHP/CRHR
Pan American Petroleum Company Marine Loading Station Facility at Berth 70 (Westway Terminal Building)	1923	Individually eligible for listing in the NRHP/CRHR
Pan-Am Terminal Facility at Berth 56 (California Fish and Game Building)	1930, moved c. 1940	Individually eligible for listing in the NRHP/CRHR
Immigration Station (Canetti's Restaurant, 309 E. 22nd Street)	1921	Individually eligible for listing in the NRHP/CRHR

SOURCE: Jones & Stokes, 1999, and ICF Jones & Stokes, 2008.

Warehouse No. 1

The following is an excerpt of the Statement of Significance from the National Register Nomination form completed for Warehouse No. 1 by Jones & Stokes in 1999.

> Completed in 1917, Warehouse No.1 served as the Port's only bonded warehouse, a function that was critical to the Los Angeles' entry into international trade markets. During the era of break-bulk cargo handling, warehousing at the port terminals played a critical role in achieving economically efficient commerce. Warehouse No.1 served a leading role in warehousing at the Port of Los Angeles from 1917 through the early 1960s when cargo containerization revolutionized cargo handling by nearly eliminating the need for warehousing. Warehouse No.1 continues to serve in its original capacity, and remains a prominent visual landmark for ships entering the deep water channel and for residents and visitors of San Pedro. This building was recommended as eligible for individual listing in

the NRHP by the US Army Corp of Engineers (Roberts, 1978; Schwartz, 1983), and appears to remain eligible under Criterion A (events), for its close association with the rise to international prominence of the modern port. Since no exceptionally important events or trends are related to the period of 1950-1965, the period of significance is that period of break-bulk cargo transshipment between 1917 and 1950 (Jones & Stokes, 1999).

Transit Shed Berths 58-60

Since their completion in 1914, Transit Shed Berths 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**. In addition, Transit Shed Berths 58-60 appears significant under **NRHP Criterion C** as an excellent example of neo-classical ornamentation, indicating the importance assigned to architectural design for utilitarian buildings used for Port commerce in the Outer Harbor before the dredging of the Main Channel. For similar reasons, Jones & Stokes found Transit Shed Berths 58-60 to meet the criteria for listing in the **CRHR under Criterion 1** and **Criterion 3**, and appears to meet City of Los Angeles Cultural Heritage Commission (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 (ICF Jones & Stokes, 2008).

Transit Shed Berth 57

Built in 1923, the Transit Shed at Berth 57 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** individually, and as a possible contributor to a potential Pier No. 1 historic district. For similar reasons, Jones & Stokes found Transit Shed Berth 57 to meet the criteria for listing in the **CRHR under Criterion 1**, and appears to meet City of Los Angeles Cultural Heritage Commission (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 (ICF Jones & Stokes, 2008).

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 building 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. For similar reasons, Jones & Stokes found the Westway Terminal Building appears to meet the criteria for listing in the **CRHR under Criterion 1**, and appears to meet City of Los Angeles Cultural Heritage Commission (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 (ICF Jones & Stokes, 2008).

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

Built circa 1930 and moved to its current location in 1940, the Pan Am Terminal Facility at 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 Islands and New Zealand. For similar reasons, Jones & Stokes found the California Fish and Game Building appears to meet the criteria for listing in the **CRHR under Criterion 1**, and appears to meet City of Los Angeles Cultural Heritage Commission (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 (ICF Jones & Stokes, 2008).

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

Constructed in 1921, the former 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. For similar reasons, Jones & Stokes found the Immigration Station appears to meet the criteria for listing in the **CRHR under Criterion 1**, and appears to meet City of Los Angeles Cultural Heritage Commission (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 (ICF Jones & Stokes, 2008).

7. Evaluation of Municipal Pier No. 1 and Associated Structures as a Potential Historic District

Municipal Pier No. 1, as well as associated structures Warehouse No. 1, Municipal Shed No. 1 (Sheds at Berths 58-50) and the Shed at Berth 57, were designed by City Engineer Homer Hamlin and built as part of a master plan by the Harbor Commission in the 1910s to capture increasing international ship traffic in the Pacific in anticipation of the opening of the Panama Canal; an historic event in worldwide shipping. The planning and construction of these facilities occurred during a time of great expansion of the Port of Los Angeles, while their immense size and Neo-Classical detailing of utilitarian structures reflected the optimism and enthusiasm of the era when the City of Los Angeles as a whole was striving to become a major player on the world stage. The very existence of Warehouse No. 1 Municipal Shed No. 1 (Shed at Berths 58-50) and the Shed at Berth 57 would not be possible without the massive earth-filled and concrete pier that underpins their structures and allows them to function as originally designed and connects them by rail and road to the City at large. With a common function, design, and history, Municipal Pier No. 1 and its associated structures appear to meet **NRHP Criterion A as a potential historic district** for their association with events that have made significant contribution to the broad patterns of our history. For similar reasons, Municipal Pier No. 1 and its associated structures appear to meet the criteria for listing in the **CRHR under Criterion 1 as a potential historic district**, as well as the City of Los Angeles CHC Criterion as a potential historic district that exemplifies the broad cultural, political, economic or social history of the nation, state, and community of Los Angeles.

Due to the early use of reinforced concrete construction at the Port of Los Angeles, which reflected both the permanence and the importance of the facility, Municipal Pier No. 1, and associated structures also appear to meet **NRHP Criterion C as a potential historic district** because they embody the distinctive characteristics of a method of construction. Additionally, Warehouse No. 1 and Municipal Shed No. 1 (Transit Shed at Berths 58-60) are excellent examples of neo-classical ornamentation, indicating the importance assigned to architectural design for utilitarian buildings used for Port commerce. For similar reasons, Municipal Pier No. 1 and its associated structures appears to meet the criteria for listing in the **CRHR under Criterion 3 as a potential historic district**, as well as the City of Los Angeles CHC Criterion as a historic structure that is inherently valuable for a study of a period, style, or method of construction.

As structures intimately tied to the early 20th Century history of Municipal Pier No. 1 and identified as potential historical resources in prior studies, the Pan American Petroleum Company Marine Loading Station Facility at Berth 70 (Westway Terminal Building), the Pan-Am Terminal Facility at Berth 56 (California Fish and Game Building), and the Immigration Station (Canetti's Restaurant, 309 E. 22nd Street) also contribute to the historical significance of a potential Municipal Pier No. 1 historic district. As such, contributors to a potential Municipal Pier No. 1 historic district would include; 1) the entire Municipal Pier No. 1 south of 22nd Street, 2) Warehouse No. 1, 3) Shed at Berths 58-60, 4) Shed at Berth 57, 5) the Pan American Petroleum Company Marine Loading Station Facility at Berth 70 (Westway Terminal Building), 6) the Pan-Am Terminal Facility at Berth 56 (California Fish and Game Building), and 7) the Immigration Station (Canetti's Restaurant).

Non-contributors to the potential Municipal Pier No. 1 historic district would include the tank farm and loading docks on the northeastern end of the pier. Although some of the tanks date to the 1920s, many have been removed, and many new facilities have been constructed within the past 50 years which have degraded the overall integrity of the facility and reduced its ability to convey direct historic associations with Municipal Pier No. 1.

Table 2, below, and Figure 11 on the following page, identify the potential Municipal Pier No. 1 historic district and contributing resources.

TABLE 2
CONTRIBUTORS AND NON-CONTRIBUTORS TO THE
POTENTIAL MUNICIPAL PIER NO. 1 HISTORIC DISTRICT

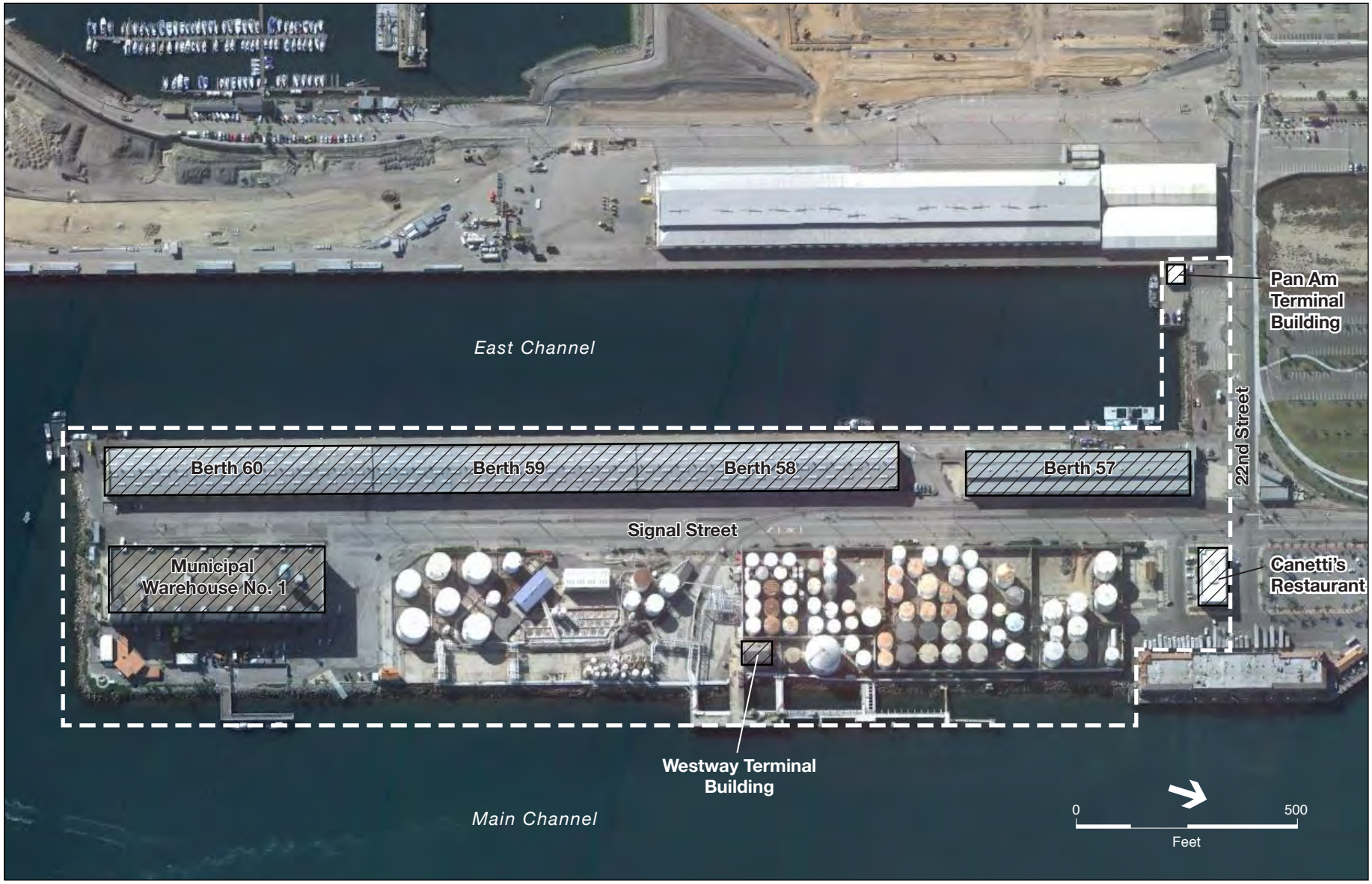
Potential Contributors	Potential Non-Contributors
Municipal Pier No. 1 (from 22nd Street south to the end of Signal Street)	Tank farm and loading docks (northeastern end of the pier)
Warehouse No. 1	Water Taxi docks and trailer buildings
Shed at Berths 58-60	
Shed at Berth 57	
Pan American Petroleum Company Marine Loading Station Facility at Berth 70 (Westway Terminal Building)	
Pan-Am Terminal Facility at Berth 56 (California Fish and Game Building)	
Immigration Station (Canetti's Restaurant at 309 E. 22nd Street)	

Although the Municipal Fish Market is located on the northeast corner of Municipal Pier No. 1, it has historical associations that are distinct from this structure, and is therefore located outside of the potential historic district.

8. Conclusions

Based on an intensive-level survey and evaluation of Municipal Pier No. 1, this facility appears to be individually eligible for listing in the NRHP and CRHR under Criteria A/1 and C/3. The facility also meets the City of Los Angeles 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, and as a historic structure that is inherently valuable for a study of a period, style, or method of construction.

Based on this recommendation, as well as the review and incorporation of prior evaluations of the buildings and structures located on or near this facility, Municipal Pier No. 1 is also recommended eligible for listing in the NRHP/CRHR and local register as a potential historic district. Contributors to the potential historic district would include Warehouse No. 1, the Shed at Berths 58-60, the Shed at Berth 57, the Pan American Petroleum Company Marine Loading Station Facility at Berth 70 (Westway Terminal Building), the Pan-Am Terminal Facility at Berth 56 (California Fish and



District Boundary Contributing Building

SOURCE: Google Earth, 2011

Figure 11
Historic District Map

Game Building), and the Immigration Station (Canetti's Restaurant). In summary, these structures appear eligible for listing as contributors to a potential historic district under NRHP/CRHR criteria A/1 for their association with events that have made significant contribution to the broad patterns of our history.

The potential Municipal Pier No. 1 historic district also meets the City of Los Angeles CHC Criterion because it exemplifies the broad cultural, political, economic or social history of the nation, state, and community of Los Angeles. Municipal Pier No. 1 as an entire engineering structure, as well as Municipal Shed No. 1 (Transit Shed at Berths 58-60) additionally appear eligible for listing as contributors to a potential historic district under NRHP/CRHR criteria C/3 because they embody the distinctive characteristics of a type, period, or method of construction (Municipal Pier No. 1 for the early use of reinforced concrete construction, and Municipal Shed No. 1 for the excellent use of neo-classical ornamentation applied to a utilitarian building).

As a result of prior evaluations, the following buildings have been recommended individually eligible for listing in the NRHP, CRHR, and the City of Los Angeles CHC: the Shed at Berths 58-60, the Pan American Petroleum Company Marine Loading Station Facility at Berth 70 (Westway Terminal Building), the Pan-Am Terminal Facility at Berth 56 (California Fish and Game Building), and the Immigration Station (Canetti's Restaurant).

Warehouse No. 1 is currently listed in the NRHP as an individual resource, and is recommended as a contributor to a potential Municipal Pier No. 1 historic district, as described above.

9. Recommendations

Specific recommendations regarding the treatment of identified historical resources are typically provided after Port review of the draft conclusions of this report, as well as after receipt of project plans which may identify demolition of, or substantial alterations to, identified historical resources. The Port's proposed City Dock. No. 1 project, which would rehabilitate and reuse the Transit Shed Berths 57-60 for use as a marine research center, and which may require extensive retrofit or replacement of the concrete pile-supported pier which partially supports these sheds, is currently being designed and is not yet fully developed. Regardless, the typical treatment method for the avoidance of significant impacts to historical resources is the application of the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings* (NPS, 1995).

The proposed transit shed rehabilitation project would likely be subject to the Secretary of the Interior's Standards for *Rehabilitation* (other treatments that would likely not apply include preserving, restoring, and reconstructing). The National Park Service defines *Rehabilitation* as, "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values."

Some of the most important recommendations contained within the *Standards for Rehabilitation* state that, 1) the historic character of a property shall be retained and preserved, and the removal of historic materials or alteration of features and spaces that characterize a property shall be avoided, and 2) new additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment. More specific guidance will be provided in a subsequent report following Port review of the initial conclusions of this report, and after receipt of project plans.

10. References

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ICF Jones & Stokes, *Final Architectural Survey and Evaluation of Signal Street Properties, Port of Los Angeles, Los Angeles, California*, Prepared for the Los Angeles Harbor Department, December, 2008

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_____ "Rush Work Or Forfeit Bond" January 26, 1913.

_____ "Wharf Ready In One Month" May 31, 1914.

_____ "Great Harbor Realized Here" June 20, 1914.

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City of Los Angeles Harbor Department, Homer Hamlin, Harbor Engineer, *Municipal Pier No. 1 – Warehouse No. 1, Elevations and Transverse Section,* September 10, 1915. (Drawing No. 1424)

City of Los Angeles, Bureau of Harbor Improvement, City of Los Angeles Harbor Department, *Outer Harbor Wharf General Plan,* August 1912. (Drawing No. 1169)

City of Los Angeles Harbor Department, J.W. Ludlow, Harbor Engineer, *Wharf at Berths 57-60, Plan of Proposed Extension,* June 30, 1924. (Drawing No. 5784).

City of Los Angeles, Bureau of Harbor Improvement, *Outer Harbor Wharf, Plan and Section of Typical Panel for 40-Foot Warf.* May, 1912. (Drawing No. 1170)

City of Los Angeles, Bureau of Harbor Improvement, Homer Hamlin, Harbor Engineer, *Outer Harbor Wharf Typical Panel,* May 1913 (Drawing No. 1170-B)

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City of Los Angeles Harbor Department, City of Los Angeles Harbor Department, Municipal Dock No. 1 Shed No. 1, Elevations & Transverse Section, August 12, 1914.

The Port of Los Angeles Engineering Division, *Warehouse at Berth 57, Building Layout Plan,* no date.

The Port of Los Angeles Engineering Division, *Warehouse at Berth 58-60, Building Layout Plan*, no date.

APPENDIX A
Photos

Photos – Municipal Pier No. 1
ESA, December 9, 2010


PORT OF LOS ANGELES
BERTH 60 - 59 - 58
PORT OF LOS ANGELES
5
MPH

APPENDIX B
Site Record Forms

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

***Resource Name or #:** Port of Los Angeles Municipal Pier No. 1

P1. Other Identifier:

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

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

***b. USGS 7.5' Quad:** San Pedro **Date:** 1964/1981 **T** ;5S **R** 13W; **¼ of ¼ of Sec** 19; M.D. **B.M.**

c. Address: Signal Street at 22nd Street City: San Pedro Zip: 90731

d. UTM: Zone: 11 ; mE/ mN (G.P.S.)

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

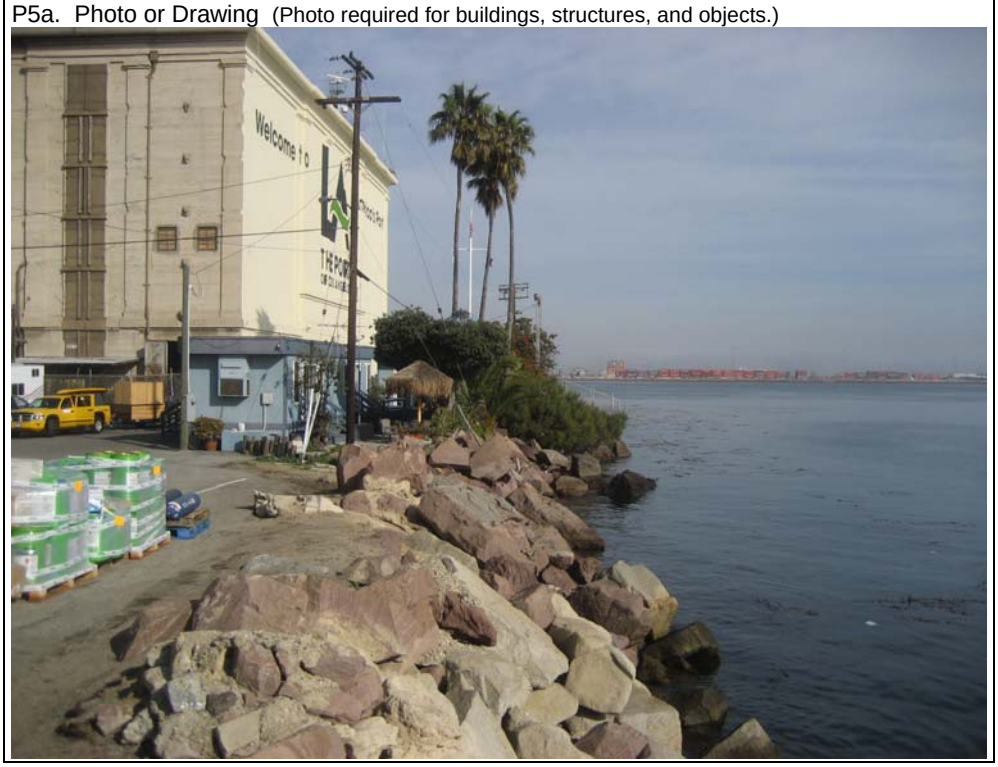
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Municipal Pier No. 1 consists of a continuous, earthen-fill pier, with a concrete perimeter wall (bulkhead) extending south from 22nd Street along Signal Street at the Port of Los Angeles in San Pedro, California. The pier is approximately 2,600 feet long (measured from 22nd Street) and about 600 feet wide. The Pier is approximately 16 feet above the low-water level. Signal Street runs north-south down the approximate center of the pier providing vehicular access to the sheds and warehouses on the pier. Photos of the structure are provided in Appendix A. The entire eastern edge of the pier is comprised of sloped, rip-rap edge oriented at a 45-degree angle to the water. A sloped rip-rap edge can also be found on the majority of the southern end of the pier, for a length of approximately 530 feet. The remaining 70 feet of the southern end is comprised of concrete pilings and decking. The western edge of the pier is comprised entirely of concrete pilings, formed in two distinct, parallel, rows. The first row of concrete pilings is about 40 feet wide and 2,520 feet long, and dates to the pier's original construction in 1912-1914. Lengthwise, the reinforced concrete piles are spaced about 15 feet apart, and are seven rows deep. Each piling row is spaced approximately 5.5 to 6 feet apart. The pilings, which are roughly octagonal in plan, range in length from 50 to 60 feet in length, and support a board-formed concrete deck of the same width and length (40 feet by 2,520 feet). The first row of pilings is only visible from the southern edge of the pier, where the rows of pilings are exposed. (see Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) AH13: Wharf

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

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



P5b. Description of Photo: (View, date, accession #)
Southern end of pier looking east 12/9/10

***P6. Date Constructed/Age and Sources:** ■Historic ☐Prehistoric ☐Both
1914 (F)

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

***P8. Recorded by:** (Name, affiliation, and address)
Brad Brewster, ESA
225 Bush Street, Suite 1700
San Francisco, CA 94104

***P9. Date Recorded:** 12/9/10

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

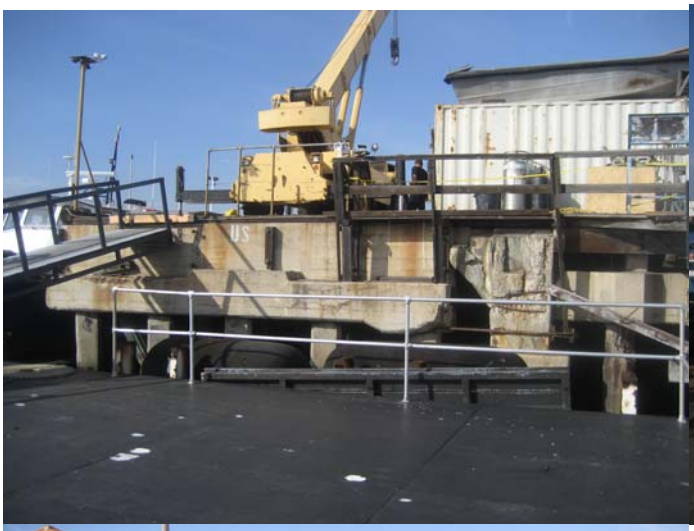
***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") ESA, *Historic Resources Evaluation Report for Port of Los Angeles Municipal Pier No. 1*, January, 2011

***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):

P3a. Description (continued)

Located immediately west from, and attached to, this first row of pilings is a second row of pilings which are about 30 feet wide and 2,520 feet long, and were constructed during the pier's westward expansion in 1938. Lengthwise, the reinforced concrete piles are spaced about 15 feet apart, and are five rows deep. Each piling row is spaced approximately 5.5 feet apart. The reinforced concrete pilings are generally square in plan, and range in length from about 62 to 78 feet. Steel-wrapped cross-bracing piles set at an approximate 45 degree angle are visible beneath the deck. These pilings support a reinforced, board-formed, concrete deck of the same width and length (30 feet by 2,520 feet). The fendering system along the western edge consists of newer timber piles attached to the outer (westernmost) row of concrete pilings.

The majority of the decking on Municipal Pier No. 1 is primarily asphalt over earth fill, while smaller portions along the western edge of the pier are asphalt over concrete decking. Smaller amounts of all-concrete decking are also visible, such as along loading ramps leading to Warehouse No. 1, and between the sheds at Berths 57 and 58. Three rows of railroad tracks are embedded in the pier located between Signal Street and Sheds at Berths 57-60. Curving side tracks can also be found leading to the northern end of Warehouse No. 1, and to the tank farm located along the pier's northeastern edge. Two rows of railroad tracks can also be found along the western edge of the pier where the concrete pile-supported wharf is located adjacent to Sheds 57-60. Wood bullrails are located along the westernmost edge of the pier, interspersed with iron cleats located at regular intervals. A floating wooden dock and ramp for the water taxi service is located on the southeastern end of the pier. The majority of the pier appears to be in original condition, although some spalling and exposure of the reinforcement steel is visible on the pilings at the southernmost end of the structure (and especially within the first row of concrete pilings). Newer concrete and asphalt overlays are visible on the pier decking, some of which obscures the original railroad tracks in various locations.



BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3B

***Resource Name or #** (Assigned by recorder) Port of Los Angeles Municipal Pier No. 1

B1. Historic Name: Municipal Pier No. 1
B2. Common Name: Pier 1.
B3. Original Use: Shipping Pier
B4. Present Use: same
***B5. Architectural Style:** utilitarian/industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Completed in 1914, concrete wharf extension along western edge in 1938. Numerous buildings on top of pier added and removed.

***B7. Moved?** ■No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**

Municipal Shed No. 1 (Transit Shed at Berths 58-60 [1915]), Municipal Warehouse No. 1 (1917), Transit Shed at Berth 57 [1923], Immigration Station (Canetti's Restaurant, 309 E. 22nd Street [1921]), Pan American Petroleum Company Marine Loading Station Facility at Berth 70 (Westway Terminal Building [1923]), and Pan-Am Terminal Facility at Berth 56 (California Fish and Game Building [1930]).

B9a. Architect: Homer Hamlin, Harbor Engineer
b. Builder: Snare & Triest
***B10. Significance: Theme:** International Shipping
Area: Los Angeles
Period of Significance: 1912-1950 **Property Type:** Wharf **Applicable Criteria:** A and C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Individual Evaluation.

Municipal Pier No. 1 is representative of the Los Angeles Harbor's massive expansion effort in anticipation of the completion of the Panama Canal in 1914, resulting in vastly increased shipping capacity at the port, and allowing Los Angeles to compete with other world cities for international shipping traffic. As a facility that has been in continuous use since its construction, Municipal Pier No. 1 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. Completion of the massive, earth-fill pier allowed the construction of Warehouse No. 1, Municipal Shed No. 1 (Transit Sheds at Berths 58-60), as well as Transit Shed at Berth 57 to follow in rapid succession as part of a overall plan for port expansion envisioned by harbor commissioners in the 1910s. The local press extolled the initial proposal to construct the pier in 1912, as chronicled its completion in 1914, thereby expressing the enthusiasm of the era to capture a larger share of the increased world trade resulting from the opening of the Canal, and by comparing the pier with other major piers in ports around the world in an attempt to position the Port of Los Angeles in an international perspective. During the early half of the 20th Century, Municipal Pier No. 1 became an integral part of the Port as several private industries, local and federal government established buildings in the area. Portions of the pier were also used for US naval functions during World War II.
(See Continuation Sheet)

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

***B12. References:**

See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Brad Brewster, ESA

***Date of Evaluation:** January 20, 2011

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

B10. Significance (continued)

The basic layout of the pier has changed little since the late 1930s. Therefore, Municipal Pier No. 1 appears to meet NRHP Criterion A for its association with events that have made significant contribution to the broad patterns of our history. For similar reasons, Municipal Pier No. 1 appears to meet the criteria for listing in the CRHR under Criterion 1, as well as the City of Los Angeles 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.

Although not an example of the first use of a reinforced concrete pier at the Port of Los Angeles, Municipal Pier No 1. was one of the earliest examples to employ this method of construction in favor of timber construction. The successful construction of the adjacent Miner fill with a reinforced concrete pier provided the model for the construction method of Municipal Pier No. 1. Although this construction method initially met with some opposition from City Engineer Hamlin, harbor commission board members prevailed and promoted reinforced concrete over timber construction. Commissioners believed that concrete structures were the wave of the future, and would help prevent fires given that the Port of Los Angeles was predicted to be one of the largest oil ports in the country. In addition, the reinforced concrete wharf pilings and decking constructed along the western edge of the pier in 1912 are some of the earliest of such structures found at the Port. Timber pile-supported wharves, by comparison, were built throughout the Port well into the 1940s, and were generally phased out by the 1950s as all-concrete pier construction became favored. Therefore, Municipal Pier No. 1 appears to meet NRHP Criterion C because it embodies the distinctive characteristics of a method of construction (early use of reinforced concrete pier construction). For similar reasons, Municipal Pier No. 1 appears to meet the criteria for listing in the CRHR under Criterion 3, as well as the City of Los Angeles CHC Criterion as a historic structure that is inherently valuable for a study of a period, style, or method of construction.

Municipal Pier No. 1 does not appear to be significantly associated with the lives of persons significant in our past (NRHP/CRHR B/3), or is likely to yield information important in prehistory or history (NRHP/CRHR D/4).

Period of Significance: The historic significance of Municipal Pier No. 1 relates to the role that the Port facilities played in expanding the commercial and economic success of Los Angeles, which anticipated and coincided with the opening of the Panama Canal in 1914, the emergence of Los Angeles as an “international” city in the early 1920s, and ending with the initiation of containerization in the 1950s. Therefore, the period of significance for Municipal Pier No. 1 is from 1912 (beginning of pier construction) to 1950 (beginning of containerization).

Integrity: With few alterations within the last 45 years, Municipal Pier No. 1 retains integrity of location, design, setting, materials, workmanship, feeling, and association.

District Evaluation:

In addition to being individually eligible for listing in the NRHP and CRHR, Municipal Pier No. 1 was evaluated as a potential contributor to a potential *Port of Los Angeles Municipal Pier No. 1 Historic District.* Six structures located on top of, and supported by, Municipal Pier No. 1 were previously evaluated by Jones & Stokes in 1999 and 2008, and were found to be individually eligible for listing in the NRHP and CRHR. These are; Municipal Shed No. 1 (Transit Shed at Berths 58-60 [1915]), Municipal Warehouse No. 1 (1917), Transit Shed at Berth 57 [1923], Immigration Station (Canetti’s Restaurant, 309 E. 22nd Street [1921]), Pan American Petroleum Company Marine Loading Station Facility at Berth 70 (Westway Terminal Building [1923]), and Pan-Am Terminal Facility at Berth 56 (California Fish and Game Building [1930]). Warehouse No. 1 was listed in the NRHP and CRHR in 2000.

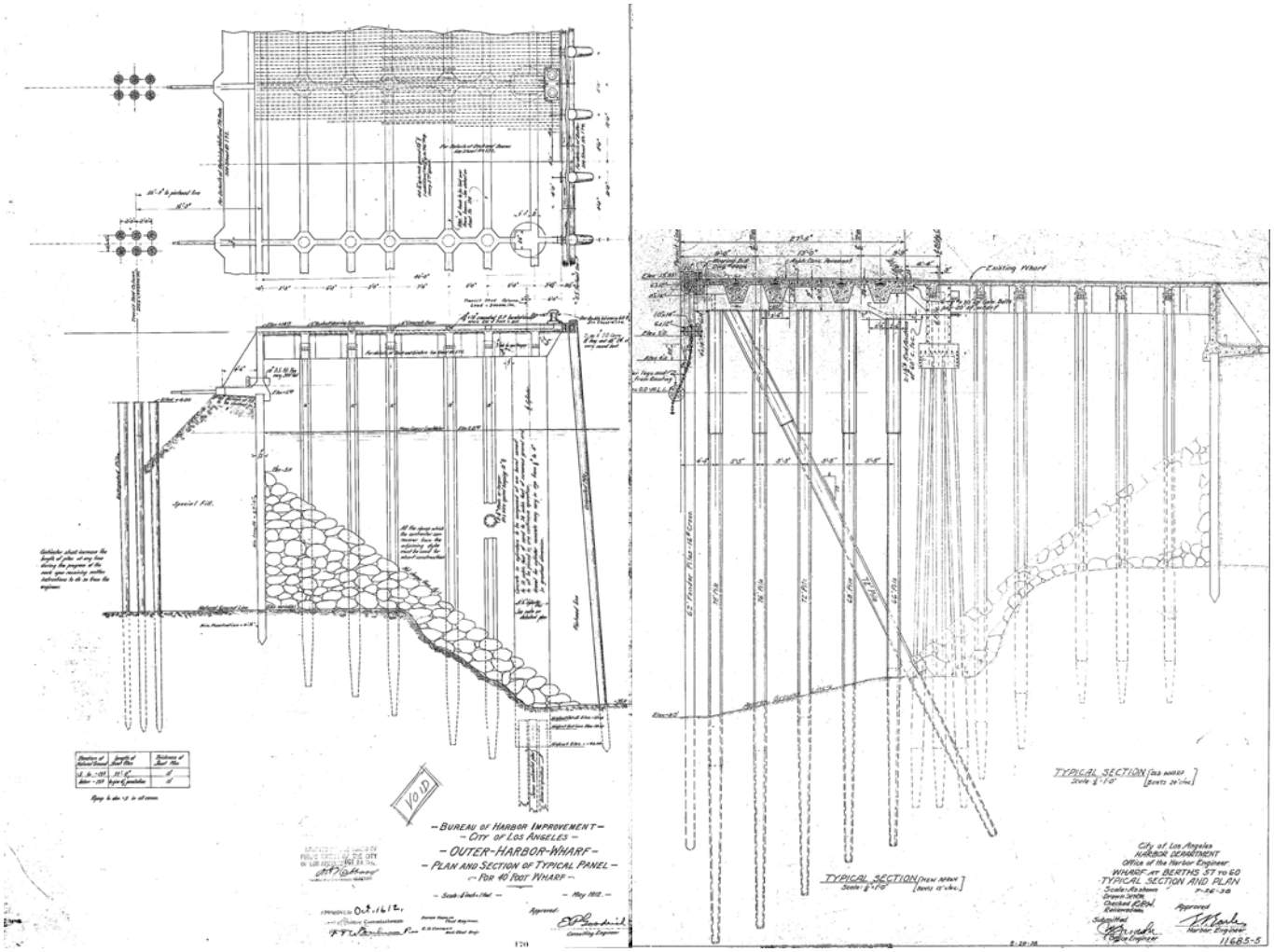
Municipal Pier No. 1, as well as associated structures Warehouse No. 1, Municipal Shed No. 1 (Sheds at Berths 58-50) and the Shed at Berth 57, were designed by the Harbor Engineering Office and built as part of a master plan by Harbor Commission in the 1910s to capture increasing ship traffic in the Pacific in anticipation of the opening of the Panama Canal; an historic event in worldwide shipping. The planning and construction of these facilities occurred during a time of great expansion of the Port of Los Angeles, while their immense size and Neo-Classical detailing of utilitarian structures reflected the optimism and enthusiasm of the era when the City of Los Angeles as a whole was striving to become a major player on the world stage. The very existence of Warehouse No. 1 Municipal Shed No. 1 (Sheds at Berths 58-50) and the Shed at Berth 57 would not be possible without the massive earth-filled and concrete pier that underpins their structures and allows them to function as originally designed and connects them by rail and road to the City at large. With a common function, design, and history, Municipal Pier No. 1 and its associated structures appear to meet NRHP Criterion A as a potential historic district for their association with events that have made significant contribution to the broad patterns of our history. For similar reasons, Municipal Pier No. 1 and its associated structures appear to meet the criteria for listing in the CRHR under Criterion 1 as a potential historic district, as well as the City of Los Angeles CHC Criterion as a potential historic district that exemplifies the broad cultural, political, economic or social history of the nation, state, and community of Los Angeles.

B10. Significance (continued)

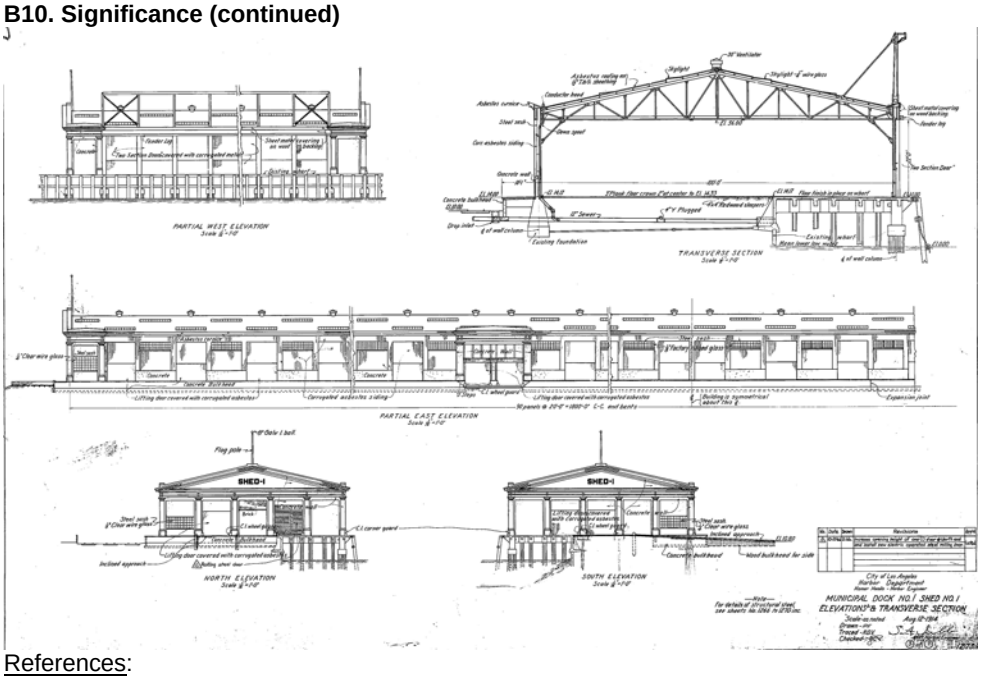
Due to the early use of reinforced concrete construction at the Port of Los Angeles, which reflected both the permanence and the importance of the facility, Municipal Pier No. 1, and associated structures also appear to meet NRHP Criterion C as a potential historic district because they embody the distinctive characteristics of a method of construction. Additionally, Warehouse No. 1 and Municipal Shed No. 1 (Transit Sheds at Berths 58-60) are excellent examples of neo-classical ornamentation, indicating the importance assigned to architectural design for utilitarian buildings used for Port commerce. For similar reasons, Municipal Pier No. 1 and its associated structures appears to meet the criteria for listing in the CRHR under Criterion 3, as well as the City of Los Angeles CHC Criterion as a historic structure that is inherently valuable for a study of a period, style, or method of construction.

As structures intimately tied to the early 20th Century history of Municipal Pier No. 1 and identified as potential historical resources in prior studies, the Pan American Petroleum Company Marine Loading Station Facility at Berth 70 (Westway Terminal Building), the Pan-Am Terminal Facility at Berth 56 (California Fish and Game Building), and the Immigration Station (Canetti's Restaurant, 309 E. 22nd Street) also contribute to the historical significance of a potential Municipal Pier No. 1 historic district. As such, contributors to a potential Municipal Pier No. 1 historic district would include; 1) the entire Municipal Pier No. 1 south of 22nd Street, 2) Warehouse No. 1, 3) Shed at Berths 58-60, 4) Shed at Berth 57, 5) the Pan American Petroleum Company Marine Loading Station Facility at Berth 70 (Westway Terminal Building), 6) the Pan-Am Terminal Facility at Berth 56 (California Fish and Game Building), and 7) the Immigration Station (Canetti's Restaurant).

Non-contributors to the potential Municipal Pier No. 1 historic district would include the tank farm and loading docks on the northeastern end of the pier. Although some of the tanks date to the 1920s, many have been removed, and many new facilities have been constructed within the past 45 years which have degraded the overall integrity of the facility and reduced its ability to convey direct historic associations with Municipal Pier No. 1.



B10. Significance (continued)



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_____ "Make Way Far Ships Says Harbor Board: February 6, 1912.
_____ "Opens Bids For Municipal Dock" October 19, 1912.
_____ "Board Awards Wharf Contract" December 20, 1912.
_____ "Rush Work Or Forfeit Bond" January 26, 1913.
_____ "Wharf Ready In One Month" May 31, 1914.
_____ "Great Harbor Realized Here" June 20, 1914.
_____ "Harbor Commissioners O.K. Warehouse Plans" December 6, 1914.

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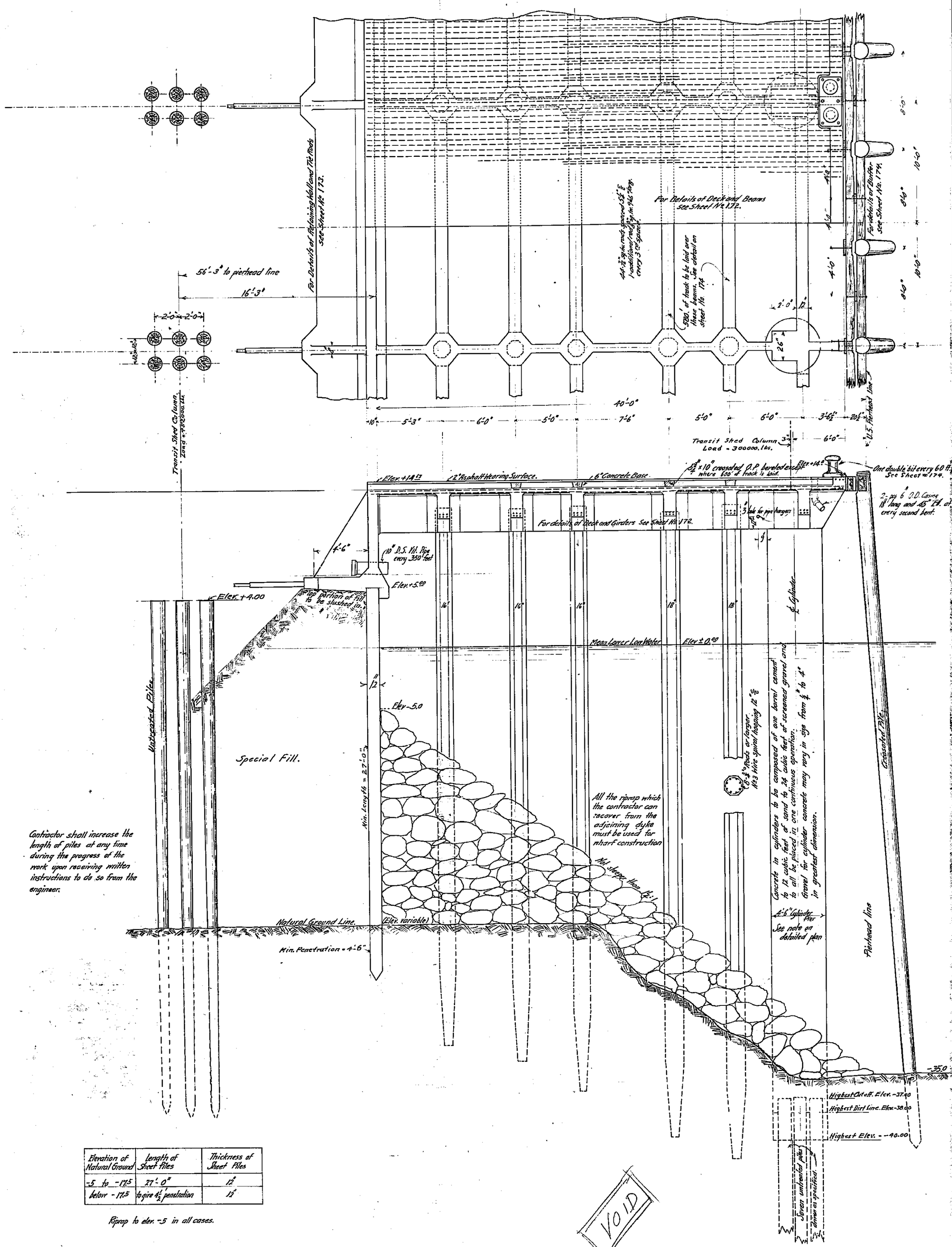
APPENDIX C
Plans and Drawings



Elevation of Natural Ground	Length of Sheet Piles	Thickness of Sheet Piles
-5 to -17.5	27'-0"	12"
below -17.5	to give 4 1/2' penetration	12"

Riprap to elev. -5 in all cases.

VOID

ADOPTED BY THE BOARD OF PUBLIC WORKS OF THE CITY OF LOS ANGELES OCT 18 1912
A A Cobbey SECRETARY

APPROVED Oct. 16 12.
Board of Harbor Commissioners
F F Woolwine Pres

HOMER HAMLIN Chief Engineer.
E.R. VINCENT Asst. Chief Engr.

— BUREAU OF HARBOR IMPROVEMENT —
— CITY OF LOS ANGELES —
— OUTER-HARBOR-WHARF —
— PLAN AND SECTION OF TYPICAL PANEL —
— FOR 40' FOOT WHARF —

— Scale: 1/4 inch = 1 foot. —

— May 1912. —

Approved:
E P Goodrich
Consulting Engineer

1170

1170-B

20'-0"
6'-8"
6'-8"
6'-8"
For fender See Sh.#1174-A
U.S.P.H.Line
Bolts for Shed Column anchorage See Sh.#1172 & #1175
580' of track to be laid over these beams. See details on Sh.#1174-A
For details of deck & beams see Sh.#1172
Auxiliary 3/4" Sq. Tw. 14" C.C.
1 1/2" Sq. Tw. 7" C.C.
For details of retaining wall & tie rods see Sh.#1173 & #1176
10'-0"
6'-0"
63'-3"
40'-0"
℄ Transit shed column
One double bit every 60ft. See Sh.#1174-A
Elev.+14.00
C.I. 6" O.D. Long sweep bend every second bend.
9-3/4" Sq. Tw. rods each way
2-3/4" Sq. Tw. rods around piles lapped 2'-0"
Elev.4.50
Elev.3.00
Note: See Dwg. #1931 for Wharf Widening
Creosoted Piles
U.S. Pierhead Line
Elev.-35.00
Batter 1/2" in 12"
Cluster of 5-Piles 18" Diam.
Mean lower low water Elev.+0.00
This depth for North 580 ft. only.
All the rip rap which the contractor can recover from the adjoining dyke must be used for wharf construction.
2" Asphalt wearing surface
Elev.+14.12
Not steeper than 1/2 in 1
10" D.S.W.I. pipe every 350 ft.
Elev.-1.00
Elev.-5.00
Min. length 27'-0"
Ultimate Surface of Ground
For North 600 ft. of Wharf See detail Sheet #1176
Special Fill
Original Bottom Line
Pile Anchor & Shed Foundation
Elev.+3.00
Batter 4:12
Untreated Piles

	Preferred range	Absolute limit
Regular bents	12.2 to 13.0	11.0 to 13.2
Expansion	10.5 to 11.0	10.0 to 11.2
4-Cluster Piles	4.2 to 4.8	4.0 to 5.0

PILE CUT-OFF ELEVATIONS

No.3 Wire hooping
8-3/4" ϕ Rods
3'-0"
3'-0"
2" Sq. Tw. vertical rods 10'-0" lg.
2" Sq. rods 12" pitch
SECTION AT A-A
1 1/4" Clear
16" PILE
18" PILE

Elevation of Natural Ground	Length of Sheet Piles	Thickness of Sheet Piles
-5' to -17.5	27'-0"	12"
Below -17.5	To give 4 1/2 penetrat	12"

City of Los Angeles
Bureau of Harbor Improvement
Homer Hamlin Chief Engr.

OUTER HARBOR WHARF
TYPICAL PANEL

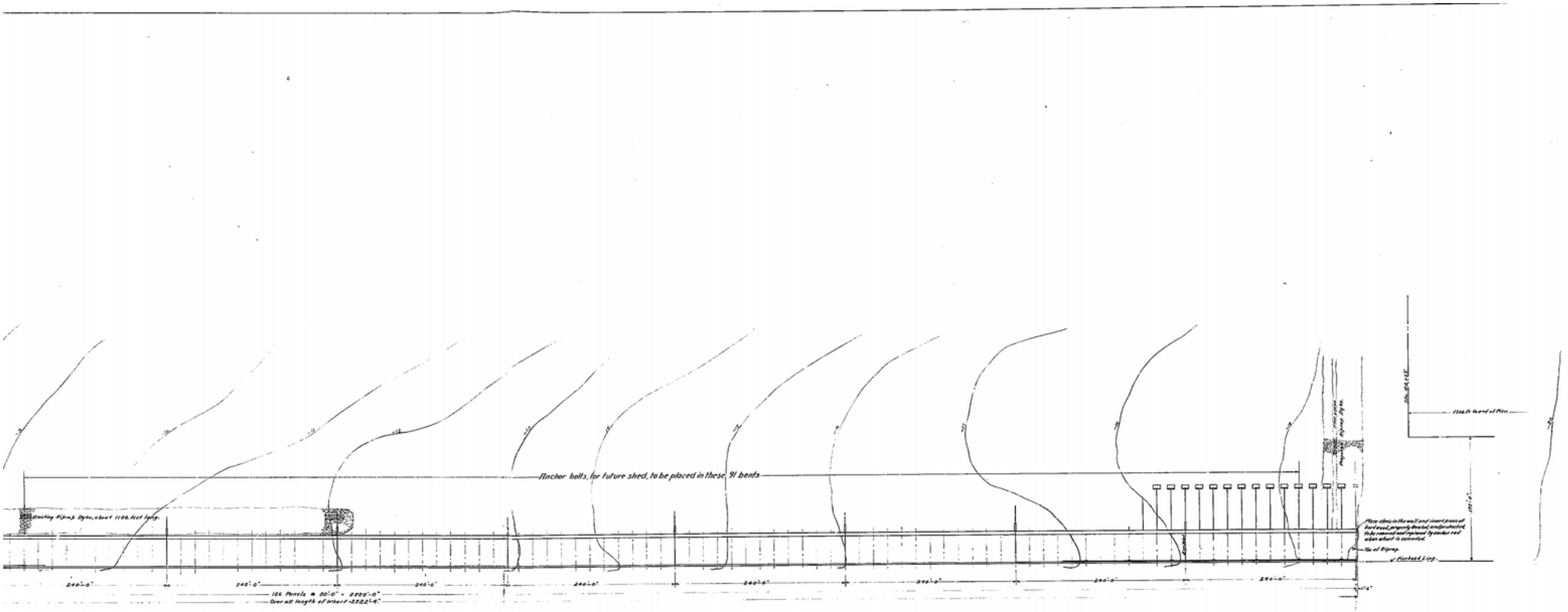
Scale 1" = 1'-0" May-3-13.

Dr.-H.S.
Tr.-H.S.
Ch.-J.W.L.

S. A. Gubb
Asst. Chf. Engr.

Retraced Nov. 19-1926 P.M.S. Revised May 27-1913

1170-B



ACCEPTED BY BOARD OF PUBLIC WORKS OF THE CITY OF LOS ANGELES, OCT 16 1912

APPROVED Oct. 16, 1912,
Board of Harbor Commissioners

- BUREAU OF HARBOR IMPROVEMENT -
- CITY OF LOS ANGELES -
- OUTER-HARBOR-WHARF -
- GENERAL PLAN -

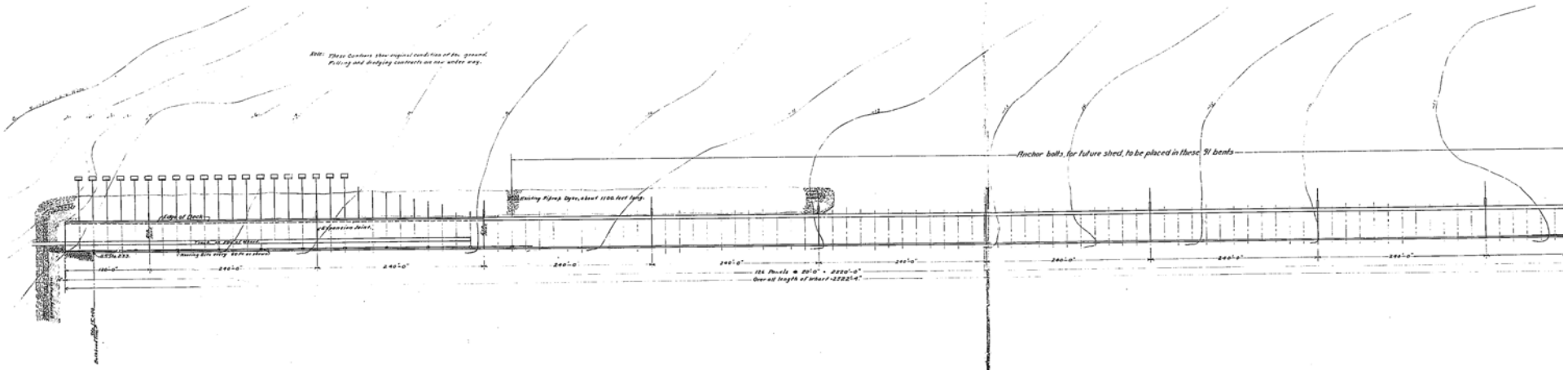
- Scale: 1 inch = 50 feet -

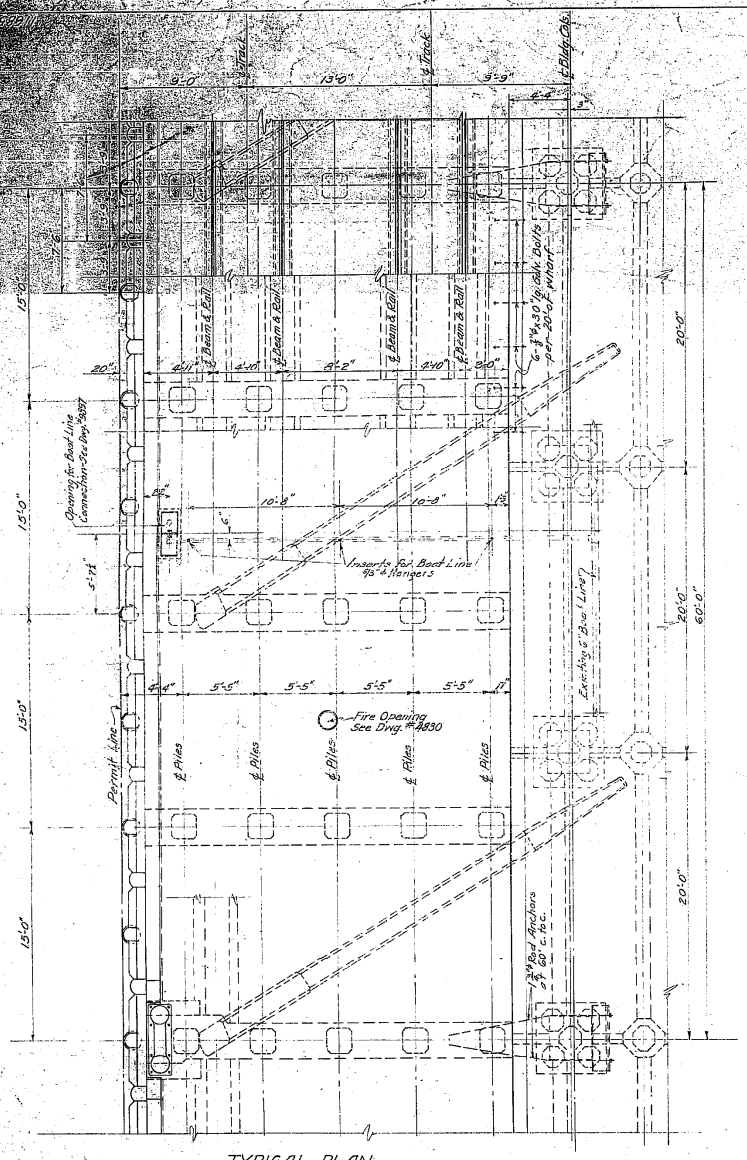
- Aug. 1912. -

Approved:

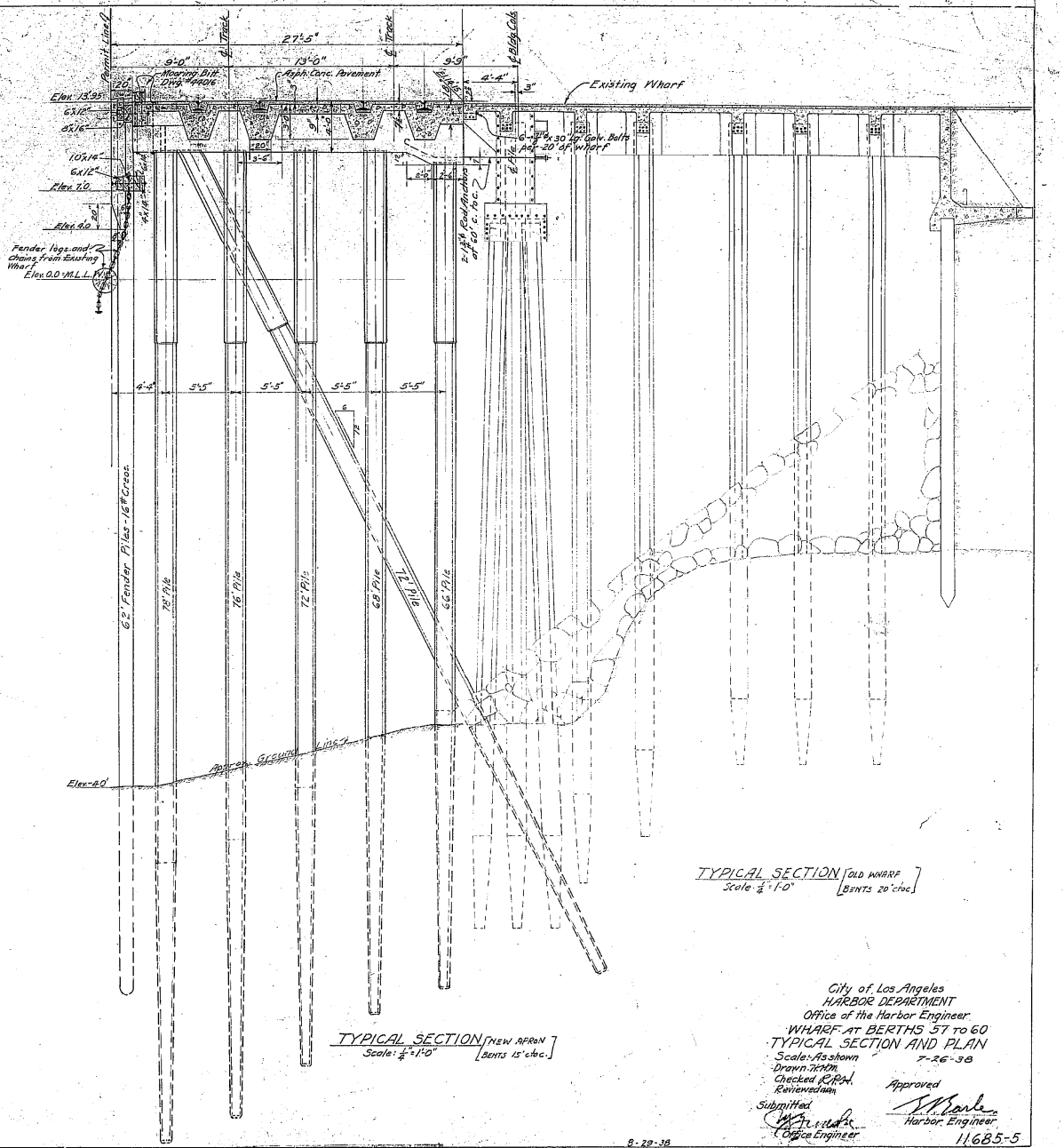
Consulting Engineer.

1169


Note: These Contours show original conditions of the ground. Filling and dredging contracts are now under way.
Anchor bolts, for future shed, to be placed in these 91 bents
Existing Piling, Upper, about 1100 feet long.
Top of Deck
Expansion Joint
Track for Portal Crane
Existing Elev. Ship's Deck as shown
240'-0"
240'-0"
240'-0"
240'-0"
240'-0"
240'-0"
240'-0"
240'-0"
110'-0"
124 Panels @ 20'-0" = 2220'-0"
Overall length of wharf = 2332'-0"



TYPICAL PLAN
Scale: ¼" = 1'-0"

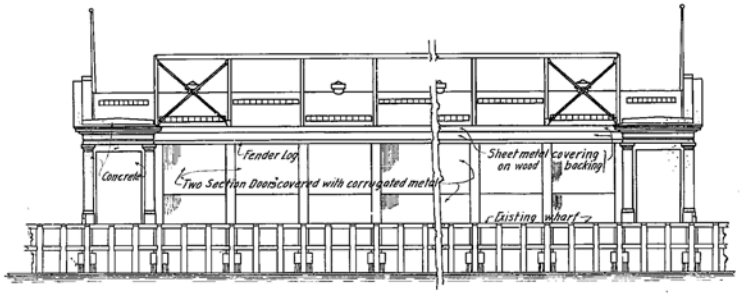


TYPICAL SECTION [NEW APRON] [BENTS 15' c to c.]
Scale: ¼" = 1'-0"

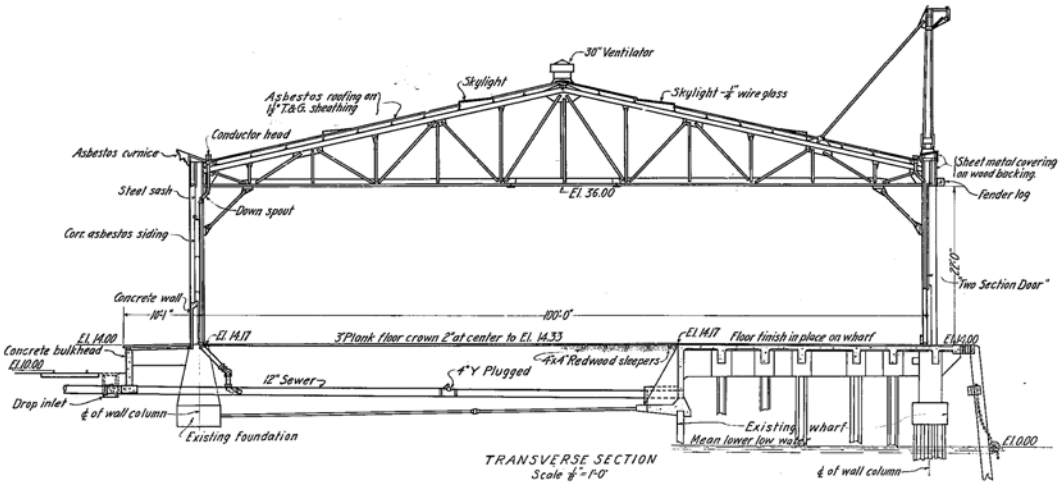
TYPICAL SECTION [OLD WHARF] [BENTS 20' c to c.]
Scale: ¼" = 1'-0"

City of Los Angeles
HARBOR DEPARTMENT
Office of the Harbor Engineer
WHARF AT BERTHS 57 TO 60
TYPICAL SECTION AND PLAN
Scale: As shown 7-26-38
Drawn JKMM
Checked R.P.H.
Reviewed
Submitted
Chief Clerk
Office Engineer
Approved
Harbor Engineer
8-28-38
11,685-5

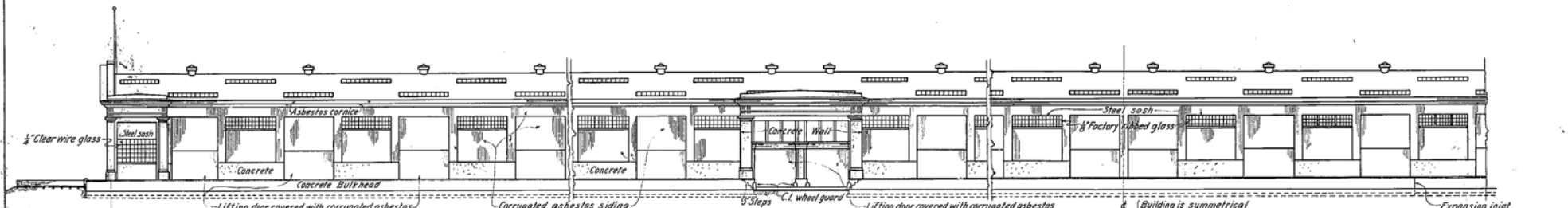
1273



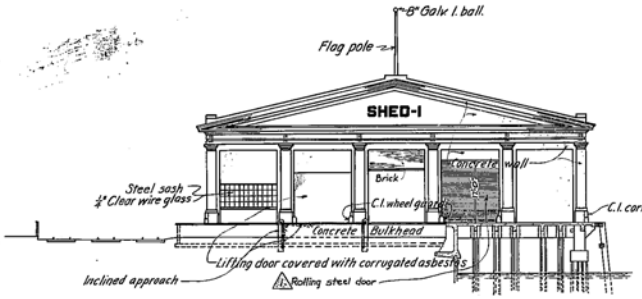
PARTIAL WEST ELEVATION
Scale 1/8" = 1'-0"



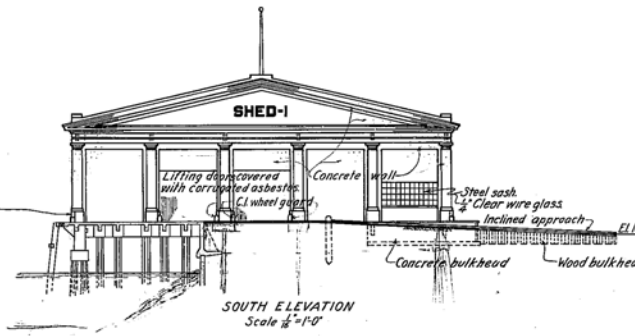
TRANSVERSE SECTION
Scale 1/8" = 1'-0"



PARTIAL EAST ELEVATION
Scale 1/8" = 1'-0"



NORTH ELEVATION
Scale 1/8" = 1'-0"



SOUTH ELEVATION
Scale 1/8" = 1'-0"

—Note—
For details of structural steel, see sheets No. 1266 to 1270 inc.

No.	Date.	Drawn	Revisions	Appd.
1	10-10-14	D.Mc.	Increase opening height of one (1) door @ North end and install new electric operated steel rolling door.	[illegible]

City of Los Angeles
Harbor Department
Homer Hamlin - Harbor Engineer

MUNICIPAL DOCK NO. 1 SHED NO. 1
ELEVATIONS & TRANSVERSE SECTION

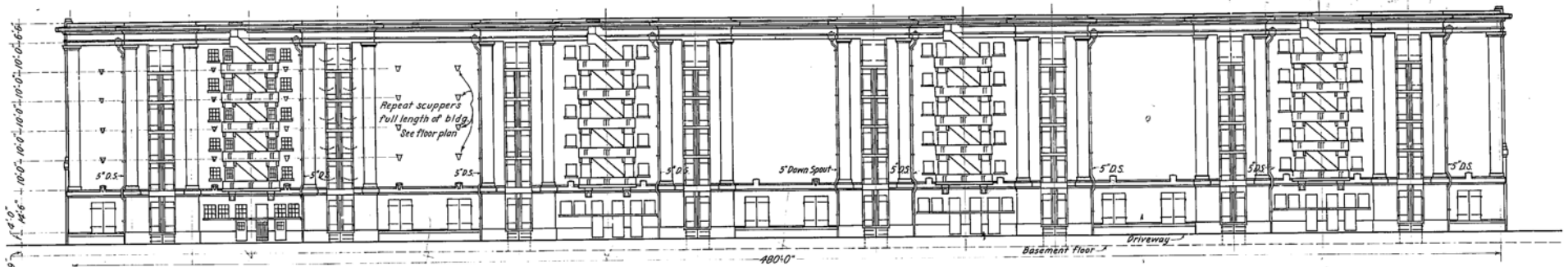
Scale - as noted
Drawn - PF
Traced - R.D.V.
Checked -

Aug. 12-1914

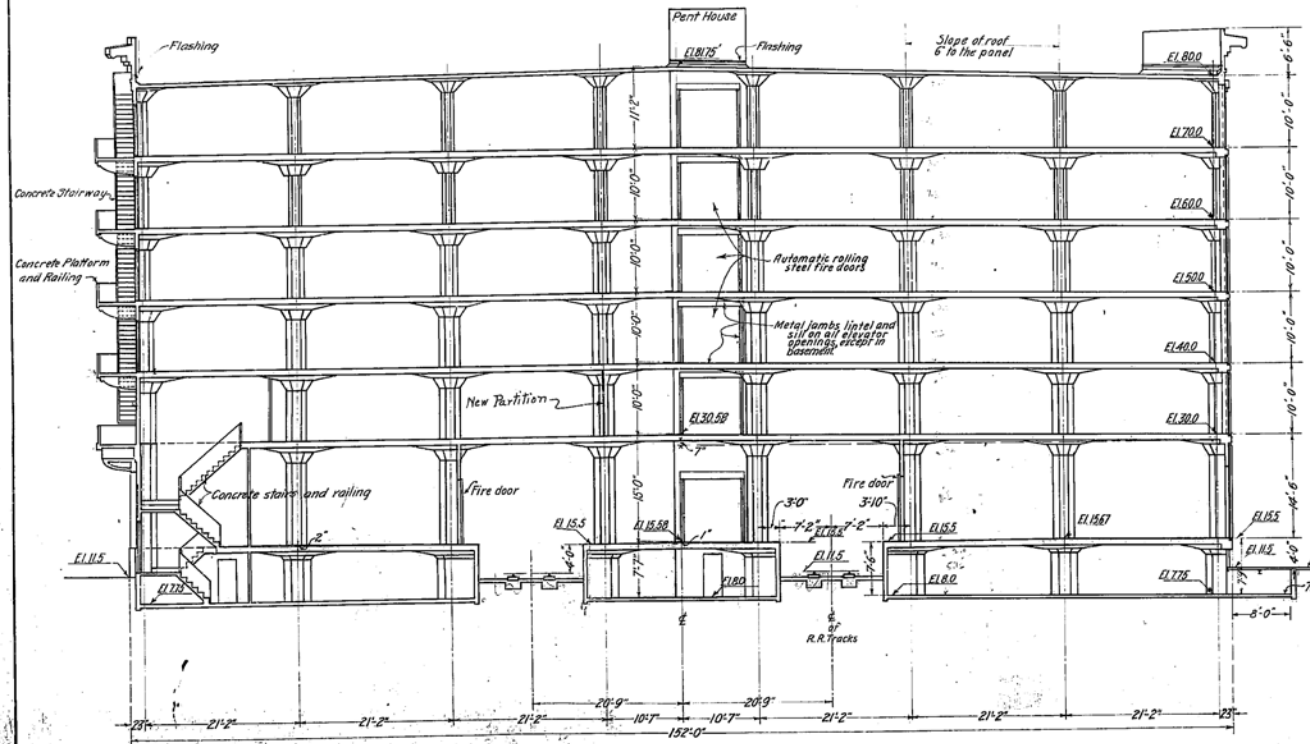
Asst. Harbor Engineer

3 of 7 1273

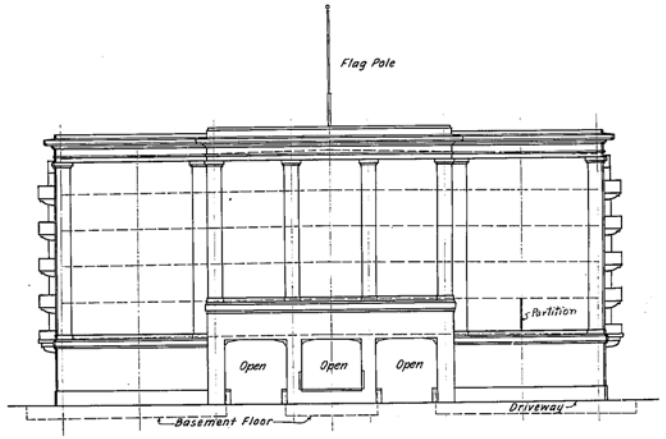
1424



WEST SIDE ELEVATION
Scale 1/8"=1'-0"
East Side Elevation opposite hand



TRANSVERSE SECTION A-A
Scale 1/8"=1'-0"



NORTH AND SOUTH ELEVATION
Scale 1/8"=1'-0"

Note: See Plan # 1422 for Plan and Section of New Partition.

City of Los Angeles
HARBOR DEPARTMENT
Homer Hamlin, Harbor Engineer
M.D. NO. 1 - WAREHOUSE NO. 1
ELEVATIONS & TRANSVERSE SECTION
Scale as noted — Sept 10 1915 (N)
Drawn — M.T.
Traced — [illegible]
Checked — [illegible]
S. A. Locke
Assistant Harbor Engineer
Revised 8-4-16 H.G.H.
1424

Rev. 11-2-28