

Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update

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1 INTRODUCTION

The City of Los Angeles Harbor Department (LAHD) is preparing a Program Environmental Impact Report (PEIR) for the Port of Los Angeles Master Plan Update (PMPU). The PMPU serves as a long-range plan to establish policies and guidelines for future development at the Port of Los Angeles (Port), which is situated in San Pedro Bay approximately 20 miles south of downtown Los Angeles. The PMPU will serve as the Local Coastal Plan for the portion of the Port’s jurisdiction that falls within the coastal zone, as required under the California Coastal Act. Accordingly, the PMPU will focus on the entire Port boundary that lies within the coastal zone (i.e., the Port’s Coastal Zone Boundary) (Figure 1). In general, the PMPU area is bounded by the community of Wilmington to the north, lands surrounding the Consolidated Slip to the northeast, lands surrounding the Cerritos Channel and City of Los Angeles boundary to the east, Los Angeles Harbor to the south, and the community of San Pedro to the west. The PEIR is prepared by the LAHD as lead agency pursuant to the California Environmental Quality Act (CEQA) and California Public Resources Code (PRC) Section 21000 et seq. The PEIR will analyze potential environmental impacts from a Port-wide perspective that is programmatic in nature. As such, it will not specifically analyze individual projects. Project-specific analysis will be undertaken at the appropriate time when individual projects are proposed and carried forward for environmental review.

Applied EarthWorks, Inc. prepared this technical report in support of the PMPU under subcontract to Science Applications International Corporation (SAIC) at the request of the LAHD. Seven properties within the Port’s Coastal Zone Boundary were identified as over 45 years old and in need of evaluation (Table 1 and Figure 2). Multiple structures and buildings were assessed at some locations. The properties were selected in consultation with LAHD staff and are not at this time identified in proposed individual projects. The purpose of this report is to evaluate the eligibility of the selected properties for the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The properties are also evaluated according to the criteria set forth in the City of Los Angeles’ Cultural Heritage Ordinance. Properties evaluated in a survey as eligible for the NRHP, CRHR, or local listings are considered Historical Resources for the purposes of CEQA.

**Table 1
Properties Selected for Evaluation in Support of the Port of Los Angeles Master Plan Update**

Property Name	Buildings/ Structures	Address	Harbor Location
Los Angeles Cruise Terminal	1	100 Swinford St..	Berths 93A & 93B
Department of Water and Power Distribution Station No. 3	1	708 Reagan St.	—
U.S. Borax–Rio Tinto Processing Plant	5	300 Falcon Ave.	Berths 165–166
Wilmington Marine Service	9	801 Fries Ave.	Berth 162
Harbor Construction and Maintenance Yard	12	—	Berth 161
Mormon Island Sewage Pumping Plant/Sewage Pump Station No. 666	1	647 Fries Ave.	—
Berth 187 (Vopak Plant)	2	401 Canal Ave.	Berth 187

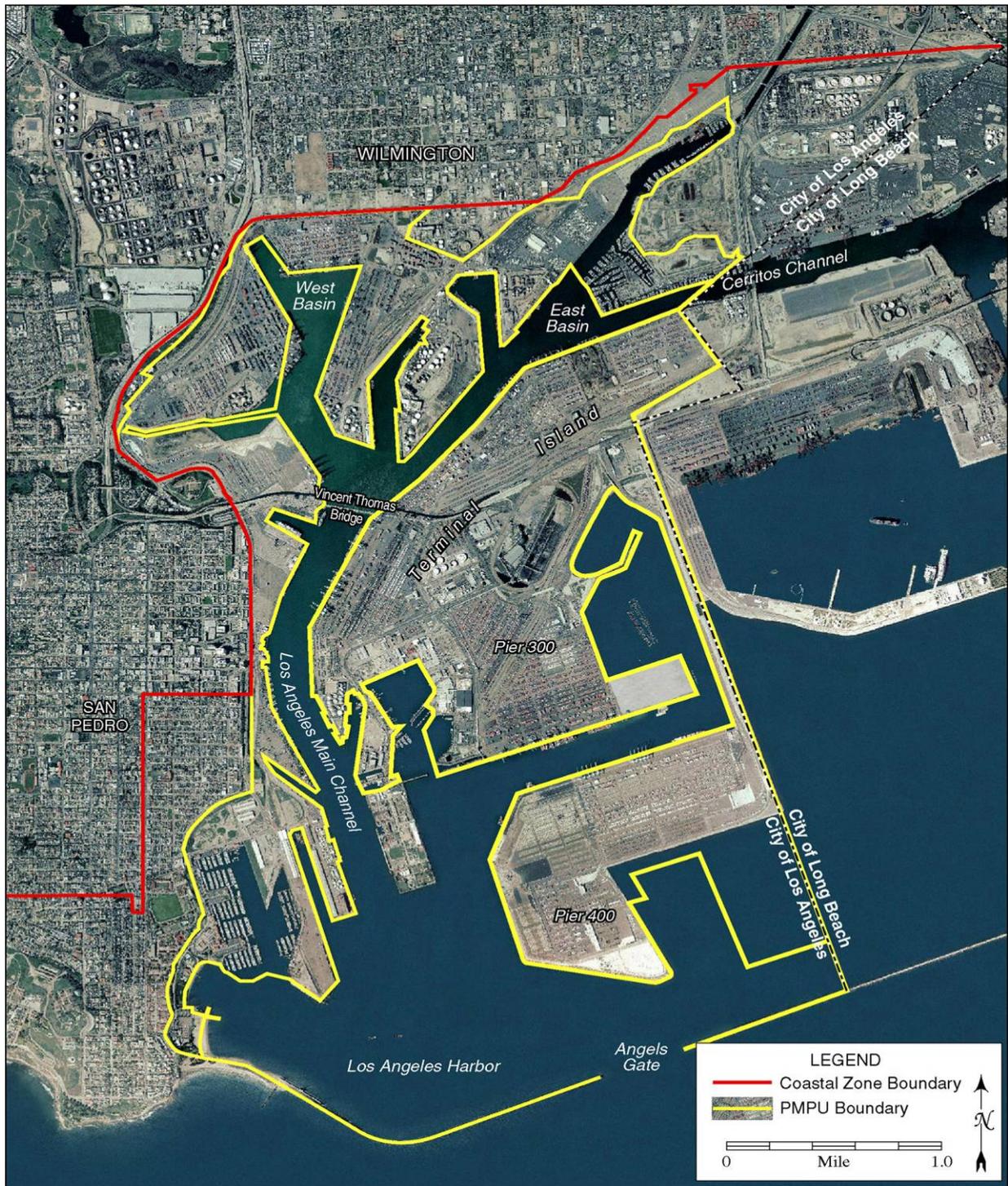


Figure 1 Port Master Plan Update (PMPU) and Coastal Zone boundaries.

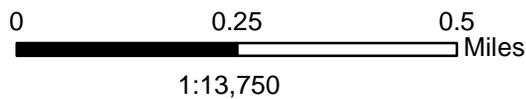
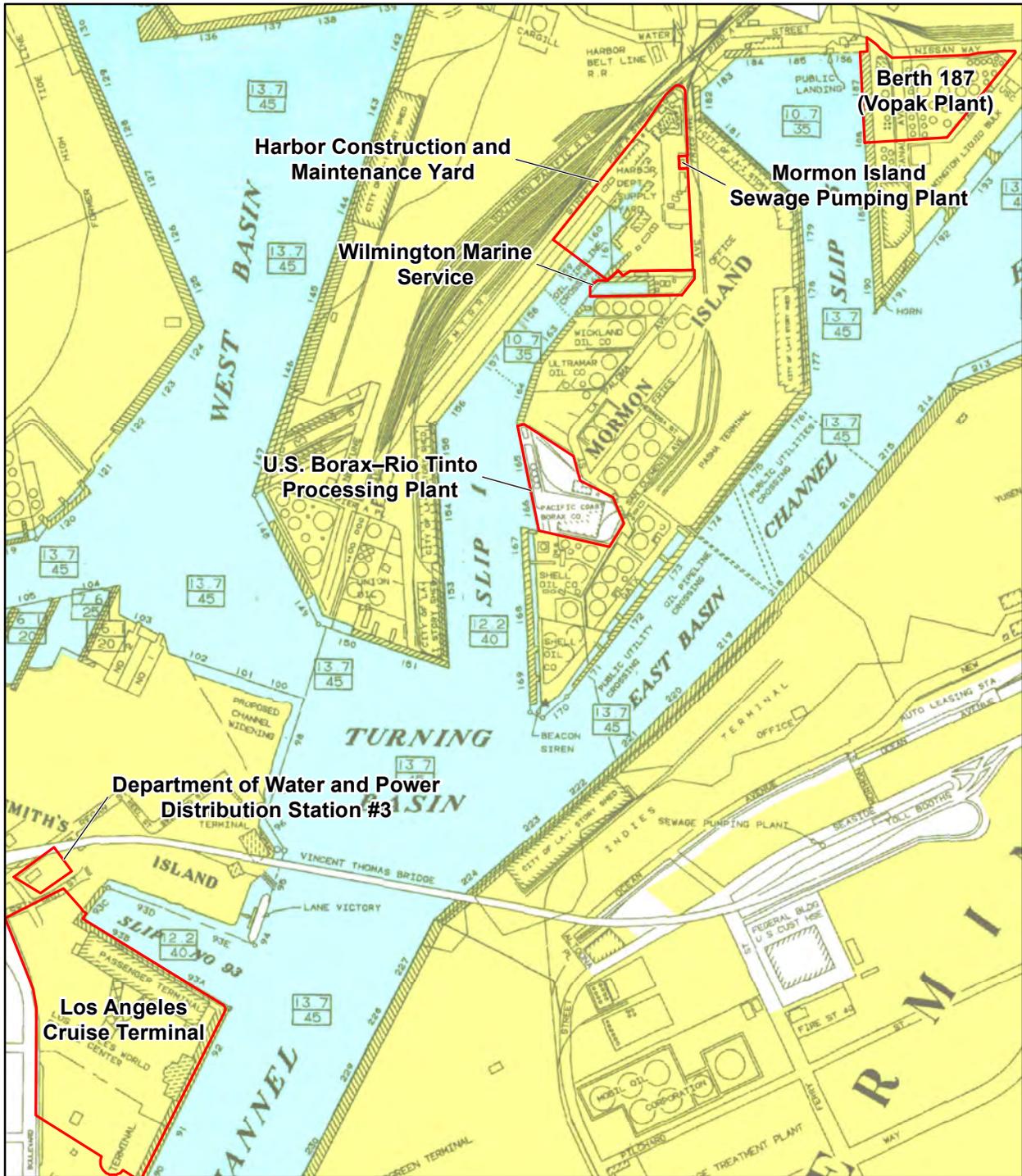


Figure 2 Resources selected for evaluation in support of the PMPU.

2 METHODS

Applied EarthWorks carried out four basic tasks to complete the selection, documentation, and historical evaluation of properties located at the Port. By contract 25 buildings and structures were to be documented and evaluated. First, Applied EarthWorks and SAIC participated in a reconnaissance survey of the Port with LAHD staff to identify properties in need of evaluation. Once the list of properties to be evaluated was decided upon, site-specific research on the history of each was completed. Thirdly, Applied EarthWorks Architectural Historian Aubrie Morlet performed a historic built environment survey to document the properties and their associated features. Finally, Applied EarthWorks assessed the historical significance and integrity of each property within the historic context provided by the LAHD to determine each property's eligibility for the NRHP, CRHR and as a Historic-Cultural Monument for the City of Los Angeles. These steps are described in greater detail below.

2.1 PROPERTY IDENTIFICATION

On July 24 and 25, 2012, Morlet and others attended a tour of the Port with Dennis Hagner, Environmental Supervisor–Special Projects, LAHD Environmental Management Division. During this 2-day tour, Hagner identified properties that had previously been evaluated and those properties that are eligible for the NRHP and the CRHR, and as Historic-Cultural Monuments for the City of Los Angeles. Hagner, also identified properties that were over 45 years old and needed to be further evaluated. Applied EarthWorks undertook a review of previously recorded resources on the Port's facilities to determine where gaps in recordation existed. The selection of properties for evaluation was done in consultation with Hagner.

2.2 BACKGROUND RESEARCH

Applied EarthWorks' background archival research had two goals: (1) to gather as much specific data as possible about the history and use of each property to be evaluated and (2) to collect sufficient information to establish the association between the Port of Los Angeles and each property for the evaluation of its significance. Morlet visited the Environmental Branch of the LAHD to review departmental files, such as Harbor Commissioners Annual Reports, Annual Harbor Maps, building plans, lease information, historical photographs, and previous studies of cultural resources prepared for the LAHD. The City of Los Angeles Building and Safety Department provided copies of building permits on file for the properties. However, building permits were not available for all of the properties. Other information sources consulted included the Los Angeles County Library; Historic-Cultural Resource nominations filed with the City of Los Angeles Office of Historic Resources (OHR); and SurveyLA context documents from the Los Angeles OHR. Historical documents also were obtained from Internet sources such as newspaperarchive.com and the Torrance Public Library.

2.3 DOCUMENTATION

On August 21 and 29, 2012, Morlet surveyed and documented six of the selected properties. The final property, the U.S. Borax–Rio Tinto Processing Plant, was surveyed and documented on October 5, 2012. Each property and its features were recorded on a California Department of Parks and Recreation Primary Record (DPR 523A). Photographs were taken with a Sony digital camera. Completed forms are provided in Appendix A of this report.

2.4 EVALUATION

Morlet evaluated each of the seven selected properties, a total of 31 buildings and structures, for historical significance by applying the eligibility criteria of the NRHP and the CRHR. The significance of each resource was considered with reference to the historic context presented in Chapter 3, which was provided by the LAHD. Whereas the NRHP and CRHR criteria provide the general standards of significance, the historic context delineates the specific association with history through which a resource may have achieved significance. Significance is based on how well the resource being considered represents one or more of the themes discussed in the historic context and its association with important events or people as well as its inherent architectural and engineering qualities and potential to yield information about the past. Moreover, in order to be considered as representative of a particular historical theme, a resource not only must possess significant associations but also must retain integrity—it must possess the ability to convey its importance. The seven aspects of integrity are location, setting, feeling, association, workmanship, materials, and design. All of these factors were considered during the eligibility evaluation.

During the evaluation process, Applied EarthWorks consulted with Janet Hansen, Deputy Manager of the City of Los Angeles OHR. As part of SurveyLA, a citywide historic resources survey that identifies all resources built between approximately 1865 and 1980, OHR has been developing a citywide Historic Context Statement (HCS). These narrative documents identify themes and subthemes representing the multifaceted history of Los Angeles and relate those themes to existing resources or “property types.” The HCS guides survey efforts in predicting the location and type of resources and provides a structure in which to evaluate a resource’s historic significance. OHR provided Applied EarthWorks with the *Draft Historic Context Statement, SurveyLA Industrial Development, City of Los Angeles, Los Angeles County, California* (Sorrell et al. 2011) component of the HCS, which specifically addresses themes relating to industrial development within Los Angeles. Included in this larger context is a theme relating to the development of the Port of Los Angeles, which identifies a number of property types and criteria considerations for resource evaluation within the project area. OHR also provided a draft *Institutional Development Context* (2012) that outlines themes relating to the development of government infrastructure and services in Los Angeles. In preparation of the historic context for the current project, the draft HCS is used to identify significant themes in the Port’s history and develop a framework in which to evaluate identified resources’ historic significance in relation to similar property types located throughout the City of Los Angeles. In addition to the two context statements, OHR provided SurveyLA context statement spreadsheets that include an itemized breakdown of context themes, subthemes, property types, property subtypes, periods of significance, eligibility standards, and character-defining features for each potential resource. Appendix B provides an itemization of context, theme, and property type for each property evaluated during the current study.

3 HISTORIC CONTEXT

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.

Today among the world's largest and busiest deep-water ports, the Port began as a quiet natural harbor ringed with Gabrielino villages. The establishment of Mission San Gabriel Arcángel in 1771 brought the first European development to the area (named San Pedro by that point), with Spanish missionaries used the harbor as a trading post for goods received from and shipped to Spain. In the years that followed, members of the Portolá Expedition were granted a series of land concessions in Southern California, including the Rancho San Pedro, Rancho Los Cerritos, and Rancho Palos Verdes land grants. The combined total acreage for the three historic ranchos was nearly 84,000 acres and included the area of the present-day Port (Beck and Haase 1974). Owners of the rancho lands earned a living through raising cattle and participating in the hide and tallow trade, and by 1830 San Pedro was considered a leading hide center on the West Coast (Queenan 1986; Rawls and Bean 1993).

After gaining independence from Spain, Mexico lifted Spain's trade restrictions in 1822, leading to rapid growth of settlement and commercial operations in the San Pedro area. In 1834, the Mexican government amended the Rancho San Pedro land grant to give a portion to the Sepulveda family, who subsequently built a dock and landing at the harbor. By the time California joined the United States in 1848, San Pedro was well established as a port of trade and a transportation hub. Because of the bay's shallow water and tidal mudflats, ships had to anchor offshore and use small boats to ferry goods and passengers into the harbor. The region's new American status meant an even higher influx of settlers and entrepreneurs, and it soon became clear that the harbor required expansion and development to accommodate the goods headed to Los Angeles.

3.2 COMMERCIAL SHIPPING AND GROWTH OF THE PORT, 1857–1897

Delaware native Phineas Banning arrived in San Pedro in 1851 and realized the potential of the area as a commercial shipping port. After founding the town of New San Pedro (later renamed Wilmington) in 1857, he constructed 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. In 1871, Banning's political efforts resulted in Congressional approval of funds for major harbor improvements, including dredging of the main channel to a depth of 10 feet and construction of a breakwater between Deadman's Island (no longer present) and Rattlesnake Island. Business at the improved port accelerated, and by 1885 it was handling 500,000 tons of cargo annually (Port of Los Angeles 2010).

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 and 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. In an attempt to break the stranglehold that Southern Pacific had on shipping in the area, Senator John P. Jones from Nevada established the Los Angeles and Independence Railroad (LA&I) a year before Southern Pacific's acquisition of the LA&SP. However, like the LA&SP, the LA&I soon was part of the Southern Pacific system (Queenan 1986).

In 1893, the first fish cannery was established within the Port, heralding the birth of an industry that was to play a large role in the Port's development. Soon, Albert Halfhill, co-owner of the California Fish Company, developed a method of canning whereby albacore were steamed (removing the oils and changing the color to white), and the meat was packed in vegetable oil. This gave the tuna a more acceptable taste and appearance to Euro-American consumers.

3.3 SAN PEDRO BAY AND THE FOUNDING OF THE PORT, 1897–1914

By the latter part of the nineteenth century, growing commerce in the Los Angeles region required the formal establishment of a deep-water shipping port. While City leaders wished to place the port in San Pedro, Collis Huntington—owner of the Southern Pacific Railroad—began an aggressive push to locate the facility in Santa Monica. In 1897 after a long, convoluted, and highly public political battle (later named the Freeharbor Fight), the Board of Army Engineers finally decided that the harbor would be built at San Pedro, and the federal government agreed to assist the City with a \$3 million appropriation for its development.

Industrial development of the harbor proceeded apace in the early 1900s, in anticipation of the 1914 completion of the Panama Canal and the fundamental changes in shipping patterns it would bring. The City of Los Angeles extended its boundaries to coastal tidewaters, annexing San Pedro in 1906 and Wilmington in 1909. In 1907, the City officially created the Los Angeles Harbor Commission and the Port of Los Angeles. Numerous harbor improvements occurred during this time, 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 Southern Pacific Railroad, construction of the Angel's Gate lighthouse, and the construction of the first municipal pier and wholesale fish market.

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 of 11,000 in 1880, 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.

By 1913 a 9-mile outer breakwater was completed and because of citywide growth, the Port became the world's largest lumber importer by 1913 (Marquez and de Turenne 2007; Matson 1920). The same year, dredging and filling of Mormon Island (in the Wilmington District of the

harbor) allowed for its conversion from swampland to land suitable for wharves and sheds (Marquez and de Turenne 2007).

The opening of the Panama Canal in August 1914 decreased the amount of time ships spent 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 embarked on construction of municipal terminals. However, the outbreak of World War I that same year temporarily stalled the movement toward expanded worldwide trade (Queenan 1986).

In 1914, the Port began dredging what would become Fish Harbor, a specialized area for fish processing and canning at Terminal Island. It was operational by 1915, and most of the Port's canneries moved to the new harbor, making tuna fishing and processing the most visible activity in that part of the island. Martin Bogdanovich founded the French Sardine Company, better known by its later name Star-Kist. Eventually, the company became the largest fish cannery in the world. By the 1920s, 11 canneries operated from the Port, served by a large fleet of fishing vessels and employing 1,800 cannery workers and 4,800 fishermen (Jones & Stokes 2004). The workforce was ethnically diverse and included Japanese, Italians, Mexicans, and Yugoslavians.

3.4 THE PERIOD OF THE GREAT WAR, 1914–1918

Only a few days before the official opening of the Panama Canal in 1914, World War I began and the canal remained closed for the duration of the war and for several years afterward. The primary focus of the Port quickly changed, and every effort was devoted to winning the war (Los Angeles Harbor Department [LAHD] 1918–1920:7). Wishing to establish a presence on the Pacific Coast, the U.S. Navy developed a base and training station in San Pedro, the first of several prominent military operations in the harbor (Historic American Buildings Survey 1995). In addition, the Ports of Los Angeles and Long Beach turned to shipbuilding in response to the nationwide push to build up the maritime fleet. Included in this effort was the Southwestern Shipbuilding and Dry Dock Company (later renamed the Bethlehem Shipbuilding Corporation), located on the west side of present-day Seaside Avenue, which built dozens of vessels by the war's end (Jones & Stokes 2000).

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 high 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 expanded by dredging the harbor channel and creating new landfills. 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).

3.5 THE INTERWAR PERIOD, 1918–1939

After the end of World War I, development of the Port increased rapidly. With removal of trade restrictions, the Port provided for the transportation of a wide variety of products. Soon after the

war ended, 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.

The fishing industry continued to expand. In 1929, 75 percent of the fish canned in California was within Port canneries. The Port received 45 percent of the California fish catch and 25 percent of the total catches in the United States, including Alaska, for a total of 857 million pounds.

The Board of Harbor Commissioners began a number of improvement projects in the following decade, aided in large part by a \$15 million bond issue passed in 1923. This resulted in major changes to the landscape, including new and improved wharves, roads, bridges, cargo and passenger terminal facilities, and the widening and dredging of the Main Channel to accommodate more and larger cargo ships. Mormon Island was greatly expanded and attached to the mainland, and Terminal Island nearly doubled in size (Fugro West 1996). The Henry Ford Bridge (also known as the Badger Avenue Bridge) was completed in 1924 and provided Terminal Island with efficient vehicle transportation for the first time (Port of Los Angeles 2001). Deadman's Island, which had long been a shipping hazard at the mouth of the Main Channel, was dynamited. Its debris was combined with dredged fill to create the rectangular parcel now known as Reservation Point at the southwest corner of Terminal Island.

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). In order to streamline the railroad portion of shipping in the harbor, the various railroad companies serving the Port consolidated operations in 1929 under the title the Harbor Belt Line Railroad (LAHD 1932–1933).

New landfill on the east side of the Los Angeles portion of Terminal Island resulted in additional transportation options for the Port. Allen Field opened on June 20, 1928, as California's first combined land and sea airport, which included an oil-surfaced runway, a pier, and seaplane runway (*Los Angeles Times* 1928). While the airfield initially functioned as both a military and commercial facility, the Harbor Commission built the airport with the intention that it would be used primarily by the U.S. Navy (LAHD 1928).

In 1935, the U.S. Navy signed a 30-year lease with the Port and renamed the facility Reeves Field in honor of Admiral Joseph M. Reeves, then commander-in-chief of the U.S. Fleet and an early proponent of U.S. Naval aviation (*Los Angeles Times* 1936). Using Works Progress Administration (WPA) funding, the U.S. Navy and the Port made a number of improvements to the field, including the construction of new runways, hangars, a seaplane lagoon and ramp, and rip rap shoreline with piers and docks within the seaplane lagoon, as well as a prominent breakwater jetty for the mooring of seaplanes (LAHD 1935). The U.S. Navy's presence within the Port was not limited to aviation, in 1919, the U.S. Navy relocated a large portion of its fleet to San Pedro Bay and the Port became home to the Pacific Fleet battleships and cruisers (Beigel 1983).

Collectively, the improvements of the 1920s enabled Port commerce to expand into new import and export areas and strengthened the already robust business of oil, lumber, fish, and citrus. The variety of products shipped gave rise to direct trade with Asian markets (which had previously gone only through San Francisco and Seattle) and signaled a major shift to truck transportation of goods in addition to rail transportation. These improvements also led to an increase in passenger traffic—ships carried people everywhere from Catalina Island to the other side of the world. In the 1920s, Los Angeles surpassed San Francisco as the busiest port on the West Coast, handling 26.5 million tons of cargo in its peak year of 1928 (Port of Los Angeles 2001).

Harbor traffic slowed during the Depression years and the harbor witnessed a sharp decline in international trade. The LAHC 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 WPA helped the Port finance improvements, including passenger and freight terminals and wharves (Queenan 1986).

Similar to the prewar period, the vast majority of inbound cargo 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.

3.5.1 The Oil Boom of the Roaring Twenties

The success of the first oil well in the City of Los Angeles in 1892 marked the beginning of increasing oil production in California. Without access to cheap coal, railroads began using California crude oil as fuel, and by the turn of the century all mainline and local railroads had converted to its use (Andreano 1970). Use of California oil in ship's boilers soon followed.

California in the late nineteenth and first decade of the twentieth century was considered a "self-contained petroleum province" where, until 1911, production balanced demand and there was little import or export of oil (Andreano 1970; Johnson 1970). Ten of the largest oil fields in the United States were discovered in Southern California between 1909 and 1930, six of them during the Roaring Twenties. Such was the production rate that in 1923 oil fields in Los Angeles County and Huntington Beach accounted for 20 percent of the world's crude oil production (Franks and Lambert 1985). This boom in the 1920s decentralized Southern California industrial development, spawned suburbs centered on the oil fields, transformed both the landscape and society, and doubled the population of Los Angeles (Nicolaidis 1999; Quam-Wickham 1998, 2001; Tygiel 1994; Viehe 1981). The era of large oil field discoveries in the Los Angeles Basin came to an end in 1936 with the discovery of the Wilmington Oil Field, destined to be one of the largest fields in the United States, underlying the Port of Los Angeles and Long Beach (Franks and Lambert 1985).

The rapidly growing oil industry played a major part in Port activity during the first half of the twentieth century. Given the proximity to major oil fields, the Port and its environs became an enticing location for refineries, storage, and oil transport. As early as 1902, the Union Oil Company (the first company to use a pipeline to move petroleum products from the Brea/Linda region to the harbor) had a crude oil storage facility on the west bank of Terminal Island (Marquez and de Turenne 2007). By 1908, additional dredged fill provided Union Oil with enough surrounding land to construct five new storage tanks (Sanborn Map Company 1908).

Other oil companies developing facilities at the Port during this time included the General Petroleum Corporation, which in 1913 constructed a pipeline and loading facility on the breakwater in the outer harbor that was capable of loading three vessels simultaneously (LAHD 1913). In 1916, Standard Oil was granted a lease for an oil storage and distribution facility (LAHD 1915–1916).

The massive production of oil in Southern California, far in excess of local demand, necessitated transportation infrastructure to move surplus product to distant markets, and by 1925 Union Oil, Shell Oil, California Petroleum, Associated Oil, Pan American Petroleum, and General Petroleum operated oil storage and loading facilities within the Port for a total storage capacity of nearly 4 million barrels (LAHD 1924–1925). Oil through-put of the Port jumped from just under 1 million tons in 1919 to almost 22 million tons in 1924, and beginning in 1923 until World War II, petroleum as total cargo through the Port was never less than 75 percent (LAHD 1946–1947).

With the oil fields came construction of refineries, many in proximity to the Port. Due to the increase in local refining capacity, by 1925 the Port began to transition from exporting crude oil for refining to exporting refined petroleum products (LAHD 1928, 1929).

3.6 WORLD WAR II, 1939–1945

In 1940, the Pacific Fleet was moved to Pearl Harbor where it was attacked on December 7, 1941, bringing the United States into World War II. On Terminal Island, the Japanese community that had centered on the fishing industry was adversely affected by America's involvement in the war. At its height in 1940, the Port's Japanese population had grown to 3,000, just prior to its abrupt decline following the bombing of Pearl Harbor. Beginning in early 1942, the Port's Japanese Americans were forcibly removed from their homes, and most were sent to Manzanar in California's Owens Valley.

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. Starting in 1941, 10 million tons of cargo and 500,000 men passed through the Los Angeles Port of Embarkation. California was a major source of oil for the Pacific Theater, most of which was shipped through the Port (LAHD 1946–1947). Also, Reeves Field, now Naval Air Station Terminal Island, became a major hub for ferrying aircraft overseas.

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. Todd Shipyard, Bethlehem Shipbuilding, and Western Steel and Pipe repaired and/or constructed combat and auxiliary naval vessels. California Shipbuilding and Consolidated Shipbuilding constructed Liberty and Victory cargo ships. Small shipyards in the Port built small naval craft such as minesweepers, landing craft, sub-chasers, and patrol craft (LAHD 1946–1947). The combined efforts of these shipyards significantly contributed to the war effort and strengthened the naval operations in the Pacific.

3.7 POSTWAR, 1945–1970

As it did after World War I, shipbuilding slowed and Western Steel and Pipe, California Shipbuilding, and Consolidated Shipbuilding closed. The U.S. Navy's use of Reeves Field also

came to an end. LAHD launched a broad restoration program following the end of World War II, 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). This included a new municipal fish market, opened in 1951, to replace the previous market built in 1921, and a new passenger-cargo terminal for the Matson Navigation Company and American President Line (Jones & Stokes 2007).

The surge in business during this period led to the 1959 approval of a measure authorizing the LAHD to finance harbor improvements with revenue bonds. This led to large-scale replacement or renovation of older terminals, construction of approximately 1,200 feet of wharves, and the demolition of unsafe or obsolete wharf structures (LAHD 1958–1959).

While California was still producing oil, because of the state's population growth, demand overtook supply after World War II to such an extent that California began to import crude oil (White 1970; Williams 1996). In 1959, the world's first completely protected supertanker terminal was completed, capable of unloading 35,000 barrels an hour from vessels in the 100,000-ton class (LAHD 1958–1959). While it had been awarded to the Union Oil Company, the terminal was open to any supertanker that wished to use it, and other oil companies began constructing new facilities to accommodate the next generation of oil transport. These included the Mobil Oil Company (formerly General Petroleum Corporation), which between 1961 and 1962 constructed the world's largest pipeline across the Main Channel to its new tank farm on Terminal Island along Pilchard Street (LAHD 1961–1962).

Some of the Port's most visible resources were constructed during the 1960s. The Vincent Thomas Bridge was built in 1963, connecting Terminal Island to the mainland (San Pedro) and replacing the municipal ferry service. In 1965, the Indies Terminal was completed on the Terminal Island side of the Main Channel, providing an enormous wharf at which six cargo ships at a time could dock (Queenan 1983). A new U.S. Customs House opened on Terminal Island in 1967, replacing the older facility in downtown Los Angeles with one much closer to the import/export trade centered at the Port.

In fishing, the Los Angeles Harbor area produced nearly half of the 9.5 million cases of tuna packed in the United States during 1950. However, the 1960s marked the beginning of the Fish Harbor cannery decline, as the larger canning operations (i.e., Van Camp and StarKist), began establishing other, more cost-effective canneries overseas. By 1975, most of the Port's canneries had been bought out by multinational corporations, and by the mid 1980s many of their operations had moved out of Los Angeles. The last plant, Chicken of the Sea, closed in 2001.

3.8 CONTAINERIZATION, 1970 TO THE PRESENT

With the rise of containerization following the end of World War II, methods of shipping and cargo handling 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 a ship's cargo hold 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 truck or rail. An empty container is delivered by truck to a location (manufacturer, warehouse, or other enterprise), 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 is 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 for 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 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.

Port improvements in the 1970s included the deepening of the main channel to accommodate the larger container vessels entering the bay, reconfiguration of existing cargo terminals with construction of new landfills, and new terminals to handle container traffic.

Worldwide shipments through the Port increased during the latter half of the twentieth century as ocean-going vessels grew to sizes no longer able to negotiate the Panama Canal. Using a "landbridge" system, shippers wishing to pass materials from the Pacific Ocean to the Atlantic Ocean employed the more efficient practice of unloading at the Port, moving materials cross-country via truck or train, and loading materials onto ships on the East Coast. To facilitate this, a railhead closer to the harbor was met in the mid 1980s by the construction of the Intermodal Container Transfer Facility about 4 miles away operated by the Southern Pacific (now Union Pacific). The completion of the Terminal Island Container Transfer Facility in 1997 and the Alameda Corridor in 2002, and the addition of rail facilities inside container terminals also greatly facilitated rail shipping.

4 EVALUATION PROCESS, SIGNIFICANCE CRITERIA, AND ASPECTS OF INTEGRITY

4.1 NATIONAL REGISTER OF HISTORIC PLACES

The National Park Service (2002) has established guidelines for evaluating NRHP eligibility. The basic steps in the evaluation process include:

- classifying the property as a district, site, building, structure, or object;
- determining the theme, period, and context within which the property is significant;
- determining which National Register significance criteria are applicable;
- determining whether the property meets any exclusionary considerations; and
- determining whether the property retains integrity (National Park Service 2002:3).

Except in extraordinary cases, a property may be considered eligible for the NRHP if it is at least 50 years old. To qualify for listing in the NRHP, a property must represent a significant theme in American history, architecture, archaeology, engineering, or culture, and it must be a good representative of that theme. Themes may be national (e.g., Public Works Administration), statewide/regional (e.g., growth of international shipping), or local (e.g., economic development of Los Angeles) in their scope. Moreover, the resource must retain historic integrity, that is, an ability to convey its association with important events, individuals, or themes by means of its physical characteristics. 36 CFR 60.4 states that:

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

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

To possess integrity, the property must retain the physical characteristics it had in the past. In addition, the resource must retain enough of its historic character to convey the reason for its

significance. This is assessed by examining seven aspects of integrity, which are defined as follows:

Location is the place where the historic property was constructed or the place where the historic event occurred. . . .

Design is the combination of elements that create the form, plan, space, structure, and style of a property. . . .

Setting is the physical environment of a historic property. . . .

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. . . .

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. . . .

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. . . .

Association is the direct link between an important historic event or person and a historic property. . . [National Park Service 2002:Part 44–45].

“Integrity is based on significance: why, where, and when a property is important” (National Park Service 2002:45). Only after significance is fully established is the issue of integrity addressed. Ultimately, the question of integrity is answered by whether or not the property retains the characteristics for which it is significant.

4.2 CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The LAHD is preparing a PEIR to analyze the potential significant environmental effects of implementing the PMPU in accordance with the requirements of CEQA (CEQA Guidelines Section 15168). Because future projects have the potential to affect cultural resources the LAHD, in consultation with the interested parties, selected properties to be assessed for eligibility for the NRHP and the CRHR.

The CEQA (PRC 21000 et seq.) requires consideration of project impacts on archaeological or historical sites deemed to be historical resources. For the purposes of CEQA, a “historical resource” is a property listed in, or determined to be eligible for listing in, the CRHR, included in a local register of historical resources (as defined in PRC 5020.1[k]), or identified as significant in a historical resources survey. According to the CEQA Guidelines, historical resources may include, but are not limited to:

Any object, building, structure, site, area, place, record or manuscript which a lead agency determines to be historically significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California . . . [CEQA Guidelines Section 15064.5(a)(3)].

The selected properties at the Port were also assessed for eligibility for the CRHR. If a property is eligible for listing in the NRHP, it is also eligible for listing in the CRHR. According to the

CEQA Guidelines, a resource is eligible for the CRHR if it meets the criteria defined in Section 5024.1 of the California PRC:

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

The site must also, except in rare circumstance, be 50 years old or older. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance. In addition, the resource must retain enough of its historic character to convey the reason for its significance.

As no specific projects have been identified for the PMPU, project impacts are not considered herein for the properties being assessed, and no mitigation measures for lessening the significance of impacts are discussed as allowed for by CEQA.

4.3 CITY OF LOS ANGELES REGULATIONS

The Los Angeles Municipal and Administrative Codes address the preservation of historic and cultural monuments and Preservation Overlay Zones. A list of historic 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 Overlay Zones (LA Municipal Code Sec. 12.20.3) and to determine whether a site, building, or structure conforms with the definition of a monument (LA Administrative Code Sec. 22.171.10).

According to Section 22.171.7 of the Los Angeles Municipal Code,

a Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which 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 or her age.

According to Section 22.171.11 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.

In an effort to identify significant historic-cultural resources throughout the City of Los Angeles, the OHR created a comprehensive citywide survey program. The program includes the development of historic contexts based on significant themes and communities within the City of Los Angeles. Field surveys were conducted to identify potential resources within each theme and community plan area. Based on the historic contexts and field survey results, SurveyLA identifies periods of significance and character-defining features for each theme, property type, and community plan area. Applied EarthWorks utilized this information during the evaluation of properties located at the Port for eligibility as Historic-Cultural Monuments for the City of Los Angeles.

HISTORIC RESOURCES AND EVALUATIONS

5.1 LOS ANGELES CRUISE TERMINAL (100 SWINFORD STREET, BERTHS 93 A & B)

5.1.1 Property-Specific History

The Los Angeles Cruise Terminal building was designed by a joint venture of Kistner, Wright & Wright (architects and engineers, San Diego), Edward H. Fickett (architect, Los Angeles), and S. B. Barnes & Associates (structural engineers, Los Angeles). The group began the project in 1961, and the building was completed for dedication in March 1963 (Figure 3). In the fall of that year the American Institute of Steel Construction (AISC) presented an Architectural Award of Excellence to Consolidated Marine, Inc. of San Pedro, owners at that time, for “unusual qualities of architectural excellence” exhibited by the Cruise Terminal (AISC 1963).



Figure 3 A bird’s-eye view of the Los Angeles Cruise Terminal, looking southeast (LAHD Archives, March 15, 1963).

The AISC presented awards to nine architects and/or engineers that year who used steel in the design and construction of various buildings and structures: the gibbon cage at the Oakland Zoo; the Headquarters Office of the American Cyanamid Company, New Jersey; the Benjamin E.

Weeks residence in Seattle; the Headquarters International Association of the Bridge Structural Ornamental Ironworkers Local No. 401 in Philadelphia; the Solar Telescope at Kitt Peak, Arizona; the Heating Plant at the State Office Building in Madison, Wisconsin; the Aldrich Recreation Arena in Ramsey County, Minnesota; the Press Box at the Rose Bowl in Pasadena; and the Cruise Terminal at the Port of Los Angeles. In an article in the AISC's 1963 quarterly, *Modern Steel Construction*, the panel of five jurors praised the Port building for its "nautical flavor . . . pleasant and convenient accommodation of all functions, and the dramatic horizontal sweep of the building."

The International style was born out of the 1920s and 1930s, from European and American architects who were radical in their approach to designing buildings exploiting the newest technology and materials available to them. The style is based on modern structural principles and the use of materials such as concrete, glass, and steel. Mainstream Americans during these two decades still tended to prefer traditional house and building designs. As such, landmark examples of the style from this period occur primarily in the larger metropolises of Southern California and the East Coast, where the Modernist Movement was most fashionable.

Distinguished practitioners of the style emigrated from Europe during the 1930s, bringing with them their concepts of steel structural skeleton designs in both residential and commercial buildings. Their ideas had a profound influence on American architects, who stressed functionalism over decoration as of primary importance in their designs. Los Angeles was center-stage in California for practitioners of the International style during the 1930s and 1940s. The style dominated commercial and institutional architecture in the larger cities across the United States from the 1950s through the 1970s, and was very popular as a corporate building design, in which the building provided an image of power, stability, and success. In fact, today many of these buildings are the iconic symbols of capitalism and corporate America, and as such, the style is still used in construction today.

Defining features of the International style of commercial architecture include large plate glass windows, often floor-to-ceiling, in a variety of shades, and the use of steel in combination with concrete. Undecorated, smooth wall surfaces are the norm. Flat roofs with no coping or eave and simple geometric forms, usually rectangular or rectilinear, dominate. Metal-framed doors and windows are generally flush with the exterior wall and are rectangular, exhibiting a regular horizontal pattern. Cantilevers and ground-floor piers were often used, and operational components of the buildings, such as elevator shafts, air condenser units, and stairwells were highly visible aspects of the design.

The partnership of Kistner, Wright & Wright was located in San Diego, comprising Theodore C. Kistner, H. L. Wright, and W. T. Wright, who partnered in 1952. Henry Lyman (H. L.) Wright became president of the firm in 1962. The architectural and engineering firm was primarily known and credited for their work on the Los Angeles Harbor Terminal, as covered in the 1963 edition of *Arts and Architecture*. The firm specialized in schools, colleges, and other public buildings in the Los Angeles area. Some of their works included the seven-story International-style Peck-Norman office building at 700 Wilshire Boulevard, completed in 1965, and the Moderne main building and girls' gymnasium at Leuzinger High School in Los Angeles, completed in the post-World War II era. They also worked as consultants to school districts in Tucson, New Orleans, and Colorado.

Edward H. Fickett was known for his work in residential architecture from Malibu to Palm Springs, and for the resort at La Costa in Carlsbad, California. Fickett, who established an architectural firm in Los Angeles in 1950, built tens of thousands of homes from coast to coast. He designed many showplace homes in Beverly Hills, San Marino, Malibu, Manhattan Beach, and Palm Springs. He also pioneered modular and structural concepts for low-cost housing developments for private and government projects during the 1950s. His work on Los Angeles city recreation and parks facilities won him praise from Los Angeles Mayor Tom Bradley. He designed Los Angeles' University High School, created master plans for Edwards Air Force Base, Norton Air Force Base, and Murphy Canyon Heights Naval Base. His contributions also included historic preservation projects such as rehabilitation of historic buildings and seismic retrofitting. He won numerous awards for his work, and was even an architectural advisor to President Eisenhower. At the time of his death in 1999, he was praised by Governor Gray Davis as "an exceptional architect" who "made many contributions to his community and the people of this great state" (American Institute of Architects 2010).

S. B. Barnes Associates was founded in 1933 by Steve Barnes, a registered civil and structural engineer and principal of the firm. By 1947, the firm had grown to include partners Bob Kadow and Mark Deering, and engineers Albin Johnson, John Holstein, John Hoeft, and Clarkson W. Pinkham. Engineer Bob Spracklen joined in the mid 1950s. Still in operation today, the firm specializes in designs for commercial, marine, institutional, industrial, and government buildings, and in the usage of materials such as steel, concrete, masonry, and wood. The firm also played a critical role in developing new criteria for seismic design in California, and in testing, design, and use of various materials. Steve Barnes was a well-respected investigatory engineer and consultant for court cases involving insurance claims. Among the firm's achievements was the design work for structures at Douglas Aircraft Company in Long Beach used in testing the DC-8 commercial airliner in the 1950s; Los Angeles International Airport (LAX), including the airport terminal system, carried out in 1959–1960; and the Southern California Edison building in Rosemead around 1970.

The Los Angeles Cruise Terminal building was not the first cruise terminal at the Port. The Mission Revival-style Pacific Steamship Company cruise terminal was constructed at Berth 104 around 1920, which marked the beginnings of the first regular passenger cruise service from Los Angeles to other parts of the world. This began with the newly founded Los Angeles Steamship Company, which in 1921 began coastal service between Los Angeles and San Francisco. By the next year, service included cruises to and from Honolulu, Hawaii, on board the *S.S. City of Los Angeles*. The expansion of the Port followed the substantial work of dredging and widening the main channel during the 1910s and completing major sections of breakwater, which enabled the Port to accommodate larger vessels. Once the Panama Canal opened in 1914, the Port of Los Angeles was at a unique strategic position for international trade and was given a clear advantage over ports farther to the north as a destination point for east-to-west seaborne trade. Because of this, the 1920s set the stage for dynamic growth of the Port, marked by a boom in petroleum, lumber, and citrus trade. For the first time in history, Los Angeles surpassed San Francisco as the West Coast's busiest seaport and ranked second only to New York in foreign export tonnage.

During the post-World War II era, amongst a development boom that was sweeping the nation, the Port experienced substantial increases in production and seaport traffic. This growth, spurred in part by the adoption of cargo containers for commercial use around 1959 that revolutionized

the shipping industry, continued through the 1980s. By the 1990s, the Port was undergoing a new era of capital improvement projects, beginning with dredging for Pier 300/400, the most ambitious project since its founding. It was during the post-World War II era that the Port felt the need to replace the older cruise terminal with a much larger, more modern facility, helping to expand the Port's capacity in the passenger cruise industry. Together with other operations at Berths 90–93 on Main Channel, this progressive terminal helped to elevate the Port to the Western Hemisphere's capital of maritime commerce, capable of accepting frequent arrival of faster and larger passenger-cargo vessels.

5.1.2 Description

During the field inspection, Aubrie Morlet was unable to access the building, and was only able to photograph portions of the southwest-facing elevation from a distance.

The Los Angeles Cruise Terminal is an International-style building completed in 1963 (Figure 4). It is a steel frame and concrete building, rectangular in plan, resting on a concrete slab and pier foundation. The building is an elongate structure, oriented northwest-southeast, and measuring approximately 1,050 feet long by 245 feet wide. It is a two-story building that rises to a height of approximately 56 feet. A 470-foot-long concrete Y-shaped ramp centered on the southwest-facing elevation provides vehicle access to a second-story parking area (Figure 5). The ramp is elevated over traffic lanes and supported by concrete girders and piers. At ground level beneath where the ramp forks is a planted area with trees and other vegetation. From the fork on the deck of the ramp, three erect steel poles painted white, with short decorative cantilever arms reach for the sky. The terminal building and ramp are fronted by a large asphalt-paved ground-level parking area. The northeast elevation fronts the waters of Los Angeles Harbor and features a large, box-shaped steel-framed gangway. Approximately 970 feet to the north of the cruise terminal, the Vincent Thomas Bridge carries State Route 47 across Los Angeles Harbor.



Figure 4 Overview of the eastern portion of the southwest elevation of the Los Angeles Cruise Terminal, looking northeast (Applied EarthWorks, August 21, 2012).



Basemap Bing Aerial Imagery Web Mapping Service ©2012 Microsoft Corporation and its data suppliers

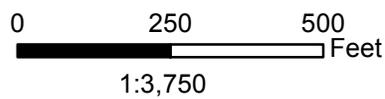


Figure 5 Los Angeles Cruise Terminal property boundary.

The exterior walls of the Los Angeles Cruise Terminal are framed with a structural steel skeleton clad with a smooth outer surface. Smooth white cantilevered projections found over the first and second stories of this building are typical of the International style. Large blank expanses of blue wall and white panels decorate the exterior of the bottom floor along the southwest elevation. Narrow ribbon windows are spaced at intervals high along the bottom level. The upper level, set back a distance of about 70 feet from the lower level deck, features a clerestory of tall rectangular metal-framed windows. Turquoise box-shaped towers spaced at intervals along the upper levels mirror the turquoise color of the Vincent Thomas Bridge towering in the background. A large rectangular projection at the southeast corner of the building houses a stairwell. A second projection at the northwest corner of the building is an irregularly shaped outdoor stairwell. Both are bordered by tall palm trees. The upper level of the building is surmounted by a flat roof that has recently been covered with a large field of solar panels, intermingled with other roof-top utilities such as air-conditioning condensers.

5.1.3 Evaluation

The Los Angeles Cruise Terminal appears eligible for the NRHP under Criterion A, as it is directly associated with a substantial period of growth and development at the Port during the post-World War II era, which established the Port as the capital of maritime commerce in the Western Hemisphere. This would also warrant its eligibility under CRHR Criterion 1. The property does not appear eligible for any direct associations with important historical figures under NRHP Criterion B or CRHR Criterion 2, but it does appear eligible for the NRHP under Criterion C and CRHR under Criterion 3 for its direct association with not one, but three of the Los Angeles area's most prominent and highly regarded architecture and engineering firms; Kistner, Wright & Wright (architects and engineers), Edward H. Fickett (architect), and S. B. Barnes & Associates (structural engineers). The principals from these three firms were considered masters in their fields, and their combined expertise on the project helped to create an architectural and engineering marvel that won them substantial merit when the building was completed in 1963. The terminal building also appears eligible for the NRHP/CRHR under Criterion C/3 for its architectural merits as a true representation of a Post-War Modern International-style cruise terminal, the only one of its kind in California. Under Criterion C/3, the building also has engineering merits for its steel frame and concrete construction, which allows for the dramatic extension of the cantilevered decks and the heavy loads bearing on the massive Y-shaped auto ramp. Under Criterion D/4 (data potential), analysis of the building design, construction, and materials is unlikely to yield any information considered important to the study of Post-War Modern architecture or International-style building design that is not already documented or that cannot be gained from examination of the original building plans.

Overall, the Los Angeles Cruise Terminal retains good integrity, despite remodeling of the interior in recent decades. It possesses sufficient levels of integrity with regard to all seven aspects (location, design, setting, materials, workmanship, feeling, and association) to be considered eligible for the NRHP.

The Cruise Terminal also is also eligible for listing as a Historic-Cultural Monument for the City of Los Angeles as a building associated with important events in the main currents of national, state, or local history and is valuable for study of a period, style, or method of construction.

5.2 DEPARTMENT OF WATER AND POWER DISTRIBUTION STATION NO. 3 (708 REGAN STREET)

5.2.1 Property-Specific History¹

Located on Smith Island within the Port, the City of Los Angeles Department of Water and Power (DWP) Distribution Station No. 3 was built in 1923 and a rear addition was completed in 1927. At the time, the DWP had not yet been created as such, and construction was directed by the City's Municipal Bureau of Power and Light, a division of the Department of Public Service. Photographs prior to 1937, when the DWP was established, show the electrical substation's facade with the name "Municipal Power and Light" in raised lettering (Figure 6).



Figure 6 North and west facades of Distribution Station No. 3, looking east (courtesy, Historical Photo Collection of the Department of Water and Power, City of Los Angeles).

Beginning in the mid 1910s, the Bureau of Light and Power set out to greatly expand its control over the City's power production. In 1922, it even acquired the local distribution system of Southern California Edison, a privately owned enterprise. By 1925, the City touted its power system as the "largest municipally owned electrical generation and distribution system in the world" (Starr 1990). As with many City public works projects from the early part of the twentieth century, construction of the bureau's distribution stations and administrative buildings were influenced by the City Beautiful Movement and the City of Los Angeles Municipal Art Commission; as a result, these buildings were constructed with architectural sensibilities.

¹ Unfortunately, Applied EarthWorks was unable to access the records of the Department of Water and Power and thus obtain specific departmental documents about Distribution Station No. 3. Much of the information present in this evaluation was taken from general historical texts, Sanborn Fire Insurance Maps, photographs, and building permits from the City's Department of Building and Safety.

Distribution Station No. 3, for instance, was a beautiful example of the Stripped Classicism style which is a modern perspective on the classical form.

During the 1920s, the City undertook numerous projects to improve the Port's infrastructure, and the subject facility was no doubt built to accommodate the growing demand for electricity in the Port in general and at Smith Island in particular. The 1921 Sanborn Fire Insurance Map indicates that prior to the construction of Distribution Station No. 3, the City maintained an electrical substation (with transformer and service station) at a nearby location along Regan Avenue. The physical size, and presumably capacity, of this earlier station was much smaller than the subject facility.

The 1950 Sanborn Fire Insurance Map shows two garages and a materials/equipment shed on the station property. In May 1962 the DWP obtained the permits to demolish these three buildings. Both the map and a 1967 aerial photo of the property depict transformers and other electrical equipment southeast of the station. Permits indicate that the DWP replaced the front doors in 1982 and added seven window awnings in 2004.

5.2.2 Description

DWP Distribution Station No. 3 is a two-story Stripped Classicism building resting on a concrete foundation with a rectangular footprint (Figure 7). The front section is steel-framed, while the rear sections are wood-framed. The walls are clad with stucco and the roof is flat. Several rectangular vents are located at the base of the bulkhead below each window on the north and south facades.

The stripping of all ornamentation, progression of setbacks, strict symmetry, and use of bold geometrical arrangements identify the Stripped Classicism style. The side registers of the front facade are recessed, allowing the center register prominence (Figure 8). The front doors were originally topped by transom lights but are now three metal panel doors with panels above. A Palladian-reminiscent window with multiple lights is located directly above the main entrance doors. Two slender fixed windows are present on each side of a center pivoted window (two rows of lights in the middle section of the window pivot up). The front doors and three-part window are recessed together in a rectangular box. In between the windows and door is a square box with a progression of setbacks creating rectangular ribbons. The lettering "Station No 3" is located on the center ribbon. An oval cartouche with floral designs on each side is located in the center top of the west facade.

Fenestration includes symmetrically placed pivoted windows on all facades with the exception of four 1/1 wood sash windows located on the second story of the rear east facade (Figure 9).

Paired windows are present on the north and south facades. All of the windows are recessed in long rectangular boxes that expand from the top of the second story window down to the bulkhead. The two cornice lines with multiple progressions, located above the second-story windows, gave the building a stark columniation look but have since been removed. A recessed circle is present above the first set of paired windows on the first story of the north and south facades. Seven metal awnings (solar panels) were added to the second-story windows on the north, west, and east facades.



Basemap Bing Aerial Imagery Web Mapping Service ©2012 Microsoft Corporation and its data suppliers

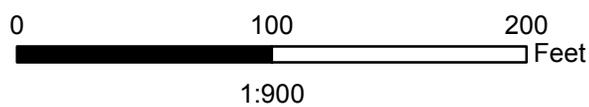


Figure 7 Department of Water and Power Distribution Station No. 3 property boundary.



Figure 8 North and west facades of Distribution Station No. 3, looking east (Applied EarthWorks, August 21, 2012).



Figure 9 South and east facades of Distribution Station No. 3, looking west (Applied EarthWorks, August 21, 2012).

Three metal doors with transom windows are located on the rear east facade and south facade. A pair of panel doors with what appears to be a metal hoist are located on the second story east facade and exit onto a mesh metal platform. Attached to the rear east facade is a metal ladder descending from the roof to a metal second-story landing. A chain link fence surrounds electrical equipment on the east and south sides of the building. Electrical equipment is also present on the roof. Landscaping and sidewalks are present on the north and west sides only.

5.2.3 Evaluation

Construction of Distribution Station No. 3 is associated with at least three important interrelated events or trends in the history of Los Angeles: the emergence of the Bureau of Power and Light/DWP as the preeminent utility in the City's general development in the first half of the twentieth century; the specific development of the Port; and the influence of the City Beautiful Movement and the City of Los Angeles Municipal Art Commission on the architecture of public buildings. In order to be considered significant under NRHP Criterion A or CRHR Criterion 1, however, a resource must demonstrate more than mere association—it must be a good representative of the event or theme with which it is associated. This is not the case for the subject facility.

Local histories about the DWP and the Port do not identify Distribution Station No.3 as a notable building. The Bureau of Power and Light and DWP constructed over 80 similar stations between 1916 and the late 1960s. Although Distribution Station No. 3 was among the first to be built, research found no evidence that would distinguish the subject facility from the other stations—either as an exemplary representative of the City Beautiful Movement or as an important part of the DWP network. Similarly, while historical accounts of the Port highlight the construction of sewage systems, bridges, landfill projects, and terminal facilities as important infrastructural improvements to the Port during the 1920s, relatively little mention is made about the contribution of electrical distribution during this period. As mentioned above, the Port was part of the City's electrical grid prior to 1923. Construction of Distribution Station No. 3 thus represents an ordinary and predictable step in the continuing expansion of the harbor, rather than a defining improvement that markedly changed the growth trajectory of the Port.

Moreover, the subject facility is not a good representative under Criterion C/3, despite its association with a particular period and architectural movement. Earlier photos (Figure 6) suggest that Distribution Station No. 3 in *its original form* would have accrued some significance under this criterion in much the same way that Distribution Station No. 13 presently serves as an outstanding example of the DWP's building philosophy. However, changes to the facade, including the removal of the "Municipal Power and Light" lettering and cornice lines, have severely limited the build's capacity to convey the architectural and aesthetic values championed by the City of Los Angeles Municipal Art Commission in the early part of the century.

Research found no evidence to suggest that the building is significant under Criterion B/2 or Criterion D/4. In conclusion, Distribution Station No. 3 does not appear to be eligible for the NRHP or the CRHR.

Although the station was constructed within the period of significance and operated under the Bureau of Power and Light, and DWP afterward, it has lost many of the character-defining features (including prominent signage) from the period of significance and is not representative

of important events or trends. Distribution Station No. 3 is thus not considered a Historic-Cultural Monument for the City of Los Angeles.

5.3 U.S. BORAX–RIO TINTO PROCESSING PLANT (300 FALCON AVENUE, BERTHS 165–166)

5.3.1 Property-Specific History

In 1924, Pacific Coast Borax Company opened its Wilmington plant on Mormon Island in the Port. The company is best-known for its iconic trademark—the Twenty Mule Team—which 40 years before pulled 36-ton wagon loads of borax out of Death Valley. As a commercial product, borax has numerous applications. It is the active ingredient in cleansers and soaps and is an additive in glass, enamels, fertilizers, fire retardants, cosmetics, and medicines.

Since the 1880s, borax and other boron-based ores (kernite, colemanite, and ulexite) have been mined in Death Valley, which contains the richest deposits of the mineral in the world. Early Death Valley communities such as Harmony and Amargosa were the sites of borax plants, where crude borates were refined for commercial and industrial uses. By 1890, when the Pacific Coast Borax Company was established, railroad lines had been built to transport the ore, replacing the 20-mule rig. In 1928, the town of Amargo, renamed Boron 10 years later, emerged on the industry’s largest and most valuable borax claim (Kern 1979).

Development of the Death Valley mines in the late nineteenth century and early twentieth century single-handedly made California the world’s primary producer and exporter of borax. As early as 1896, the principals of the Pacific Coast Borax Company attracted British investors to gain better access to markets abroad (Kern 1979). It was in this context that the Wilmington refinery and hub arose. The company had a similar plant at Alameda in San Francisco Bay but moved its refining and exporting operations to Los Angeles, owing to the Port’s proximity to Death Valley, its accessibility to world markets, and the City’s favorable fuel oil, labor, housing, and public services (LAHD 1926). As the leader of the industry, the Pacific Coast Borax Company built a million-dollar plant on the 8 acres on Mormon Island (Figure 10). The property featured the first reinforced concrete industrial building in Southern California and an 800-foot wharf on deep water at Berths 165–166 (Kern 1979). The 1932–1933 Harbor Commissioners Annual Report estimates that the state produced 90 percent of the world’s supply of borax; of the 88,000 tons shipped through the Port, 88 percent was exported to foreign countries, including (in order of importance) Germany, England, Japan, the Netherlands, France, and Belgium. Along with the Pacific Coast Borax Company, the American Potash and Chemical Corporation was a major shipper of the commodity at the Port (LAHD 1939, 1940).

In 1956, the Pacific Coast Borax Company merged with the U.S. Potash Company to form the present United States Borax & Chemical Corporation. Borax Consolidated purchased U.S. Potash in 1930 but the two companies remained separate entities. The United States Borax & Chemical Corporation was acquired by Rio Tinto, a London-based mining corporation, in 1968. Twenty years later, the corporation sold its Borax consumer products division to the owners of Dial (Borax 2012). United States Borax & Chemical Corporation continued to mine and transport bulk minerals all over the world and into new markets in Russia and China. During the 1990s, corporate projects included a new research facility in Valencia, California, and a large visitor center in Boron, California. Unlike other corporate terminals at the Port, which are

located on public land under the control of the LAHD, the Wilmington plant is situated on private land owned by Rio Tinto. However, the wharf that serves the facility is located on tideland controlled by the LAHD.



Figure 10 A historical bird's-eye view of the Borax Plant, looking northeast (LAHD Archives, Spence Air Photo, January 19, 1936).

5.3.2 Description

A three-story refinery building, two-story steam plant with air compressor room, single-story connecting sheds, single-story warehouse on the wharf, and a two-story wharf office building are all present on the property in both historical aerials and today (Figure 11). Between August 1962 and September 1963, a set of 12 holding bulk storage bins/silos were added east of the warehouse (Figure 12). In 1963, the conveyor over the warehouse was built at the Wilmington plant to improve ship loading. Other additions to the property include a fire-retardant plant in 1972, a spray dry plant and electric substation in 1976, a guard house in 1977, and four additional bulk storage bins/silos in 1980. Details for each building are provided below.

The three-story refinery building was completed in 1924 and measures 250 by 300 feet. The reinforced concrete industrial building has a flat roof with a short parapet. The building is 13 ranked on the north and south facades and 12 ranked on the east and west facades (Figure 13). Undecorated pilasters surround the two outside ranks on the second and third stories of each facade. The middle ranks are further recessed. The large rectangular windows are multipaned steel mullioned with multiple awning-style panels. There appear to be freight elevators on the

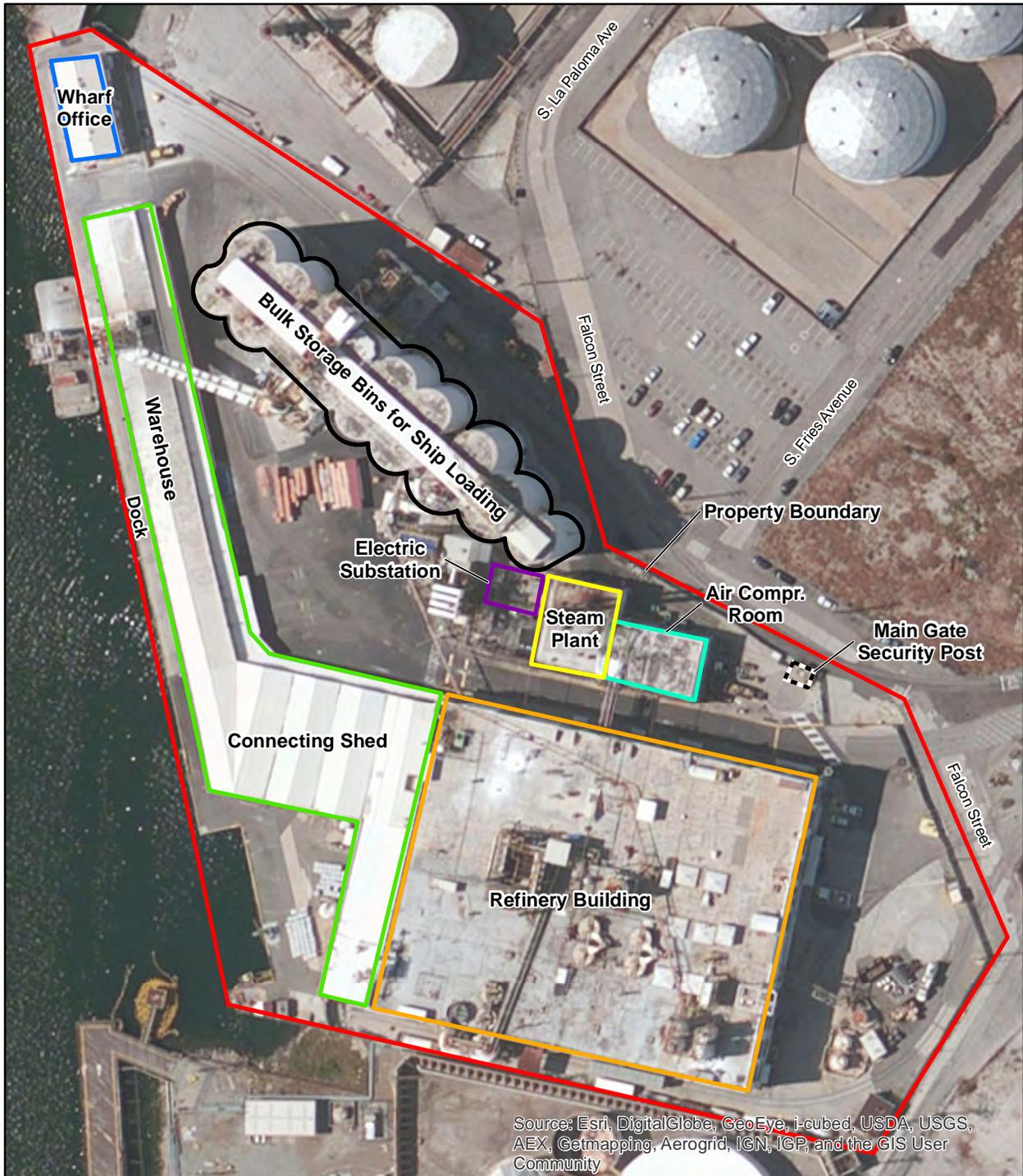


Figure 11 U.S. Borax-Rio Tinto Processing Plant property boundary and built environment elements.



Figure 12 A bird’s-eye view of the Borax Plant, looking east (LAHD Archives, November 29, 1971).

fourth and ninth ranks of the east and west facades. Steel pedestrian doors and roll-up doors are in various ranks on the first story. Projecting shed roofs covered with corrugated metal panels are present over each roll-up door. A full-length concrete constructed deck is adjacent to the north facade (Figure 14). The building has undergone several alterations over the years, including additional wall partitions and machinery substitutions on the interior. The most significant alteration is the filling in of many windows on all of the building facades.

The two-story steam plant with air compressor room was constructed with the refinery building in 1924. The reinforced concrete L-plan building measures approximately 120 feet on the south facade, 64 feet on the west facade, and 40 feet on the east facade. Large steel mullioned arched windows with awning style panels identify this building (Figure 15). Originally, the north and south facades each has seven windows, the west facade five windows, and the east facade had three. At least 8 of the 17 windows visible have since been filled in. The west facade of the building was not visible to confirm if the five windows are still present. Pedestrian doors and metal roll-up doors are present, most often under the windows on both the north and south facades. The boiler stack was replaced with a similar-sized stack in 2001.

The unloading shed and bulk storage bins/silos are located north of the refinery building (Figure 11). Date of construction for the unloading shed is unknown but the first 12 bulk storage bins/silos were installed between August 1962 and September 1963. The bulk ship loading conveyor was also installed in 1963, so it appears likely that the unloading shed was constructed



Figure 13 East facade of the refinery building, looking southwest (Applied EarthWorks, October 5, 2012).



Figure 14 North facade of the refinery building, looking west (Applied EarthWorks, October 5, 2012).



Figure 15 South and east facades of the steam plant and air compressor room, looking northwest (Applied EarthWorks, October 5, 2012).

during the same time period. Each of the 16 bins/silos is over 100 feet tall with a central conveyor on top connecting them. The unloading conveyor extracts the refined product from railcars and distributes the product into one of the bulk storage bins/silos. The unloading shed appears to be two-story in height and measures approximately 40 by 60 feet. The steel-framed building is covered with corrugated metal (Figure 16). The east and west sides are open to accommodate the two railroad lines passing through. All of the older railroad lines that traveled next to the refinery building have been removed. The current railroad tracks were added after 1950.

The two-story wharf office was constructed in 1924. The wood-framed building measures 40 by 80 feet and the walls are clad with corrugated metal (Figure 17). The gable ends are covered with sheet metal and include a parapet that wraps around the building. There are round louvered vents in each gable end. Steel mullioned windows with awning-style panels in the middle are present on each facade. Several of the fixed lights have been removed for the installation of window air conditioners. A second-story entrance with metal stairs and rails has been added to the south facade. During the installation of the stairs, a window on the first story appears to have been removed. The four metal doors on the east and south facade are flush with fixed lights in the upper portion. The main entrance door on the north end of the east facade appears to be original to the building (Figure 18). The wood panel door has a large fixed light in the upper half. Sidelights each with three lights and small bulkheads below surround the door. Two projecting shed roofs with curved metal brackets shade the main entrance and a window on the east facade.



Figure 16 East side of the unloading shed, looking west (Applied EarthWorks, October 5, 2012).

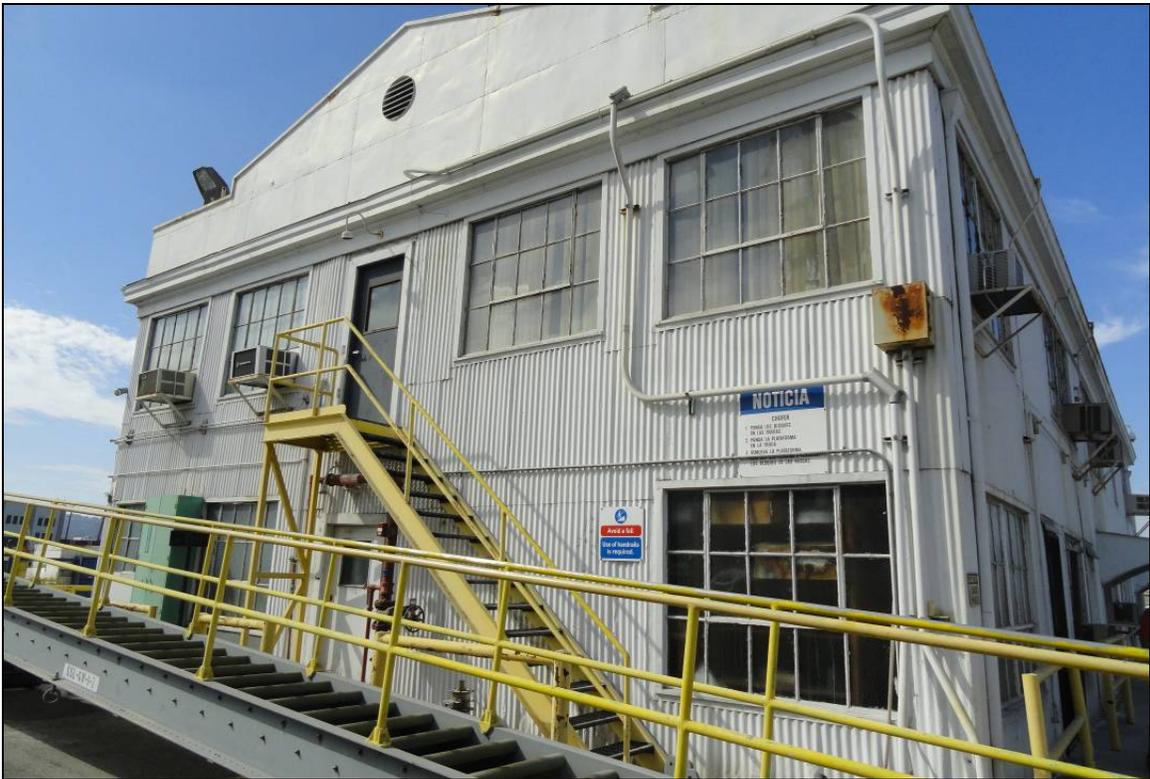


Figure 17 South facade of the wharf office, looking north (Applied EarthWorks, October 5, 2012).



Figure 18 East facade of the wharf office, looking west (Applied EarthWorks, October 5, 2012).

The single-story connecting shed and warehouse were constructed in 1929. While the buildings are connected in essentially one long L-shaped building, they are identified separately. The warehouse and a portion of the connecting shed rest on the wharf. Both buildings are steel-framed and clad with corrugated iron. The side gable roof on the warehouse is one long gable that intersects the western gable on the connecting shed. The roof on the connecting shed is four parallel gables with the eastern gable attached to the west facade of the refinery building. The entire roof is covered with corrugated iron. The gable ends are covered with sheet metal and include a parapet that wraps around the building. The east and west facades of the warehouse consist of evenly spaced large roll-up door openings (Figure 19). The east facade of the warehouse and the north facade of the connecting shed have a full-width dropped shed roof covered with corrugated iron (Figure 20). Steel mullioned windows with awning-style panels in the middle are present on the south and west facades of the connecting shed (Figure 21). Fixed steel mullioned windows are spaced between the roll-up doors on the east facade of the warehouse. A bulk ship loading conveyor is constructed on top of the warehouse closer to the northern end (Figure 22). The conveyor draws product from the base of the bulk storage bins/silos, taking it over the warehouse and into ships docked at the wharf (Figure 23). Two roll-up doors on the south facade of the connecting shed and the only roll-up door on the north facade of the warehouse have been filled in. The Twenty Mule Team Borax Products sign that was originally above the wharf on the warehouse was removed at an unknown time before 1971.



Figure 19 South and west facades of the warehouse, looking north (Applied EarthWorks, October 5, 2012).



Figure 20 North and east facades of the warehouse, looking south (Applied EarthWorks, October 5, 2012).

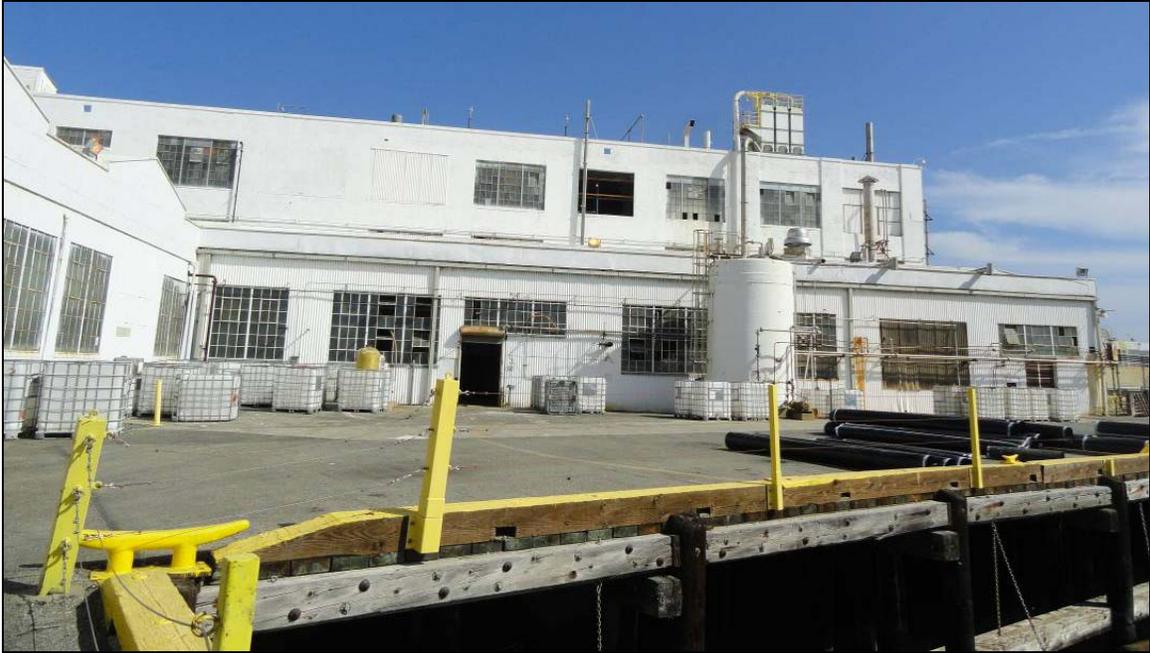


Figure 21 West facade of the refinery building and the south and west facades of the connecting shed, looking east (Applied EarthWorks, October 5, 2012).



Figure 22 Bulk ship loading conveyor, looking south, with north facade of the connecting shed in the far left background (Applied EarthWorks, October 5, 2012)



Figure 23 Wharf office, bulk storage bins/silos, warehouse, bulk ship loading conveyor, and the wharf at Berths 165–166, looking southeast (Applied EarthWorks, August 21, 2012).

5.3.3 Evaluation

The Pacific Coast Borax Company constructed a million dollar plant at the Port in 1923–1924. The first shipment of product was loaded onto the *SS Santa Paula* on November 1, 1924. Although the days of transportation by mule had long ended in favor of the railroad, the company retained the famous trademark. “Twenty Mule Team Borax Products” was painted on the berth-side parapet of the highly visible warehouse (Figure 24). During the 1930s, 90 percent of the world’s borate supply came from California, and 90 percent of that supply was shipped overseas out of the Port.

The United States Borax & Chemical Company is a member of a very select group of businesses that have been present at the Port since the 1920s.

The Borax Processing Plant is a good example of the type of properties that aided in the long-term development of the Port and of the City of Los Angeles. U.S. Borax’s visibility and continued success surely contributed to the commitment of other industrial ventures at the Port. Because of U.S. Borax’s contributions in expanding the commercial and economic success of the Port and subsequently the City of Los Angeles, it appears that the property is significant under NRHP Criterion A and CRHR Criterion 1.

Although the main plant buildings appear to be the same today as in 1936 with the addition of the holding tanks in 1962 or 1963, they have undergone several design alterations such as the infill of windows and loading openings. In addition, the opening of a new refinery in Boron,



Figure 24 Looking north between the Borax warehouse and a ship at Berth 166 (LAHD Archives, November 16, 1934).

California, in 1957 changed the use of the Wilmington refinery. None of the buildings or structures embodies the distinctive characteristics of a type, period, region, or method of construction nor do they represent the works of a master or possess high artistic value. As such, the plant buildings and structures do not appear to be individually significant under NRHP Criterion C or CRHR Criterion 3.

Research found no evidence to suggest that the buildings are significant under Criterion B/2 or Criterion D/4.

Based on a review of historical aerials and observation from the exterior of the facility, the U.S. Borax–Rio Tinto Processing Plant at 300 Falcon Avenue appears to have retained sufficient integrity of location, design, materials, workmanship, feeling, and association. The setting surrounding the plant has changed as businesses have come and gone, but the general layout of Slip 1 and Mormon Island is the same as it has been same since at least 1927. This property appears to be eligible for the NRHP under Criteria A. The period of significance is 1924–1957.

The Borax Processing Plant also is eligible for listing as a Historic-Cultural Monument for the City of Los Angeles as a property associated with important events in the main currents of national, state, or local history.

5.4 WILMINGTON MARINE SERVICE (801 FRIES AVENUE, BERTH 162)

5.4.1 Property-Specific History

Located on Mormon Island, the property at Berth 162 first exhibited signs of development in 1929 in the form of a small wharf and three side-gabled buildings. Even though Port maps illustrate the activity, the Harbor Commissioners Annual Reports do not register the 65 by 20 foot wharf in their list of holdings until 1938 (LAHD 1938). The annual reports do not mention the property again for over 25 years. Fortunately the 1950 Updated Sanborn Fire Insurance Maps provide a snapshot of what was occurring at 801 Fries Avenue (Figure 25). The Mormon Island Boat Works is described as a wood boat building business. A machine shop, mould loft, warehouse, office, storage building, boat works, winch house with marine ways, and a dwelling were all present on the rectangular lot. The 1946 San Pedro and Wilmington phone directory lists the business under Boat Builders and Repairers. No additional information on this business could be located.

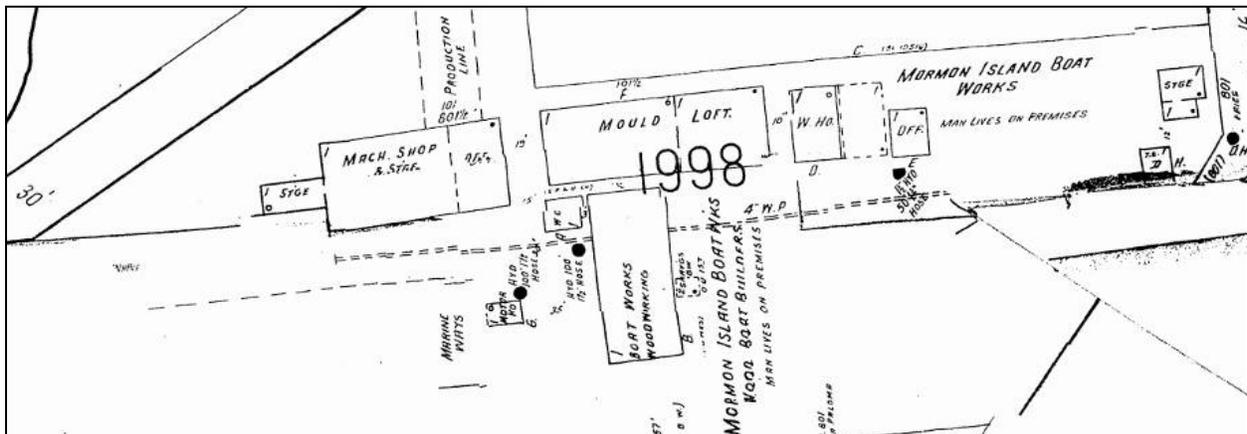


Figure 25 1950 Updated Sanborn Map Sheets 1994 and 1998.

In 1962 the Wilmington Marine Service established their business on the property. According to the 1967 Harbor Commissioners Annual Report,

Wilmington Marine Service, Inc, a Port resident for 5 1/2 years, repaired 652 ships for an estimated gross of \$265,579. Most important contract was in the complete renovation of the yard. Old buildings and fences were demolished and replaced with modern ones. A new winch for marine railway operations was installed, new cradles assembled, and track capacity for boats undergoing repair almost doubled [LAHD 1967].

For the next 3 years the Harbor Commissioners Annual Reports continue to summarize growth of the business. After 1970 the Harbor Commissioners Annual Reports discontinued this practice for all of the harbor businesses. No additional information about business activities after this time was located. Owner Dinko Bilicich closed his business in 2012 after 50 years of operation.

5.4.2 Description

According to the City of Los Angeles Department of Building and Safety, the lessee demolished five buildings and constructed one new building in 1966–1967. Of the original seven buildings

visible on the 1950 Sanborn, it appears that the machine shop and mould loft predate the 1960s renovation. The property also includes marine ways, a winch shed, a pole shed on the western end of the machine shop, storage sheds, and several rail lines for boats (Figure 26).

The current office building was constructed in 1967. The concrete block building rests on a concrete foundation with a rectangular footprint (Figure 27). The roof is flat. Fenestration includes metal sliding windows with extended sills. The building has six doors that occur on the west, south, and east facades. Four of the doors have a single glass pane in the upper portion. Two of the doorways have double doors. Eight metal shed awnings cover windows and doors. It appears that two additional awnings on the south facade have been removed.

Shop 1 (identified previously as the mould loft) is directly west of the office building. Although date of construction is unknown, it appears to have been built in the 1930s. The gable building rests on a concrete foundation with a rectangular footprint (Figure 28). The gable roof is covered with corrugated metal and has open eaves. The gable ends are clad with horizontal wood boards and the sides are clad with vertical wood grooved panels similar to T1-11. A permit was issued in 1968 to replace the siding and windows of the machine shop. It appears that treatment may also have been applied to this building. Fenestration includes three square sliding windows with wide box casements and three full-width sliding doors on the south facade. A double-width sliding door is present on the east facade but appears unused. A small addition is attached to the north end of the east facade. The shed-style roof is covered with rolled composition roofing and the eaves are exposed. Two small windows are present on the south and east facades. The walls are clad with beveled horizontal wood boards. A flat porch cover supported by three wood posts extends south from the small building. The building appears to be resting on 6 by 6 inch wood posts and may have been moved from another location.

Shop 2 (previously identified as the machine shop) is west of Shop 1. Although date of construction is unknown, it appears to have been built in the 1930s. The gable building rests on a concrete foundation with a rectangular footprint (Figure 29). The gable roof is covered with rolled composition roofing and the eaves are open. The gable ends are clad with horizontal wood boards. The top of the walls between sliding doors and roof have two horizontal wood boards. The remainder of the sides are clad with vertical wood grooved panels similar to T1-11. The City of Los Angeles issued a permit to replace the siding, windows, and roof of the machine shop in 1968. Fenestration includes two windows on the east facade and one window on the south facade. Five large sliding doors cover most of the south facade.

Shop 2 has two additions. Anchored between Shop 1 and Shop 2 is a flat roof with additional wood post supports creating a breezeway. The roof appears to be covered with asbestos shingles. On the west facade, a dropped shed roof addition appears to extend the entire width of the gable end. The large sliding door on the west end of the south facade seamlessly slides onto the addition, making it appear that the addition was completed in the late 1960s along with the other property renovations. The addition is adjacent to the pole shed and visible in Figure 30.

West of Shop 2 is a two-story height pole shed (Figure 30). Five metal trusses support the low-pitched metal gable roof. The pole shed appears to be tied to a sheet metal strip that is attached to the shop roof. Metal sheets are attached on the east facade between the pole shed roof and the shop roof. Heavy mesh material is attached to the middle of the west facade.

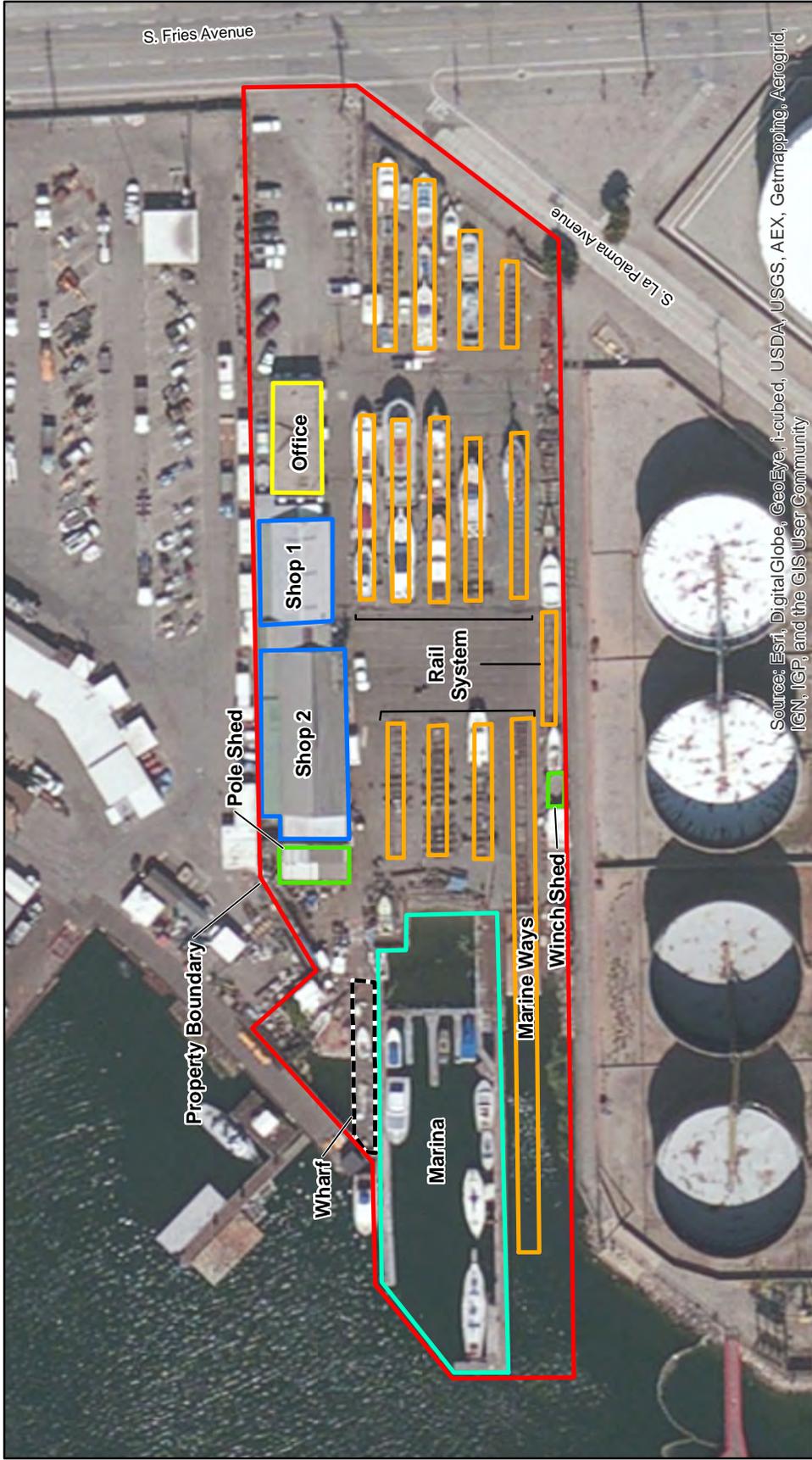


Figure 26 Wilmington Marine Service property boundary.



Figure 27 Wilmington Marine Service office and shops, looking west (Applied EarthWorks, August 21, 2012).



Figure 28 Shop 1, looking northwest (Applied EarthWorks, August 29, 2012).



Figure 29 Shop 2, looking northwest (Applied EarthWorks, August 29, 2012).



Figure 30 Pole shed adjacent to the shop addition, looking northeast (Applied EarthWorks, August 29, 2012).

Berth 162 possesses a wide waterway. A 65 by 20 foot wharf is present along the northern property boundary. The southern end has a marine way for hoisting boats out of the water and onto the rail system for repairs. In between the wharf and marine ways is a floating marina with four bays, three short finger piers, and two long finger piers (Figure 31). The three short finger piers have hinges to flip them over to accommodate larger ships. Date of construction for the marina is unknown, and it is not illustrated on any LAHD maps.



Figure 31 Old wharf at Berth 162, looking north (Applied EarthWorks, August 29, 2012).

The marine ways on the southern side of the berth have two steel rails attached to concrete foundations traveling east, sloping downward into the water (Figure 32). A wood-framed cradle attaches to a flat wood covered steel car that travels into the water to secure the boat (Figure 33). Once secured, the winch hoists the car and boat up onto land. The property has a system of rails with two sections of sliding rail to move the boat from the marine ways to the front of the property. Based on visual survey, it appears the rails can accommodate approximately 18 boats. This marine railway was constructed in 1964.

The winch shed south of the rail is a square shed-roof building with a concrete foundation. Four wood posts support the roof, which is covered with corrugated metal. The southern wall is clad with plywood and the winch platform is bolted to the concrete foundation. A pole shed and shed roof storage building are located just west of the winch house. The pole shed has a shed roof covered with corrugated metal. The storage building also has a shed roof covered with corrugated metal, and the walls are clad with vertical wood boards. A flat wood door is located on the west facade. These additional buildings are visible in Figure 33.

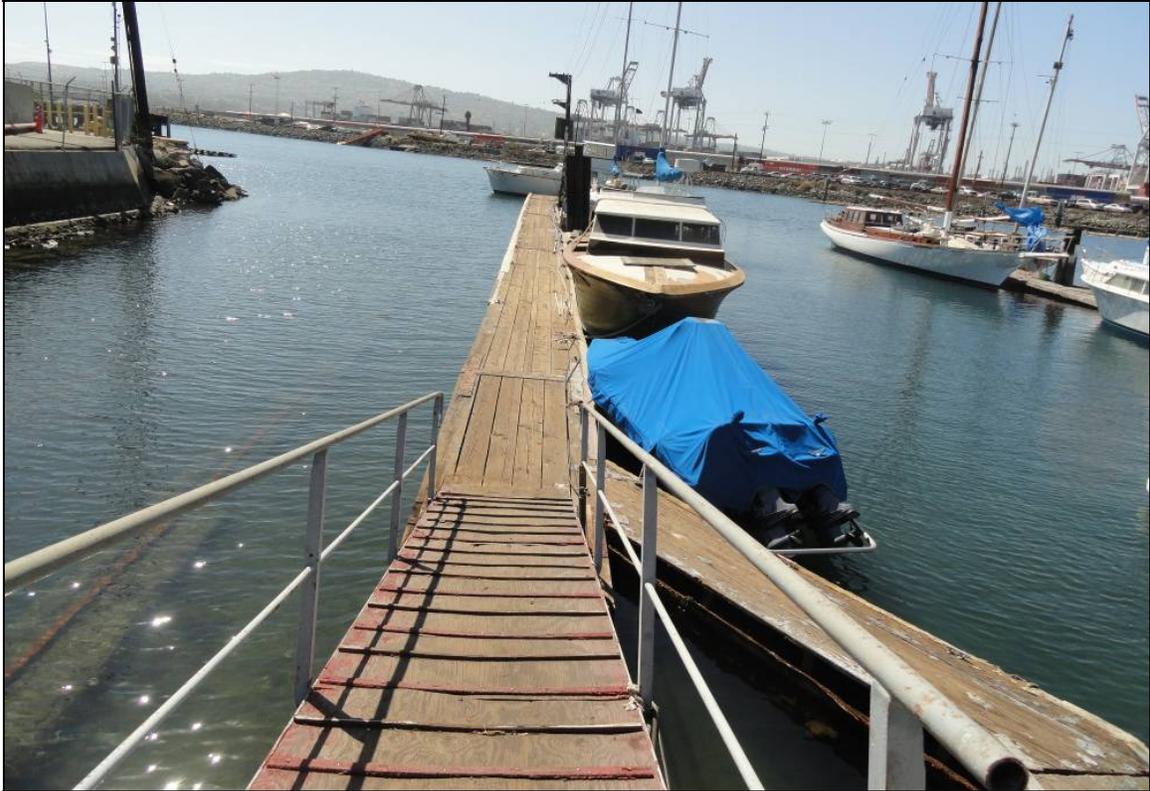


Figure 32 Finger pier and marine ways, looking west (Applied EarthWorks, August 29, 2012).

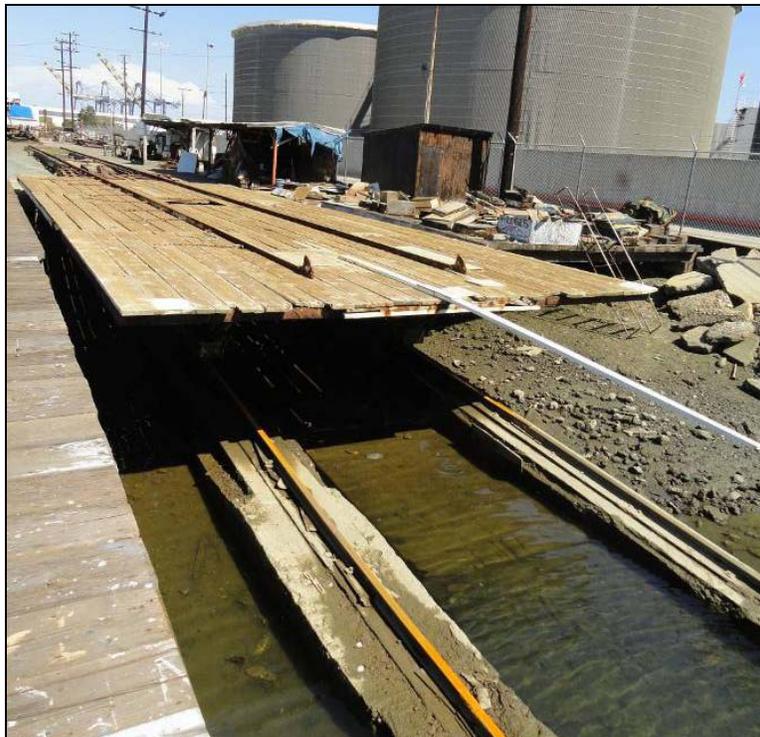


Figure 33 Marine ways, loading deck, winch shed, and shed roof storage building, looking east (Applied EarthWorks, August 29, 2012).

The marine rail lines briefly described above travel east and west (Figure 34). Four rail lines are in front of the property closest to Fries Avenue, six rail lines are in the middle next to the shops, and five rail lines are at the rear, closest to the marine ways. In between the three sets of rails is a rail section that slides from line to line connecting the lines to move boats farther east or west. This system appears to be that described in the Harbor Commissioners Annual Report from 1967. The system appears to be intact and functional.



Figure 34 Marine rail lines and sliding connector, looking southeast (Applied EarthWorks, August 29, 2012).

5.4.3 Evaluation

Wilmington Marine Service opened its doors in 1962. Following a period of renovations, the business experienced positive growth each year from 1967 to 1970. The LAHD did not report this information after 1970. Two other shipyards in the Port are eligible for the CRHR: the 1924 Al Larson Boat Shop (SWCA Environmental Consultants 2010) and the 1932 San Pedro Boat Works (ICF Jones & Stokes 2008). Both of these properties are associated with the early development of the Port. The Al Larson Boat Shop made significant contributions to development of the shipbuilding and the fishing industries between 1924 and 1959. The San Pedro Boat Works is significant for its contributions to the development of shipbuilding because it constructed small maneuverable boats designed to avoid police boats during prohibition and after prohibition specialized in military boats, purse seiners, yachts, fireboats, and lifeboats. In the 1964 Harbor Commissioners Annual Report, Wilmington Marine Service is listed in the directory for the first time with eight other shipyards, including the two already mentioned. Considering its late arrival into the shipbuilding and repair industry and its lack of significant

contributions to the development of the Port or to the local community, it does not appear that the Wilmington Marine Service is significant under NRHP Criterion A or CRHR Criterion 1.

In 1951, Dinko Bilicich emigrated with his family from Croatia where he learned boat building from his father. Bilicich (born 1936–1937) was the owner and yard superintendent of Wilmington Marine Service for 50 years. No significant biographical information was located for Bilicich. As it does not appear that any individuals associated with this property played a significant role in the development of the Port or the local community, it does not appear that the Wilmington Marine Service is significant under NRHP Criterion B or CRHR Criterion 2.

The buildings on the property are vernacular and utilitarian. The marine railway is interesting but not an uncommon method used by shipyards to move ships for service or launching. The buildings and structures do not embody the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic value. It does not appear that the Wilmington Marine Service is significant under Criterion C/3. The property does not appear to possess the potential to yield important information and is not significant under Criterion D/4. In conclusion, the Wilmington Marine Service does not appear to be eligible for the NRHP or the CRHR.

The Wilmington Marine Service property does not appear to be eligible as a Historic-Cultural Monument for the City of Los Angeles.

5.5 HARBOR CONSTRUCTION AND MAINTENANCE YARD (BERTH 161)

5.5.1 Property-Specific History

The Harbor Construction and Maintenance Yard at Berth 161 has been at its current location at the corner of Pier A Street and Fries Avenue since 1920. In this year, several buildings were moved from an unknown location to the new yard. Then in January 1936 a fire at the yard destroyed a two-story machine shop building. The Public Works Administration (PWA) provided the funding to construct a new testing laboratory facilities and the consolidated machine shops. These buildings were completed in the fall of 1937. Two years later the PWA funded the construction of a new blacksmith and welding shop and the Harbor Department Purchasing Agent’s office within the Harbor Construction and Maintenance Yard. The 1939 *Annual Report of the Board of Harbor Commissioners* (LAHD 1939) states: “These buildings have been treated, architecturally, to harmonize with other structures in the Supply Yard.” In 1959 a two-story service building providing office space, equipment storage, washrooms, and locker facilities for the department workmen was completed. In 1962, several new shop buildings constructed of concrete block and aluminum siding were added to the yard (Figure 35). Almost all of the historical buildings north of the marine ways have since been demolished.

5.5.2 Description of the Historical Buildings

The property consists of 10 historical buildings and the Berth 161 marine ways and drawbridge (Figure 36). Another eight buildings were constructed after 1971. More than 20 small metal sheds and shipping containers are also present on the property. Two buildings, a paint shop and small wood-clad mobile storage building, appear to have been constructed in the early 1930s. The Consolidated Shops (1937) and the Blacksmith and Welding Shop (1939) were both

constructed with PWA funding. The two-story International style service building was constructed in 1959. The remaining five historical buildings were completed in January 1962.



Figure 35 A bird's-eye view of the Harbor Department Construction and Maintenance Yard, looking east (LAHD Archives, November 29, 1971).

5.5.2.1 Small Storage Building

The small wood-clad storage building appears to be on skids (Figure 37), indicating that it has been moved, perhaps several times. It appears to be in a similar location in the 1971 aerial just moved north a bit. The square building is wood framed and clad with wood boards. The flat roof is extended on the south facade to shade the front entrance. The roof eaves are finished with metal flashing. Sets of four wood casement ribbon windows are present on each facade except for the entrance, which has a wood panel door and single window. Several windows are painted or filled in with painted plywood. A large pole shed extending west from a metal-framed garage provides additional protection to the front entrance. This building is numbered LAHD 276-71, and based on materials appears to date to the 1930s or earlier.

5.5.2.2 Paint Shop

The wood-framed building rests on a wood foundation with a rectangular footprint and concrete floor (Figure 38). The gable-front roof is covered with composition shingles and the eaves are exposed. Atop the middle segment of the roof ridge is a gable monitor covered with composition shingles, and the side walls are clad with plywood. Both gable ends have a rectangular metal vent. The shop walls are clad with corrugated metal that extends into the gable peaks. Steel overhead track doors are present on each gable end. A metal hoist I-beam pierces both gable ends above the center of the track doors. The north and south gable sides have nine six-light casement and fixed ribbon windows with wide wood casing. Based on materials and aerial photographs, the building appears to have been constructed in the 1930s.



Map Reference	Building Name/Use	Construction Date
A	Paint Shop	1930s
B	Electric Shop	1962
C	Blacksmith Shop	1939
D	Carpenter's Shop/Rigging Loft	1962
E	Boat Shop	1962
F	Consolidated Shop	1937
G	Cabinet Shop/Mill	1962
H	Service Building	1959
J	Auto-Repair Garage	1962
K	Drawbridge	Pre-1936
L	Marine Railway	1921

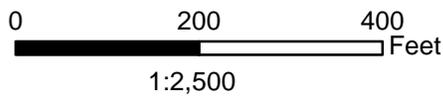


Figure 36 Harbor Construction and Maintenance Yard property boundary.



Figure 37 West and south facades of the wood clad storage building, looking northeast (Applied EarthWorks, August 21, 2012).



Figure 38 North and east facades of the paint shop, looking south (Applied EarthWorks, August 21, 2012).

5.5.2.3 Consolidated Shops

The LAHD consolidated shops, designed by harbor engineers in the Stripped Classicism style, was a PWA-funded project. The consolidated shops included the electric, pipe, and machine shops with offices on the second floor. This building replaced, in the same location, the previous machine shop that was destroyed by fire in 1936.

The 60 by 140 foot building has two stories on the west end and a single story on the east end (Figure 39). The poured-in-place concrete building rests on a reinforced concrete pier foundation. The stucco clad walls exhibit a stepped foundation, fluted pilasters, recessed geometric shapes above the windows, progressive recessions between pilasters surrounding window groupings and pivoted doors, and stepped parapet. A colored metal coping lines the edge of the entire parapet. The roof consists of five shed roofs over the single-story section and a gable roof over the two-story section, all concealed by the parapets. Fenestration includes mullioned steel awning windows paired or grouped in threes, 14-foot steel bifold doors with single pilot door, and six columns of steel sash windows covering the face of the semicircular office entrance. Bronze cornice and sashes surround the steel sash windows (Figure 40). A single metal door beside a single sash window with projecting counter is present on the east side of the semicircular office.

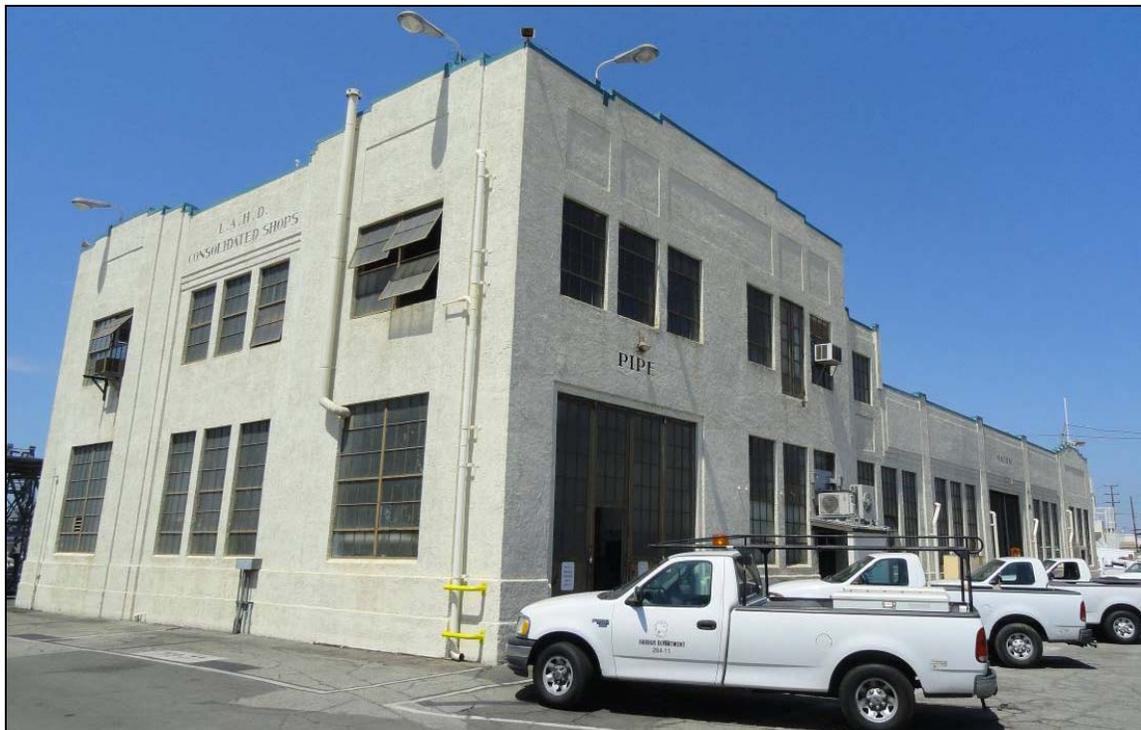


Figure 39 West and south facades of the consolidated shops, looking northeast (Applied EarthWorks, August 21, 2012).

A set of metal-covered wood doors with rectangular glass light down the center is located on the north and south facades. A designed planter with concrete curbing wraps around the northeast corner of the building with a second smaller planter on the west side of the semicircular office. A bronze tablet with the name of the mayor, board of harbor commissioners, general manager,

harbor engineer, building contractor, and date of construction is located on the east end of the north facade (Figure 41).



Figure 40 North facade of the consolidated shops, looking southwest (Applied EarthWorks, August 21, 2012).



Figure 41 North and east facades of the consolidated shops, looking southwest (Applied EarthWorks, August 21, 2012).

As designed, the interior of the shops include eight built-in work benches, a battery room, switch board room, bathroom, tool room, steel lockers, and a trolley track with turntable for the hoist. Due to hazardous conditions, access was not permitted to the interior of the building for visual confirmation of the interior features. The trolley track is visible from the outside and appears to be in good working condition.

The building exhibits a few alterations. Three metal doors have been added to the south façade, removing the bottom half of each window where the door was placed. A concrete block wall with shed roof shades one of the new doors on the south facade. The lettering “ELECTRIC” was filled in above the steel doors on the east facade at an unknown time after the construction of the new electric shop in 1962. It appears modern stucco now covers the building’s original plaster. Several window air conditioners detract from the smooth design, most notably on the semicircular office.

5.5.2.4 Blacksmith and Welding Shop

The LAHD blacksmith and welding shop, designed by harbor engineers in the Stripped Classicism style, was a PWA-funded project. The 40 by 60 foot building was completed in 1939 (Figure 42). The poured-in-place concrete building rests on a reinforced concrete pier foundation. The stucco-clad walls exhibit a stepped foundation, fluted pilasters, recessed geometric shapes above the windows, progressive recessions between pilasters surrounding window groupings and pivoted doors, and stepped parapets. A colored metal coping lines the edge of the entire parapet. The roof consists of two 10 by 40 foot monitors atop a low-pitched gable-front roof concealed by the parapets. A steel hopper window (3 by 40 foot) is present on



Figure 42 North and east facades of the blacksmith and welding shop, looking southwest (Applied EarthWorks, August 21, 2012).

the east and west side of each monitor. Fenestration includes mullioned steel windows with pivoted panels and 14 foot steel bifold doors with single pilot door. A designed planter with concrete curbing is located on the east facade. A bronze tablet with the name of the mayor, board of harbor commissioners, general manager, harbor engineer, building contractor, and date of construction is located on the east end of the north facade. A second bronze table declaring the building a Federal Works Agency Public Works Administration project with the name of the Federal Works Administrator, U.S. President, and date of construction is on the east facade.

As designed, the interior of the shops include three built-in work benches, a billet furnace, two swage blocks, bathroom, tool racks, two forges, and a trolley track between each set of north/south doors. Due to hazardous conditions, access was not permitted to the interior of the building for visual confirmation of the interior features. The trolley track is visible from the outside and appears to be in good working condition. The building does not appear to be altered with the exception of the modern stucco cladding.

5.5.2.5 Service Building

The LAHD service building, designed by harbor engineers in the International style, was completed in 1959 (Figure 43). Based on the building plans, this building is a remodel and addition to an older building. The two-story 100 by 36 foot building rests on a concrete foundation and is wood framed. The building is clad with stucco. Painted concrete block columns break up the length of the building's exterior into five 20-foot-wide units. A smaller addition to the east facade creates a sixth unit but it does not appear to be the same width. The roof is flat with a wide fascia painted to match the columns. Fenestration on the south facade includes sliding glass doors on the first story and four-part aluminum ribbon windows on the



Figure 43 South and west facades of the service building, looking northeast (Applied EarthWorks, August 21, 2012).

second story. Fenestration on the north facade includes two-part hopper windows on the first story and the same four-light aluminum ribbon-windows on the second story (Figure 44). The west facade exhibits slightly different styled four-part windows and a two-part fixed window above a pedestrian door. An addition was constructed to the east facade sometime after 1971 (Figure 45). While the north (rear) facade appears matched to the 1959 design, the east and south facades are significantly different. The east end displays a lack of columns, wide fascia, and four-part windows. Sash windows and two pedestrian doors are present on the dual height addition.



Figure 44 North facade of the service building, looking south (Applied EarthWorks, October 5, 2012).



Figure 45 East facade addition on the service building, looking north (Applied EarthWorks, August 21, 2012).

5.5.2.6 Electric Shop, Carpenter Shop, Boat Shop, Cabinet Shop & Mill, and Auto-Repair Garage

These five buildings were constructed in a similar design and all were completed in January 1962. The buildings are constructed with low rigid-steel frames. The lower 5 feet of the walls are constructed of 12-inch-thick concrete block. The remaining height of the walls and low-pitched gable roofs are covered with aluminum channel siding. Additional details of each building are described further below.

The single-story electric shop measures 40 by 102 feet (Figure 46). Fenestration includes six 12 by 10 foot roll-up doors on the north and south facades with an additional 10 by 10 foot roll-up door at the west end of the south facade. Two of the roll-up doors on the south facade have a pilot door. Two steel doors with a fixed light in the upper half are present. Nine steel-framed windows exhibit six lights; the four outside lights are fixed with a two-light awning-style panel in the middle. Five of the nine awning panels have been removed to accommodate window air conditioning units; two have since been replaced with a single fixed light.



Figure 46 North and west facades of the electric shop, looking east (Applied EarthWorks, October 5, 2012).

The one-and-one-half-story carpenter shop measures 40 by 82 feet (Figure 47). Fenestration includes three 12 by 10 foot roll-up doors on the north facade, one with a pilot door. Two steel doors with a fixed light in the upper half are present on the north facade. Seven steel-framed windows exhibit nine lights; seven lights are fixed with a two-light awning-style panel in the upper middle. The building does not appear to have any significant alterations.



Figure 47 South and west facades of the carpenter shop, looking east (Applied EarthWorks, August 21, 2012).

The single-story boat shop measures 32 by 50 feet (Figure 48). Fenestration includes two 10 by 10 foot roll-up doors and two flush steel doors; one of each on the north and south facades. Eight steel-framed windows exhibit nine lights; seven lights are fixed with a two-light awning-style panel in the upper middle. Two additional steel-framed windows exhibit six lights; the four outside lights are fixed with a two-light awning-style panel in the middle. The building does not appear to have any alterations.

The single-story cabinet shop and mill measures 42 by 80 feet (Figure 49). The building is divided into two sections: a 32 by 42 feet cabinet shop and a 48 by 42 feet open mill area. The north facade of the mill exhibits a 45 foot wide by 11 foot high steel-framed opening. The south facade of the mill is enclosed by nine 11-foot steel folding doors on an overhead track.

Fenestration on the cabinet shop includes a single 10 by 10 foot roll-up door on the east facade and two 5 by 11 foot wood sliding doors located between the cabinet shop and mill. The six windows originally installed on the building were the same nine-light steel-framed windows used on all of other buildings from this construction period. Those windows have been replaced with similar-sized metal sliding windows at an unknown time. The sawdust extractor and bin is located at the rear of the building retained from the previous shop (Figure 50).

The one and one-half story auto repair garage measures 32 by 66 feet (Figure 51). Fenestration includes two steel roll-up doors (22 by 14 feet, 18 by 14 feet) in the south facade. A third roll-up door originally on the south facade is replaced with a single pedestrian door and wide metal sliding window. The seven windows originally installed on the building were the same nine-light



Figure 48 North and east facades of the boat shop, looking southwest (Applied EarthWorks, October 5, 2012).



Figure 49 North and west facades of the cabinet shop and mill, looking southeast (Applied EarthWorks, October 5, 2012).



Figure 50 South and west facades of the cabinet shop and mill, looking northeast (Applied EarthWorks, August 21, 2012).



Figure 51 West and south facades of the auto repair garage and the new wash rack, looking northeast (Applied EarthWorks, October 5, 2012).

steel-framed windows as all of other buildings from this construction period. Those windows were replaced with metal sliding and metal sash windows at an unknown time.

The pre-existing grease rack and new wash rack share a shed roof attached to the west facade of the auto repair garage (Figure 52). The 19 by 28 foot wash rack was constructed as a pole shed with a concrete block base and aluminum channel siding on the north and east walls, leaving the west and south walls mostly open. The 30 by 28 foot grease rack is constructed on a U-shaped 2-foot concrete wall below wood-framed walls. These features appear to be embedded under the new metal shed roof. Both the grease rack and wash rack are now enclosed with two steel roll-up doors and a metal pedestrian door surrounded by sheet metal. A single-story shed roof addition is attached to the old wash rack. A new pole shed wash rack is located between the shed addition and the service building.



Figure 52 West and south facades of the auto repair garage, looking northeast (LAHD Archives, January 26, 1962).

5.5.2.7 Marine Ways and Drawbridge

The marine ways are located at the end of Slip 1 at Berth 161. The marine way ramp is approximately 60 feet wide and 200 feet long. The ramp has three steel rails attached to a concrete foundation sloping west down into the water. A wood-framed cradle attached to a flat wood-covered steel railcar travels into the water to secure the boat (Figure 53). Once secured, the winch hoists the railcar and boat up onto land. The winch house is a side-gabled building resting on a thick concrete slab foundation. Fenestration includes a large opening on the west facade to accommodate the winch and railway, a flush pedestrian door on the east facade, and a single metal sash window on the south facade. The roof is covered with composition shingles and the walls appear to be covered with T1-11 wood siding. Although the winch house is still in its



Figure 53 Marine ways and rail car, looking east (Applied EarthWorks, October 5, 2012).

original location at the eastern end of the marine ways, it appears to be either new or remodeled with modern cladding, fenestration, and roofing materials (Figure 54).

The riveted steel pony truss drawbridge crosses the marine ways near the western end (Figure 55). The Warren style trusses with verticals are approximately 60 feet long and the bridge deck is approximately 5 feet wide. The bridge pivots up on the northern side of the marine ways with the assistance of a drawbridge tower. Attached to the inside of each truss is a metal pipe hand rail and approximately 12-inch-tall foot guard (Figure 56). The bridge deck is covered with a rubberized material.

5.5.3 Evaluation

In 1913, the reorganization of the Board of Public Works led to the creation of the Bureau of Construction and Maintenance for the Port. Although the responsibilities of this bureau have always been a part of the Port's regular activities, between 1907 and 1913 the construction and maintenance duties were managed by the Bureau of Harbor Improvement. The Bureau of Construction and Maintenance was assigned responsibility for construction and maintenance of wharves, warehouses, railway terminals, and waterfront approaches as well as dredging operations. While these projects were often contracted out to private companies for construction, on several occasions the bureau did the work themselves. Examples of such projects include installation of two beacon lights at the entrance to Fish Harbor in 1919, building a restaurant at the corner of Fries Avenue and Pier A Street in 1924, repaving streets and transit shed floors in 1933 (following a damaging earthquake), general repair of wharf structures in 1939, and



Figure 54 Winch house and rail car, looking northeast (Applied EarthWorks, August 21, 2012).

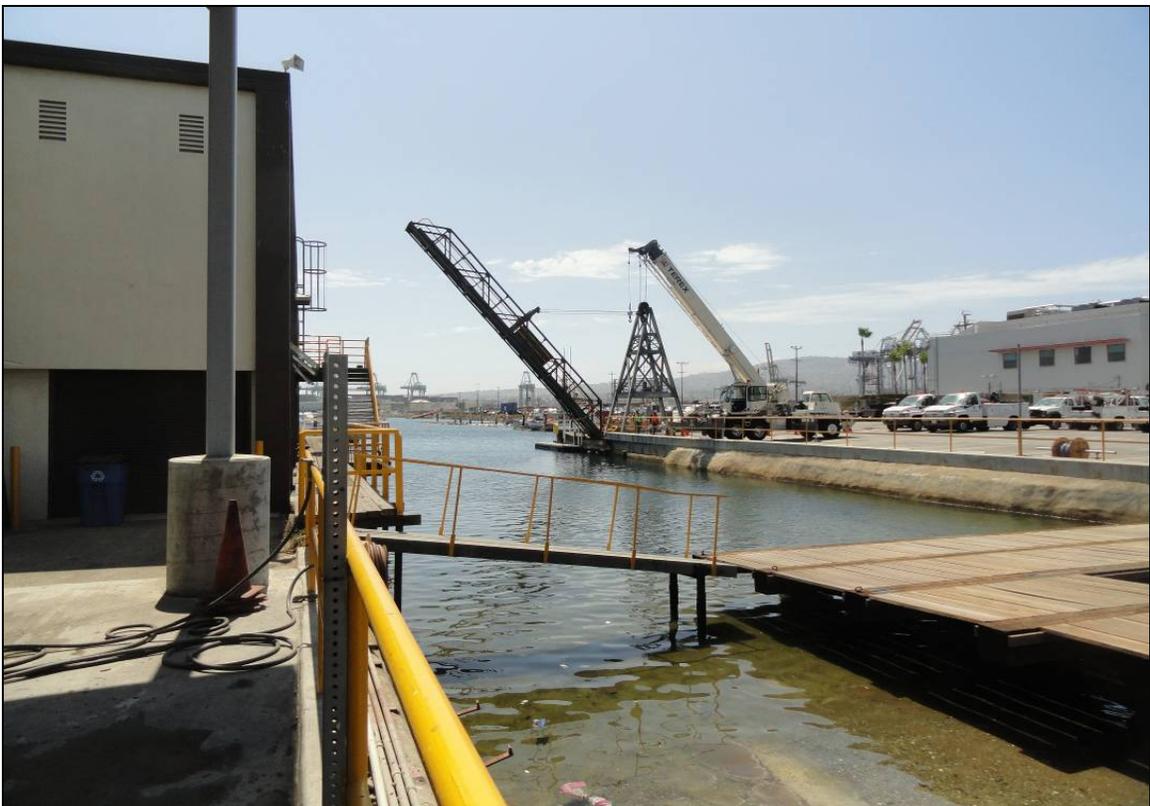


Figure 55 Drawbridge, looking northwest (Applied EarthWorks, August 21, 2012).



Figure 56 Drawbridge and tower, looking north (Applied EarthWorks, October 5, 2012).

reconstruction of deck systems in 1947. The list of activities carried out by the Bureau of Construction and Maintenance is long and continues to grow. It would be impossible for the Port to have achieved its notoriety in worldwide shipping without the continued efforts of the Bureau of Construction and Maintenance.

The Harbor Construction and Maintenance Yard has remained in its current location since 1920. The property is a good example of the type of properties that directly contributed to the long-term development of the Port and the City of Los Angeles. More importantly, most of the buildings still convey the sense of “maintenance and repair.” Because of the yard’s contributions in expanding the commercial and economic success of the Port and subsequently the City of Los Angeles, it appears that the Construction and Maintenance Yard for the Port is significant under NRHP Criterion A and CRHR Criterion 1.

At least four buildings in the Construction and Maintenance Yard were constructed with PWA funding. Harbor Department Engineers designed the buildings and each was “treated, architecturally, to harmonize with other structures in the Supply Yard.” The two remaining PWA buildings have been covered with modern stucco, but the doors, windows, hardware, and character-defining Stripped Classicism-style features are still present. These buildings are good examples of the Stripped Classicism style and are unique compared with other buildings at the Port. The PWA consolidated shops and the blacksmith and welding shop embody the distinctive characteristics of a type, period, region, or method of construction and appear to be individually significant under NRHP Criterion C and CRHR Criterion 3.

The 1959 International style service building has had several alterations and additions that diminish the building’s ability to convey its character-defining features. While the building still contributes to the overall significance of the yard, the building does not appear to be individually

significant. The collection of buildings completed in 1962, the 1930s paint shop, the 1930s storage building, the marine ways, and drawbridge are all reflective of the utilitarian purpose for which they were constructed. None of these buildings or structures embodies the distinctive characteristics of a type, period, region, or method of construction, nor do they represent the works of a master or possess high artistic value. As such, they do not appear to be individually significant under NRHP Criterion C or CRHR Criterion 3.

Research found no evidence to suggest that the Construction and Maintenance Yard is significant for the NRHP or the CRHR under Criterion B/2 or Criterion D/4.

Based on a review of historical aerial photographs and the field survey, the historical buildings at the Harbor Construction and Maintenance Yard appear to have retained integrity of location, design, workmanship, feeling, association, and most of their materials. The setting surrounding the yard has changed as businesses have come and gone, but the general layout of Slip 1 and Mormon Island is the same as it has been since at least 1927. The yard itself has changed over time to accommodate the growing needs of the Port facilities. The north side of the yard along Pier A Street (north of the marine ways) has changed the most with the addition of a new testing laboratory and administration building which replaced two PWA buildings, but these changes are localized and have had a minimal impact. The most significant buildings are grouped together south of the marine ways which creates a feeling of separation from the modern buildings. The marine ways have a new winch house but still use the old wood platform car and steel rails to load and unload boats. The drawbridge over the marine ways is still used and appears to be in good condition. As the group of buildings and structures south of the marine ways are significant and retain sufficient integrity, a portion of the Harbor Construction and Maintenance Yard appears to be eligible for the NRHP as a district under Criterion A. The period of significance for these buildings and structures is 1920–1967. The PWA Consolidated Shops and the Blacksmith and Welding Shop retain good integrity of location, design, workmanship, feeling, association, and most of their materials and as such appear to be individually eligible for the NRHP under Criterion C.

The Harbor Maintenance and Construction Yard also is eligible for listing as a Historic-Cultural Monument for the City of Los Angeles as a resource associated with important events in the main currents of national, state, or local history, and is valuable for the study of a period, style, or method of construction.

5.6 MORMON ISLAND SEWAGE PUMPING PLANT (647 FRIES AVENUE SEWAGE PLANT OR SEWAGE PUMP STATION NO. 666)

5.6.1 Property-Specific History

Located within the Port, the Mormon Island Sewage Plant (the Fries Avenue Sewage Plant or Sewage Pump Station No. 666) was built in 1922 by the City of Los Angeles Department of Public Works (Figure 57). Designed by a city staff architect, plans for the building were approved by John A. Griffin, who served as City Engineer from 1920 to 1924.

Begun in the late nineteenth century, the development of the Port accelerated following World War I. In the early 1920s, the City obtained public funds to enhance the Port's infrastructure, including new roads, wharves, bridges, and terminal facilities. Among these improvements



Figure 57 Detail view looking northwest at the pump house and surroundings (LAHD Archives, Spence Air Photos, December 14, 1948).

was a sewage system to handle the larger harbor workforce and growing waste from the fishing industry. The system included pumping plants, a screening plant, and several miles of main that discharged clarified effluent into the ocean. Along with the subject facility, three other pumping stations—at Harris Place, Fish Harbor, and West Wilmington—were operating within the Port by the mid 1920s. Like other City public works projects of the era, construction of the pump houses was influenced by the City Beautiful Movement and the City of Los Angeles Municipal Art Commission; as a result, the four pump houses were built with

architectural sensibilities. The subject property, for instance, is built in the Classical Revival architectural style.

In 1935, the four pumping stations were connected to the Terminal Island Treatment Plant. In the same year, the City filed a building permit for the construction of a chlorine storage house at the Mormon Island Sewage Plant. The permit also notes that an existing residence occupied the plant site.

The 1950 Sanborn Fire Insurance Map depicts the pump station with a shed and automobile garage; a canned goods warehouses bordered the plant site to the west and north, while Union Ice Company lay to the south (Figure 58). According to the 1988 site record for the pump station, the plant’s machinery has undergone two major modernizations. (The plant has likely experienced additional mechanical upgrades since 1988). In 1990, a standby generator was installed at the plant site.

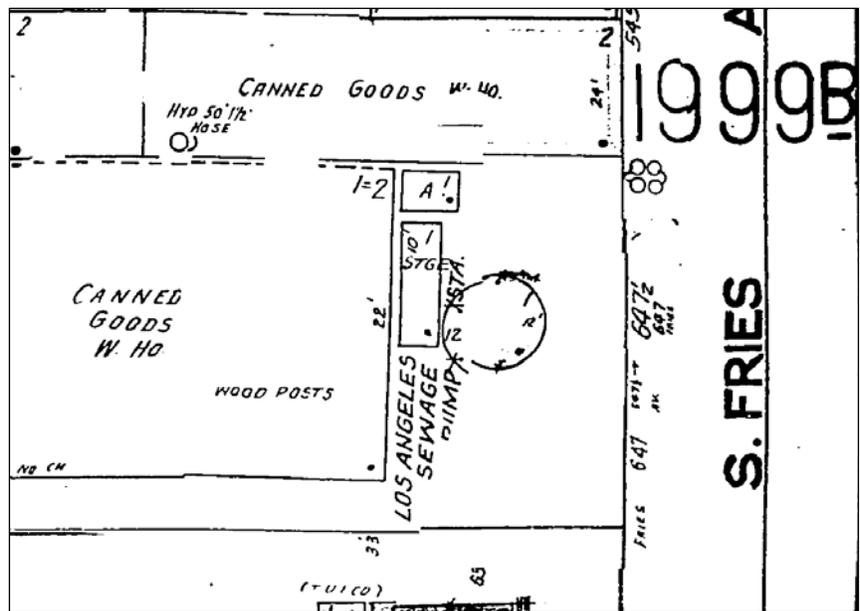


Figure 58 Pump house and ancillary buildings as depicted on the 1950 Updated Sanborn Sheet 1994.

After 90 years of service, the subject facility still performs its original function. Of the four original harbor sewage plants built in the mid 1920s, only the Mormon Island and Harris Place plants remain standing.

5.6.2 Description

The Mormon Island Sewage Plant is a one-story above-grade building with brick exterior walls (Figure 59). Its circular plan was designed in the Classical Revival style. Original architectural features include a continuous flat parapet, regularly spaced pilasters and windows, and raised entrances. The tall “classically” designed windows are double-hung, sashed, and recessed, with brick sills and flat concrete lintels. Other details include a continuous cornice at the roof with recessed, rectangular brick panels above the windows and pilasters; evenly spaced brick pilasters on either side of the windows and doors; and a continuous course at the base of the pilasters. The capital of each pilaster is centrally decorated with two smooth, oversized bricks placed together vertically. In the shaft of the pilasters, near the capital, are two smooth, oversized bricks that are placed in a T-shape. The original building appears to have had only two relatively narrow entrances.



Figure 59 Mormon Island Sewage Plant, looking southwest. The entrance in the center of the photo is original, while the entrance to the right (with the handicap sign) was cut into the building sometime before 1988. An underground passage was added sometime after 1988. In the past the plant grounds were landscaped but are now covered by asphalt and concrete (Applied EarthWorks, August 21, 2012).

The building and its surroundings have undergone alterations since construction. Sometime before 1988, the original doors were replaced, and two wider entrances were cut into the plant’s wall (for a total of four entrances). An underground concrete passage with two sets of stairs was constructed sometime after 1988; the passage circles halfway around the building and

presumably gives access to a basement. The area immediately surrounding the plant has vastly changed in the past 25 years. In 1988, trees, bushes, and grass grew in the grounds around the plant, whereas today concrete and asphalt cover this space.

None of the ancillary buildings—the residence, chlorine storage house, shed, automobile garage—mentioned in the 1935 building permit or depicted on the 1950 Sanborn Fire Insurance Map (see Figure 58) are present (Figure 60); the pumping plant remains the only historical building at the site.

5.6.3 Evaluation

In the 1988 site record for the Mormon Island Sewage Pumping Plant, the City in effect considered the building to be an eligible property, stating that it is “significant for its age, architectural design, and integrity.” While the evaluation methods have become more structured and exacting in the past 25 years, this conclusion is still applicable.

More recently, SWCA Environmental Consultants (SWCA) evaluated eligibility of the Harris Place Sewage Pumping Station (Sewage Pumping Station No. 669) for inclusion in the state and national registers (SWCA 2011). Built in 1923, this building has the same function, serves the same general purpose, and belongs to the same system as the Mormon Island Sewage Pumping Plant. The Harris Place plant blends elements of Vernacular and Beaux Arts architectural styles and, like the Mormon Island facility, has a circular design. SWCA concluded that the Harris Place plant

retains excellent integrity . . . and as a manifestation of the City of Los Angeles’ public infrastructure development during the historical period associated with the City Beautiful Movement, appears eligible for the National and California registers under Criteria A/1. In addition, it embodies the distinctive characteristics of a particular type, period, and method of construction and appears to be eligible for the National and California registers under Criteria C/3 for its architectural associations as a rare variation of the Beaux Arts Classicism, vernacular style, as interpreted in a city designed sewage pumphouse [SWCA 2011].

These conclusions regarding historical significance of the Harris Place plant can be equally applied to the Mormon Island facility. Along with their strong associations with the City Beautiful Movement and development of the City’s general infrastructure in the first part of the twentieth century, the Mormon Island and Harris Place plants are significant under NRHP Criterion A and CRHR under Criterion 1 for their association with the early development of the Port. The pumping facilities clearly fall within the Port’s definition of a significant resource type, particularly as improvements aimed at meeting the demands of increased usage of the Port between the 1920s and 1940s (Section 4.1). Additionally, although the styles of the two buildings technically differ, they are architecturally unique examples of early twentieth century public works buildings and are thus significant under NRHP Criterion C/CRHR Criterion 3. In particular, the subject facility is the oldest, largest, and most ornate of the four harbor plants (City of Los Angeles Department of Building and Safety 1988) and arguably serves as the prime example of its class. Like the Harris Place plant, there is no evidence to suggest that the Mormon Island Sewage Pumping Plant is eligible under NRHP Criteria B or D or CRHR Criteria 2 or 4.

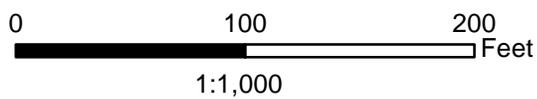


Figure 60 Mormon Island Sewage Pumping Plant property boundary.

As described above, the subject facility has experienced some modification since its construction. Although the plant has always operated in an industrial setting surrounded by large factories and storehouses, photos from 1988 indicate that trees, bushes, and grass grew on the property. That greenery may have been part of the City's larger goal to create a more attractive urban environment, even around its public utilities. The replacement of the original landscaping with asphalt and concrete has compromised the feeling and immediate setting of this early twentieth century plant. Also, the addition of two entrances and replacement of doors have, to some extent, diminished the building's integrity of design and materials.

Overall, however, the Mormon Island Sewage Pumping Plant retains good, if not excellent integrity. It obviously possesses integrity of location, and because it continues to serve its original purpose, the plant remarkably maintains integrity of association. Integrity of workmanship is evident. And despite the physical alterations mentioned above, the building generally shows integrity of materials and design.

Because it retains integrity and is significant under Criteria A and C, the Mormon Island Sewage Pumping Plant is considered eligible for inclusion in the NRHP.

The Mormon Island Sewage Pumping Plant also is considered a Historic-Cultural Monument for the City of Los Angeles as a building associated with important events in the main currents or national, state, or local history, and is valuable for study of a period, style, or method of construction.

5.7 BERTH 187/VOPAK PLANT (401 CANAL AVENUE)

5.7.1 Property-Specific History

Berth 187 and its associated facilities lie in the northeast quarter of the Port. This berth is one of several docks within Slip No. 5 and, along with Berths 188–191, was developed in the early 1920s as part of the City's general expansion of the Port (Environmental Science Associates [ESA] 2010). In 1920, the City leased Berth 187 to the Vegetable Oil Products Company, which had been established in the previous year. General infrastructural improvements at Berths 187–191 included wood and concrete wharves, pavement, piping, and drainage; the Belt Line Railroad built spur tracks along the wharf to Berths 190–191 at the southeast end of Slip No. 5. A 1,100 by 50 foot umbrella shed was erected at Berth 187. The 1921 Sanborn Fire Insurance Map also shows a refinery and six 30-foot-high by 25-foot-wide oil storage tanks behind (east of) the shed. Construction at Berth 187 was completed in July 1922 (ESA 2010).

The Vegetable Oil Products Company was the first of its kind on the West Coast (ESA 2010). By 1923 the plant had the capacity to produce 35,000–40,000 pounds of product per day. Raw materials were imported from the Philippines and processed at the plant. A 1929 map of the facilities shows that the company's tank farm had grown to 10 units and that a warehouse had been built north of the refinery. In that same year, the company requested a lease to construct a copra (coconut) crushing and processing plant on the property behind (east of) the original refinery, on the other side of Canal Street (Avalon Boulevard). The addition—which contained numerous buildings and structures for refining, storage, and administration—greatly expanded the capacity and physical size of the facility (Figure 61).



Figure 61 Berth 187 and facilities of the Vegetable Oil Products Company in 1936. From left to right (west to east), the 50-foot-wide, 1,150-foot-long wharf; the 50 by 550 foot umbrella shed; a spur track; the warehouse, refinery, and tank farm; Avalon Boulevard; and the company's copra plant (LAHD Archives, Spence Air Photos, May 12, 1936).

The plant continued to grow, particularly the copra mill. The 1950 Sanborn Fire Insurance Map shows that the company added an acidulation plant; a (coconut) flake building; and buildings to house thermoil, water cleansing, and other processing units. An aerial photograph from the 1950s also depicts two large tanks (>50 feet in diameter) within the grounds of the copra plant. By 1952 the Vegetable Oil Products Company was one of the largest refiners and importers of copra in the country (ESA 2010). The plant at Berth 187 produced and stored fatty acids, industrial oils, and refined glycerin. Sometime between 1950 and 1956, the building north of the original refinery underwent a major renovation and was converted into the existing two-story office building.

According to the Harbor Commissioners Annual Reports, the Drew Food Corporation acquired the Vegetable Oil Products Company in 1964; 4 years later, it closed the facilities at Berth 187. The LAHD annual report from 1973 notes that the umbrella shed was demolished in that year. Renovations during the period 1982–1984 removed the railroad tracks and remaining historical buildings, including the original refinery and the various buildings of the copra plant. Since this time, the large lot behind Berth 187 (east of Canal Avenue) has served as a tank farm. Vopak North America, the current tenant of the Berth 187 facilities, handles and stores liquid oil products, chemicals, vegetable oils, and liquefied gases. While research was unable to conclusively confirm that no historical tanks exist on the property, it seems very unlikely that any such tanks still remain, given the nature of the products currently stored at the facility.

5.7.2 Description

For the purposes of this evaluation, the boundaries of the subject resource (Figure 62) encompasses the areas of historical industrial activity and include the wharf; the lot between the

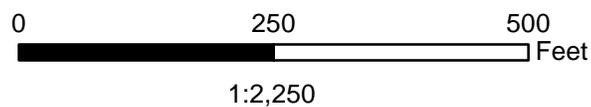


Figure 62 Berth 187 property boundary.

wharf and Canal Street, which in historical times contained the umbrella shed and refinery of the Vegetable Oil Products Company; and the lot bounded by Canal, East Water, and Yacht streets, which once served as the grounds of the company's copra plant.

Berth 187 is one of four continuous wharves (Berths 187–191) along the east side of Slip No. 5 (ESA 2010). The wharf at Berth 187 (as well as those at Berths 188 and 189) measures approximately 50 by 750 feet and is constructed of reinforced concrete pilings with concrete decking. The outer edge of the decking consists of concrete bull rails about 1 foot high, interspersed with iron cleats at regular intervals. The fendering system consists of wood pilings with rubber blocks. Unlike other terminals at the Port, no open water exists between the wharfs and backlands. Although the original concrete structures are generally intact, the decking, fendering system, and some of the pilings have undergone alteration.

Located between the wharf and Canal Street, the current two-story office building of Vopak North America measures about 70 by 200 feet. It was constructed with a rectangular plan and flat roof supported by horizontal board-formed poured concrete and concrete block construction (Figure 63). Ribbon windows are on the eastern and western elevation and consist of awning-type units made with metal sashes. Other windows are aluminum sliders. As mentioned above, sometime between 1950 and 1956, the Vegetable Oil Products Company converted its warehouse into the existing office building. Although the two buildings bear little resemblance to each other, ESA's (2010) examination found concrete block infill from the warehouse in the existing building to substantiate that the office was indeed constructed from the older building. The office building shares the lot with several modern storage tanks.



Figure 63 Vopak office building, looking southwest (Applied EarthWorks, Inc., August 21, 2012).

The former grounds of the copra plant serve as a tank farm today. Applied EarthWorks was not permitted access to this area, but aerial photographs indicate that the farm consists entirely of modern storage tanks and other structures.

5.7.3 Evaluation

In its recent evaluation of LAHD resources, ESA (2010) concluded that “[t]he wharves at Berths 187–191 do not appear to be eligible for listing in the CRHR or as a City of Los Angeles historical or cultural monument.” Applied EarthWorks wholly concurs with this general determination as it applies to Berth 187 and its associated facilities.

The production of vegetable oils was a novel enterprise and one that essentially emerged as a result of the expansion of the harbor in the 1920s. As ESA (2010) remarks, however, the production of food oils by the Vegetable Oil Products Company was a secondary and relatively short-lived venture at the Port. It did not approach the economic or historical significance of petroleum shipment at the Port.

Even if the site did merit significance as an individual or contributory resource, integrity at Berth 187 and the facilities of the Vegetable Oil Products Company is almost entirely absent. The concrete features of the wharf are generally intact, but almost all of the company’s buildings have been removed and the remaining historical warehouse from the 1920s has been converted to an office building. Berth 187 and its associated facilities are thus not considered eligible for the NRHP or the CRHR.

Berth 187 and its associated facilities do not appear to be eligible as a Historic-Cultural Monument for the City of Los Angeles.

6 CONCLUSIONS

Applied EarthWorks evaluated seven properties with a total of 31 buildings and structures for eligibility for listing in the NRHP, CRHR, and as Historic-Cultural Monuments (HCM) for the City of Los Angeles (Table 2). Three of the properties were considered to be ineligible. Four of the properties are eligible for the NRHP/CRHR and as HCMs for the City of Los Angeles.

**Table 2
Results of Resource Evaluations in Support of the Port of Los Angeles Master Plan Update**

Property Name	Resource Type	NRHP/CRHR Eligible	District Contributor	HCM Eligible	
Los Angeles Cruise Terminal	Cruise terminal	Criteria A/1 and C/3	—	Yes	
DWP Distribution Station No. 3	Substation	No	—	No	
U.S. Borax–Rio Tinto Processing Plant	Chemical plant	Criterion A/1	—	Yes	
Wilmington Marine Service	Boat works	No	—	No	
Harbor Construction and Maintenance Yard	Historic district	Criterion A/1	—	Yes	
	Small storage building	No	No	No	
	Paint shop	Criterion A/1 District only	Yes	Yes	
	Consolidated shops	Criteria A/1 and C/3 Individually	Yes	Yes	
	Blacksmith and welding shop	Criteria A/1 and C/3 Individually	Yes	Yes	
	Service building	Criterion A/1 District only	Yes	Yes	
	Electric shop	Criterion A/1 District only	Yes	Yes	
	Carpenter shop	Criterion A/1 District only	Yes	Yes	
	Boat shop	Criterion A/1 District only	Yes	Yes	
	Cabinet shop and mill	Criterion A/1 District only	Yes	Yes	
	Auto repair garage	Criterion A/1 District only	Yes	Yes	
	Marine ways	Criterion A/1 District only	Yes	Yes	
	Drawbridge and tower	Criterion A/1 District only	Yes	Yes	
	Mormon Island Sewage Pumping Plant/ Pump Station No. 666	Pumping station	Criteria A/1 and C/3	—	Yes
	Berth 187/Vopak Plant	Chemical plant	No	—	No

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APPENDIX A

Department of Parks and Recreation (DPR) Record Forms for Evaluated Properties

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

Primary # 19-190103
 HRI #
 Trinomial
 NRHP Status Code 6Z

Other Listings
 Review Code

Reviewer

Date

Page 1 of 6

Resource Name: Berth 187/Vopak Plant

P1. Other Identifier:

*P2. Location: a. County: Los Angeles

Not for Publication Unrestricted

b. USGS 7.5' Quad: Torrance, CA

Date 1964, Photorevised 1981

T: 5S, R: 13W; Unsectioned

c. Address: 401 Canal Avenue, Berth 187, Wilmington, California

B.M.

d. UTM: NAD, Zone ;

mE /

mN

e. Other Locational Data:

*P3a. Description: The boundaries of the subject resource encompasses the areas of historical industrial activity and include the wharf (Berth 187); the lot between the wharf and Canal Street, which in historical times contained the umbrella shed and refinery of the Vegetable Oil Products Company; and the lot bounded by Canal, East Water, and Yacht streets, which once served as the grounds of the company's copra plant. Berth 187 is one of four continuous wharves (Berths 187-191) along the east side of Slip No. 5 (ESA 2010). The wharf at Berth 187 (as well as those at Berths 188 and 189) measures approximately 50 by 750 feet and is constructed of reinforced concrete pilings with concrete decking. The outer edge of the decking consists of concrete bull-rails about 1 foot high, interspersed with iron cleats at regular intervals. The fendering system consists of wood pilings with rubber blocks. Unlike other terminals at the POLA, no open water exists between the wharves and backlands. Although the original concrete structures are generally intact, the decking, fendering system, and some of the pilings have undergone alteration. (See continuation sheet.)

*P3b. Resource Attributes: HP8 (Industrial Building); HP39 (Other: wharf and storage tanks)

*P4. Resources Present: Building Structure Object Site District Element of District Other:

*P5a. Photograph



P5b. Description of Photo: View looking southwest at the Vopak office building.

*P6. Date Constructed/Age and Sources: 1950-1956 Port of Los Angeles
 Prehistoric Historic Both

*P7. Owner and Address: Port of Los Angeles

*P8. Recorded By: Aubrie Morlet
 Applied EarthWorks, Inc.
 1391 W. Shaw Ave., Suite C
 Fresno, CA 93711

*P9. Date Recorded: August 21, 2012

*P10. Survey Type: Intensive
 Reconnaissance Other
 Describe:

*P11. Report Citation: Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.

2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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

Page 2 of 6

Resource Name or #: Berth 187, Vopak Plant

Continuation

Update

P3a. Description:

Located between the wharf and Canal Street, the current two-story office building of Vopak North America measures about 70 by 200 feet. It was constructed with a rectangular plan and flat roof supported by horizontal board-formed poured concrete and concrete block construction. Ribbon windows are on the eastern and western elevations and consist of awning-type units made with metal sashes. Other windows are aluminum sliders. Sometime between 1950 and 1956, the Vegetable Oil Products Company converted its warehouse into the existing office building. Although the two buildings bear little resemblance to each other, ESA's (2010) examination found concrete block infill from the warehouse in the existing building to substantiate that the office was indeed constructed from the older building. The office building shares the lot with several modern storage tanks.

The former grounds of the copra plant serve as a tank farm today. Æ was not permitted access to this area, but aerial photographs indicate that the land consists entirely of modern storage tanks and other structures.



P5c. Description of Photo: View looking southeast at the west façade of the Vopak office and the rear storage tanks (Applied EarthWorks, August 21, 2012).

B1. Historic Name: Berth 187; Vegetable Oil Products Company Plant

B2. Common Name: Vopak Plant

B3. Original Use: Industrial plant and wharf

B4. Present Use: same

***B5. Architectural Style:** N/A

***B6. Construction History (construction date, alterations, and dates of alterations):** The wharf appears to have been built in 1920 or a few years prior. In 1920, the City leased Berth 187 to the Vegetable Oil Products Company, which had been established in the previous year. The plant's original buildings—completed in 1922—included a 50 foot x 1,150 foot umbrella shed, a refinery, and six 30-foot-high by 25-foot-wide oil storage tanks. Shortly afterwards, four more units were added to the tank farm, and a warehouse was built north of the refinery. In 1929, the company constructed a copra (coconut) crushing and processing plant on the property behind (east of) the original refinery, on the other side of Canal Street (Avalon Boulevard). The addition—which contained numerous buildings and structures for refining, storage, and administration—greatly expanded the capacity and physical size of the facility. The plant continued to grow, particularly the copra mill. By the 1950s, the company had added an acidulation plant; a (coconut) flake building; and buildings to house thermoil, water cleansing, and other processing units. Sometime between 1950 and 1956, the warehouse north of the original refinery underwent a major renovation and was converted into the existing two-story office building. The umbrella shed was demolished in 1973. Renovations during the period 1982–1984 removed the remaining historical buildings, including the original refinery and the various buildings of the copra plant.

***B7. Moved?:** No Yes Unknown

Date:

Original Location:

***B8. Related Features:** Storage tanks

B9. a. Architect:

b. Builder: Vegetable Oil Products Company

***B10. Significance:** Theme: Industrial development

Area: Port of Los Angeles

Period of Significance: 1850–1980

Property Type: Industrial plant and wharf

Applicable Criteria: N/A

In its recent evaluation of POLA resources, ESA (2010) concluded that “[t]he wharves at Berths 187–191 do not appear to be eligible for listing in the California Register or as a City of Los Angeles historical or cultural monument.” Æ wholly concurs with this general determination as it applies to Berth 187 and its associated facilities in particular.

The production of vegetable oils was a novel enterprise and one that essentially emerged as a result of the expansion of the harbor in the 1920s. As ESA (2010) remarks, however, the production of food oils by the Vegetable Oil Products Company was a secondary and relatively short-lived venture at the POLA. As a comparison, it did not approach the economic or historical significance of petroleum shipment at the port.

Even if the site did merit significance as an individual or contributory resource, integrity at Berth 187 and the facilities of the Vegetable Oil Products Company is almost entirely absent. The concrete features of the wharf are generally intact, but almost all of the company's buildings have been removed and the remaining historical warehouse from the 1920s has been converted to an office building. Berth 187 and its

This space reserved for official comments.

Sketch Map

See Attached

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # 19-190103
HRI #/Trinomial

*NRHP Status Code 6Z

Page 4 of 6

Resource Name or #: Berth 187, Vopak Plant

associated facilities are thus not considered eligible for the NRHP or the CRHR.

Berth 187 and its associated facilities do not appear to be eligible as a Historic-Cultural Monument for the City of Los Angeles.

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

***B12. References:**

ESA

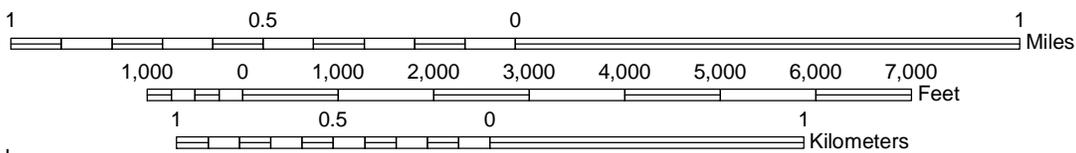
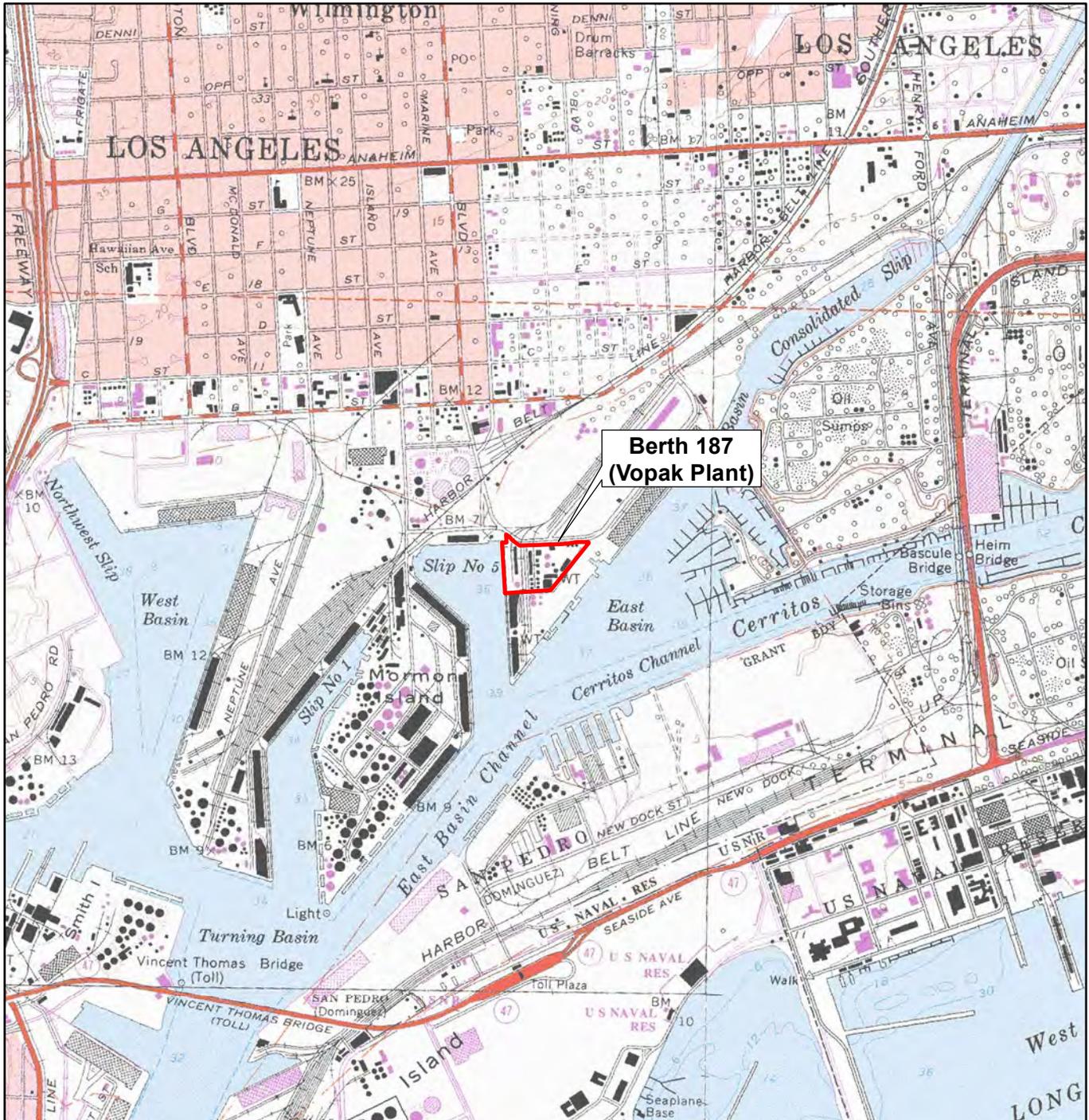
2010 *Port of Los Angeles Berths 118-120, 148-149, 187-191, and 238-239: Historic Resources Evaluation Report.* Environmental Resource Associates, San Francisco, California.

B13. Remarks:

***B14. Evaluator:** Aubrie Morlet

Applied EarthWorks, Inc., 1391 W. Shaw Ave., Suite C, Fresno, CA 93711

Date of Evaluation: 2012





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

Primary # P-19-190104
 HRI #
 Trinomial
 NRHP Status Code 6Z

Other Listings Review Code Reviewer Date

Page 1 of 6

Resource Name : Distribution Station #3, Department of Water and Power

P1. Other Identifier:

*P2. Location: a. County: Los Angeles Not for Publication Unrestricted
 b. USGS 7.5' Quad: Torrance, CA Date 1964, Photorevised 1981 T: 5S, R: 13W; Unsectioned
 c. Address: B.M.
 d. UTM: NAD, Zone; mE / mN
 e. Other Locational Data:

*P3a. Description: Built in 1923, DWP Distribution Station #3 houses equipment for the dissemination of electricity. DWP It is a two-story Stripped Classicism building resting on a concrete foundation with a rectangular footprint. The front section is steel-framed, while the rear sections are wood-framed. The walls are clad with stucco and the roof is flat. Several rectangular vents are located at the base of the bulkhead below each window on the north and south façades. (See continuation sheet.)

*P3b. Resource Attributes: HP9 (Public Utility Building); HP14 (Government Building)

*P4. Resources Present: Building Structure Object Site District Element of District Other:

***P5a. Photograph**



P5b. Description of Photo: View looking east at the north and west façades of Distribution Station No. 3

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

*P7. Owner and Address:

*P8. Recorded By: Aubrie Morlet
 Applied EarthWorks, Inc.
 1391 W. Shaw Ave., Suite C
 Fresno, CA 93711

*P9. Date Recorded: September 2012

*P10. Survey Type: Intensive
 Reconnaissance Other
 Describe:

*P11. Report Citation: Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton. 2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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

P3a. Description:

The stripping of all ornamentation, progression of setbacks, strict symmetry, and use of bold geometrical arrangements identify the Stripped Classicism style. The side registers of the front façade are recessed, allowing the center register prominence. The front doors were originally topped by transom lights but are now three metal panel doors with panels above. A Palladian reminiscent window with multiple lights is located directly above the main entrance doors. Two slender fixed windows are present on each side of a center pivoted window (two rows of lights in the middle section of the window pivot up). The front doors and three-part window are recessed together in a rectangular box. In between the windows and door is a square box with a progression of setbacks creating rectangular ribbons. The lettering "Station No 3" is located on the center ribbon. An oval cartouche with floral designs on each side is located in the center top of the west façade.

Fenestration includes symmetrically placed pivoted windows on all façades with the exception of four 1/1 wood sash windows located on the second-story of the rear east façade. Paired windows are present on the north and south façades. All of the windows are recessed in long rectangular boxes that expand from the top of the second story window down to the bulkhead. The two cornice lines with multiple progressions, located above the second-story windows, gave the building a stark columniation look but have since been removed. A recessed circle is present above the first set of paired windows on the first story of the north and south façades. Seven metal awnings (solar panels) were added to the second-story windows on the north, west, and east façades.

Three metal doors with transom windows are located on the rear east façade and south façade. A pair of panel doors with what appears to be a metal hoist is located on the second story east façade and exit onto a mesh metal platform. Attached to the rear east façade is a metal ladder descending from the roof to a metal second-story landing. A chain-link fence surrounds electrical equipment on the east and south sides of the building. Electrical equipment is also present on the roof. Landscaping and sidewalks are present on the north and west sides only.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # P-19-190104
HRI #/Trinomial

*NRHP Status Code 6Z

Page 3 of 6

Resource Name or #: Distribution Station #3, Department of Water and Power

- B1. Historic Name:** Distribution Station #3, Bureau of Power and Light/Department of Water and Power
- B2. Common Name:** DWP Distribution Station #3
- B3. Original Use:** distribution of electricity (substation)
- B4. Present Use:** same
- *B5. Architectural Style:** Stripped Classicism
- *B6. Construction History (construction date, alterations, and dates of alterations):** DWP Distribution Station #3 was built in 1923 with an addition in 1927. The original “Municipal Power and Light” lettering that donned the building’s façade was removed presumably around 1937 when the Bureau of Power and Light was re-organized into the current Department of Water and Power. Also as original elements, two cornice lines with multiple progressions, located above the second-story windows, gave the building a stark columniation look but have since been removed. Seven window awnings were added in 2004.
- *B7. Moved?:** No Yes Unknown Date: Original Location:
- *B8. Related Features:** Transformers and other electrical equipment lie southeast of the station. Sheds and garages occupied the lot until 1962 when they were demolished.
- B9. a. Architect:** unknown **b. Builder:** Bureau of Power and Light
- *B10. Significance:** Theme: Infrastructural Development; City Beautiful Movement Area: Port of Los Angeles(POLA)
Period of Significance: 1916-1980 Property Type: public utility building Applicable Criteria: none

Construction of Distribution Station No. 3 is associated with at least three important interrelated events or trends in the history of Los Angeles: the emergence of the DWP/Bureau of Power and Light as the preeminent utility in the City’s general development in the first half of the twentieth century; the specific development of the POLA; and the influence of the City Beautiful Movement and the City of Los Angeles Municipal Art Commission on the architecture of public buildings. In order to be considered significant under NRHP Criterion A or CRHR Criterion 1, however, a resource must demonstrate more than mere association—it must be a good representative of the event or theme with which it is associated. This is not the case for the subject facility.

Local histories about the DWP or POLA do not identify Distribution Station No.3 as a notable building. The Bureau of Power and Light and DWP constructed over 80 similar stations between 1916 and the late 1960s. Although Distribution Station No. 3 was among the first to be built, research found no evidence that would distinguish the subject facility from the other stations—either as an exemplary example of the City Beautiful Movement or as an important part of the DWP network. Similarly, while historical accounts of the POLA highlight the construction of sewage systems, bridges, landfill projects, and terminal facilities as important infrastructural improvement to the port during the 1920s, relatively little mention is made about the contribution of electrical distribution during this period. The port was part of the City’s electrical grid prior to 1923. Construction of Distribution Station No. 3 thus

This space reserved for official comments.

Sketch Map

See Attached

represents an ordinary and predictable step in the continuing expansion of the harbor, rather than a defining improvement that markedly changed the growth trajectory of the POLA.

Moreover, the subject facility is not a good representative under Criterion C/3, despite its association with a particular period and architectural movement. Earlier photos suggest that Distribution Station No. 3 in *its original form* would have accrued some significance under this criterion in much the same way that Distribution Station No. 13 presently serves as an outstanding example of the DWP's building philosophy. However, changes to the façade, including the removal of the "Municipal Power and Light" lettering and cornice lines, have severely limited the build's capacity to convey the architectural and aesthetic values championed by the City of Los Angeles Municipal Art Commission in the early part of the century.

Research found no evidence to suggest that the building is significant under Criterion B/2 or Criterion D/4. In conclusion, Distribution Station No. 3 does not appear to be eligible for the NRHP or the CRHR.

Although the station was constructed within the period of significance and operated under the Bureau of Power and Light, and DWP afterward, it has lost many of the character-defining features (including prominent signage) from the period of significance and is not representative of important events or trends. Distribution Station No. 3 is thus not considered a Historic-Cultural Monument for the City of Los Angeles.

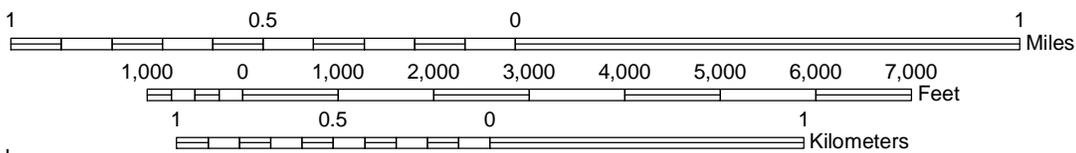
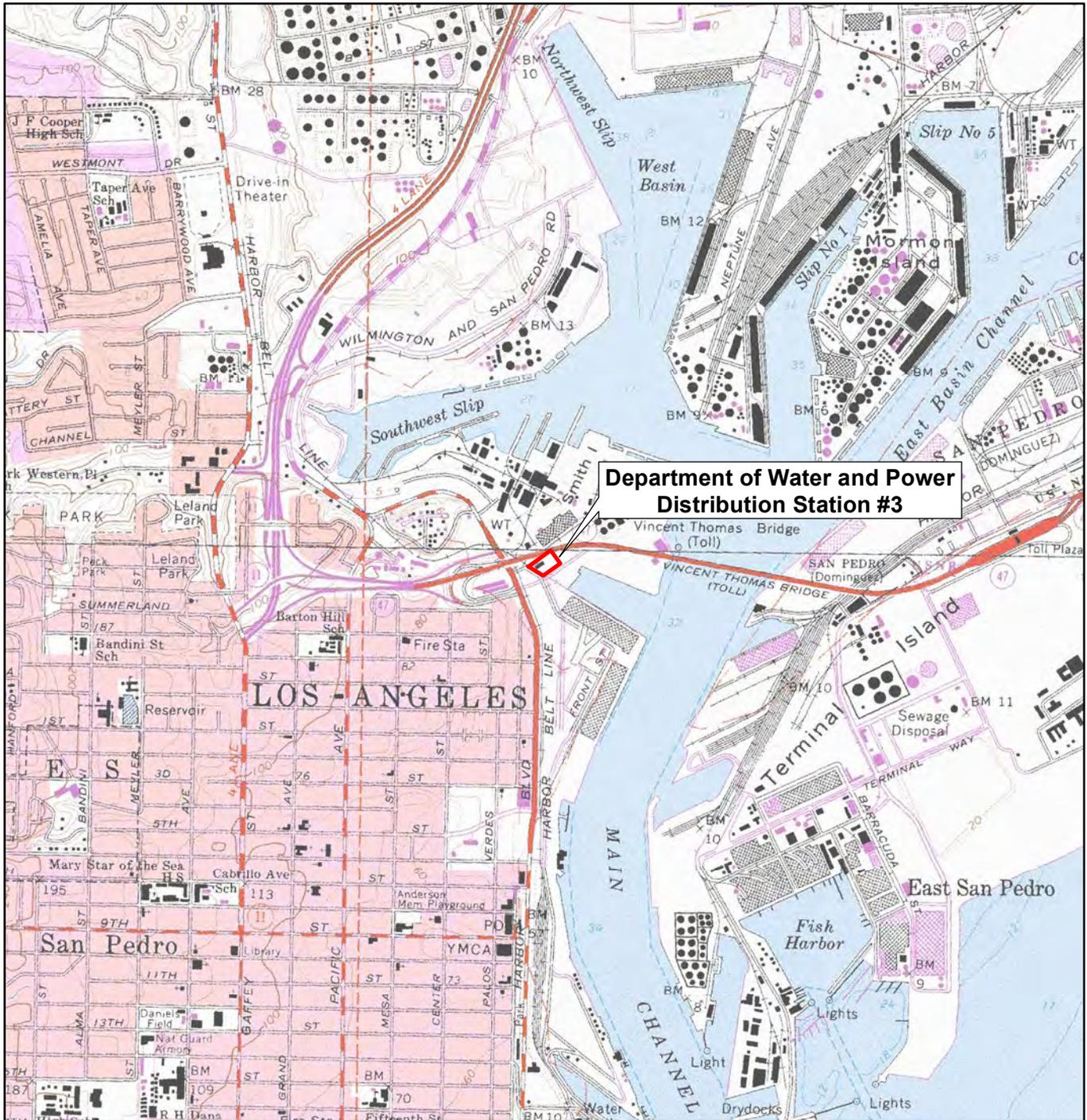
B11. Additional Resource Attributes (list attributes and codes):

***B12. References:**

B13. Remarks:

***B14. Evaluator:** Randy Baloian and Aubrie Morlet
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

Date of Evaluation: September 2012





D1. Historic Name:

D2. Common Name:

***D3. Detailed Description:** The District is located in the center of the Harbor Construction and Maintenance Yard, Berth 161. The District consists of nine historical buildings and the Berth 161 marine ways and drawbridge. The marine ways was installed soon after the Bureau of Construction and Maintenance moved to Berth 161 in 1920. The paint shop and drawbridge appear to have been constructed in the early 1930s. The Consolidated Shops and the Blacksmith and Welding Shop were both constructed with PWA funding in 1937 and 1939. The two-story International style service building was constructed in 1959. The remaining five historical buildings were completed in January 1962.

Very few landscape features are present within the district with the exception of the designed planting areas built adjacent to the PWA Consolidated Shops and Blacksmith and Welding Shop. The wharf, marina, and Slip 1 are visible from the yard. The contributing buildings and structures include:

- (A) Paint Shop
- (B) Electric Shop
- (C) Blacksmith and Welding Shop
- (D) Carpenter Shop
- (E) Boat Shop
- (F) Consolidated Shops
- (G) Cabinet Shop/Mill
- (H) Service Building
- (J) Auto-Repair Garage
- (K) Drawbridge and Tower
- (L) Marine Railways

Another eight buildings, constructed after 1971, are present at the yard. More than 20 small metal sheds and shipping containers are also present.

***D4. Boundary Description:** The boundaries begin on the north side of the drawbridge and marine ways, then travel south surrounding the contributing buildings. The boundary ends on the south behind the Paint Shop, Electric Shop, Blacksmith and Welding Shop, and reaches out to surround the Carpenter Shop on the east side.

***D5. Boundary Justification:** The Harbor Construction and Maintenance yard has changed over time to accommodate the growing needs of the Port facilities. The north side of the yard along Pier A Street (north of the marine ways) has changed the most with the addition of several new buildings but these changes are localized and have had a minimal impact. The historical buildings are grouped together south of the marine ways which creates a feeling of separation from the modern buildings.

***D6. Significance:** Theme: Industrial Development

Period of Significance: 1920–1967

Property Type: Port

Area: Port of Los Angeles

Applicable Criteria: A and C

In 1913, the reorganization of the Board of Public Works led to the creation of the Bureau of Construction and Maintenance for the Port. Although the responsibilities of this bureau have always been a part of the Port's regular activities, between 1907 and 1913 the construction and maintenance duties were managed by the Bureau of Harbor Improvement. The Bureau of Construction and Maintenance was assigned the responsibility for the construction and maintenance of wharves, warehouses, railway terminals, and waterfront approaches as well as dredging operations. While these projects were often contracted out to private companies for construction, on several occasions the bureau did the work themselves. Examples of such projects include installation of two beacon lights at the entrance to Fish Harbor in 1919, building a restaurant at the corner of Fries Avenue and Pier A Street in 1924, repaving streets and transit shed floors in 1933 (following a damaging earthquake), general repair of wharf structures in 1939, and reconstruction of deck systems in 1947. The list of activities carried out by the Bureau of Construction and Maintenance is long and continues to grow. It would be impossible for the Port to have achieved its notoriety in worldwide shipping without the continued efforts of the Bureau of Construction and Maintenance.

The Harbor Construction and Maintenance Yard at Berth 161 has been at its current location at the corner of Pier A Street and Fries Avenue since 1920. In this year, several buildings were moved from an unknown location to the new yard. Then in January 1936, a fire at the yard destroyed a two-story machine shop building. The Public Works Administration (PWA) provided the funding to construct new testing laboratory facilities and the consolidated machine shops. These buildings were completed in the fall of 1937. Two years later the PWA funded the construction

of a new blacksmith and welding shop and the Harbor Department Purchasing Agent's office within the Harbor Construction and Maintenance Yard. The 1939 Port Annual Report for that year states: "These buildings have been treated, architecturally, to harmonize with other structures in the Supply Yard." In 1959 a two-story service building providing office space, equipment storage, washrooms, and locker facilities for the department workmen was completed. In 1962 several shop buildings constructed of concrete block and aluminum siding were added to the yard.

The property is a good example of the type of properties that directly contributed to the long-term development of the Port and of the City of Los Angeles. More importantly, most of the buildings still convey the sense of "maintenance and repair." Because of the yard's contributions in expanding the commercial and economic success of the Port and subsequently the City of Los Angeles, it appears that the Construction and Maintenance Yard for the Port is significant under NRHP Criterion A.

At least four buildings in the Construction and Maintenance Yard were constructed with PWA funding. Harbor Department Engineers designed the buildings and each was "treated, architecturally, to harmonize with other structures in the Supply Yard." The two remaining PWA buildings have been covered with modern stucco, but the doors, windows, hardware, and character-defining Stripped Classicism-style features are still present. These buildings are good examples of the Stripped Classicism style and are unique compared with other buildings at the Port. The PWA Consolidated Shops and the Blacksmith and Welding Shop embody the distinctive characteristics of a type, period, region, or method of construction and appear to be individually significant under NRHP Criterion C.

The 1959 International style service building has had several alterations and additions that diminish the building's ability to convey its character-defining features. While the building still contributes to the overall significance of the yard, the building does not appear to be individually significant. The collection of buildings completed in 1962, the 1930s paint shop, the 1930s storage building, the marine ways and drawbridge are all reflective of the utilitarian purpose for which they were construction. None of these buildings or structures embodies the distinctive characteristics of a type, period, region, or method of construction nor do they represent the works of a master or possess high artistic value. As such, they do not appear to be individually significant for the NRHP under Criterion C or the CRHR under Criterion 3.

Research found no evidence to suggest that the Construction and Maintenance Yard is significant under NRHP or the CRHR Criterion B/2 or Criterion D/4.

Based on a review of historical aerial photographs and the field survey, the historical buildings at the Port Construction and Maintenance Yard appear to have retained integrity of location, design, workmanship, feeling, association, and most of its materials. The setting surrounding the yard has changed as businesses have come and gone, but the general layout of Slip 1 and Mormon Island is the same as it has been since at least 1927. The yard itself has changed over time to accommodate the growing needs of the Port facilities. The north side of the yard along Pier A Street (north of the marine ways) has changed the most with the addition of a new Testing Laboratory and Administration building which replaced two WPA buildings but these changes are localized and have had a minimal impact. The historical buildings are grouped together south of the marine ways which creates a feeling of separation from the modern buildings. The marine ways has a new winch house but still uses the old wood platform car and steel rails to load and unload boats. The drawbridge over the marine ways is still used and appears to be in good condition. As the group of buildings and structures south of the marine ways are significant and retain sufficient integrity, a portion of the Port Construction and Maintenance Yard appears to be eligible for the NRHP as a district under Criteria A. The period of significance for these buildings and structures is 1920–1967. The PWA Consolidated Shops and the Blacksmith and Welding Shop retains good integrity of location, design, workmanship, feeling, association, and most of its materials and as such appears to be individually eligible for the NRHP under Criteria C.

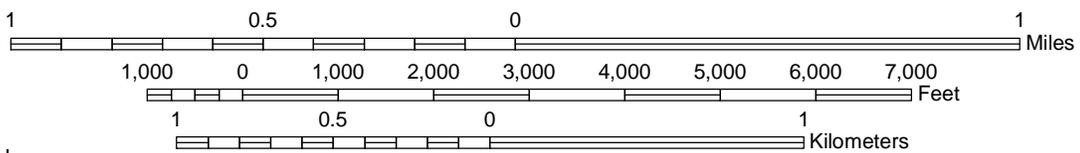
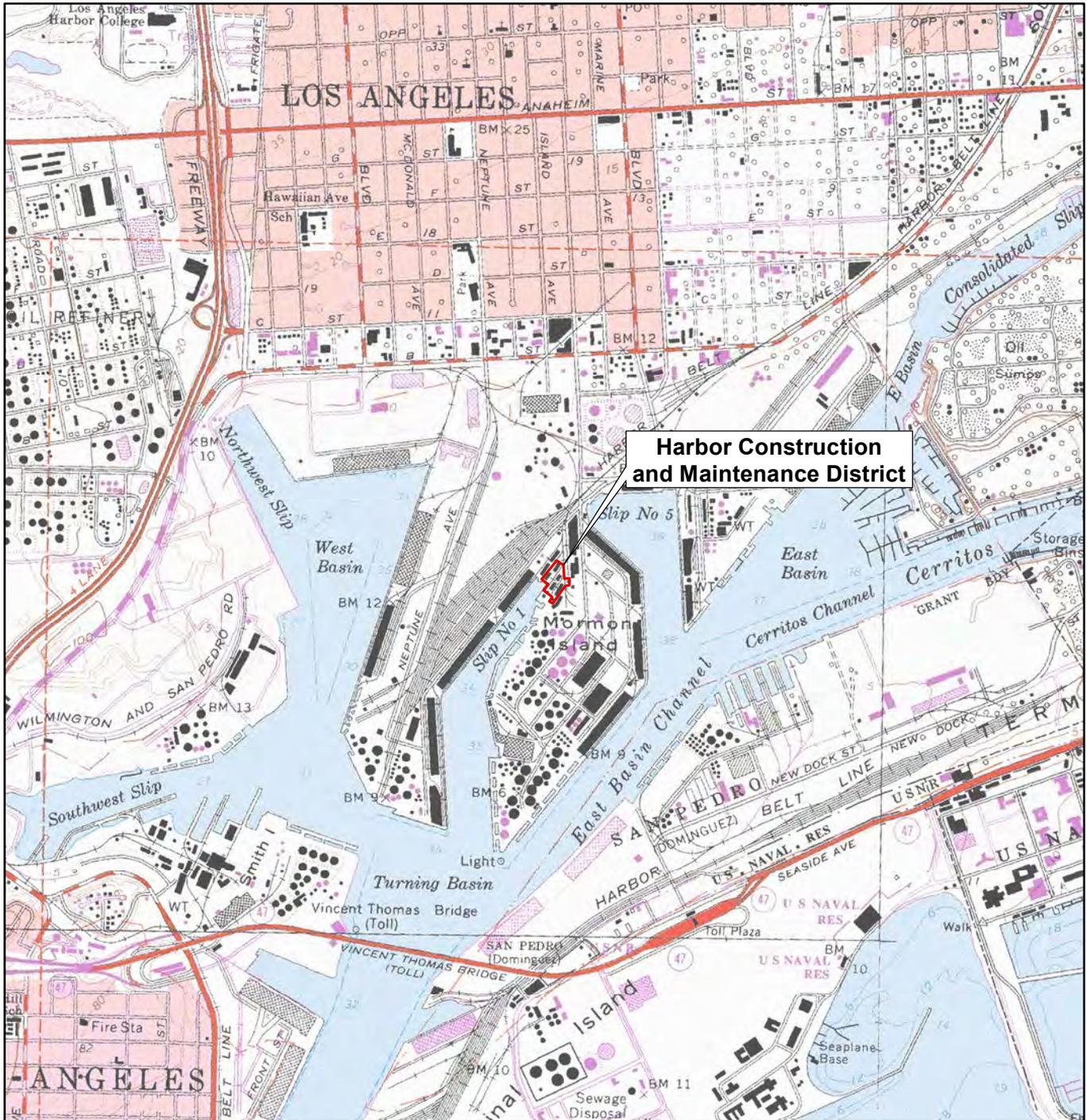
The Harbor Maintenance and Construction Yard is also eligible for listing as a Historic-Cultural Monument for the City of Los Angeles as a resource associated with important events in the main currents of national, state, or local history, and is valuable for the study of a period, style, or method of construction.

***D7. References:**

***D8. Evaluator:** Aubrie Morlet

Date: October 2012

Affiliation and Address: Applied EarthWorks, Inc., 1391 W. Shaw Ave., Suite C, Fresno, CA 93711





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

Primary #
HRI #
Trinomial
NRHP Status Code 3D

Other Listings
Review Code

Reviewer

Date

Page 1 of 3

Resource Name or #: Harbor Construction and Maintenance Yard, Paint Shop (A)

P1. Other Identifier: Contributing Element to Harbor Construction and Maintenance Yard District (P 19-190105)

***P2. Location:** a. County: Los Angeles

Not for Publication Unrestricted

b. USGS 7.5' Quad: Torrance, CA

Date 1964, Photorevised 1981

T: 5S, R: 13W; Unsectioned

c. Address: Berth 161, Wilmington, California

B.M.

d. UTM: NAD, Zone ;

mE /

mN

e. Other Locational Data:

***P3a. Description:** The Paint Shop is a wood-framed building resting on a wood foundation with a rectangular footprint and concrete floor. The gable front roof is covered with composition shingles and the eaves are exposed. Atop the middle segment of the roof ridge is a gable monitor covered with composition shingles and the side walls are clad with plywood. Both gable ends have a rectangular metal vent. The shop walls are clad with corrugated metal that extends into the gable peaks. Steel overhead track doors are present on each gable end. A metal hoist I beam pierces both gable ends above the center of the track doors. The north and south gable sides have nine, six light casement and fixed ribbon windows with wide wood casing. Based on materials and aerial photographs, the building appears to have been constructed in the 1930s.

***P3b. Resource Attributes:** HP6 Commercial Buildings

***P4. Resources Present:** Building Structure Object Site District Element of District Other:

***P5a. Photograph**



P5b. Description of Photo: View looking south at the north and east facades of the Paint Shop.

***P6. Date Constructed/Age and Sources:**
1930s LAHD Building Records
 Prehistoric Historic Both

***P7. Owner and Address:**
Port of Los Angeles

***P8. Recorded By:** Aubrie Morlet
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** August 21, 2012

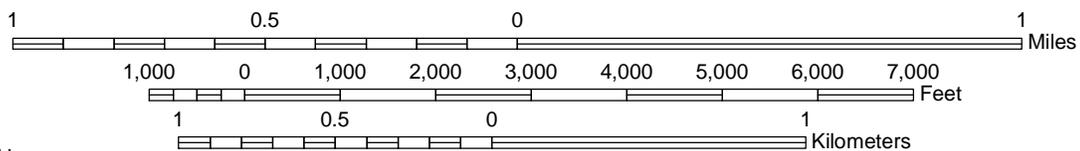
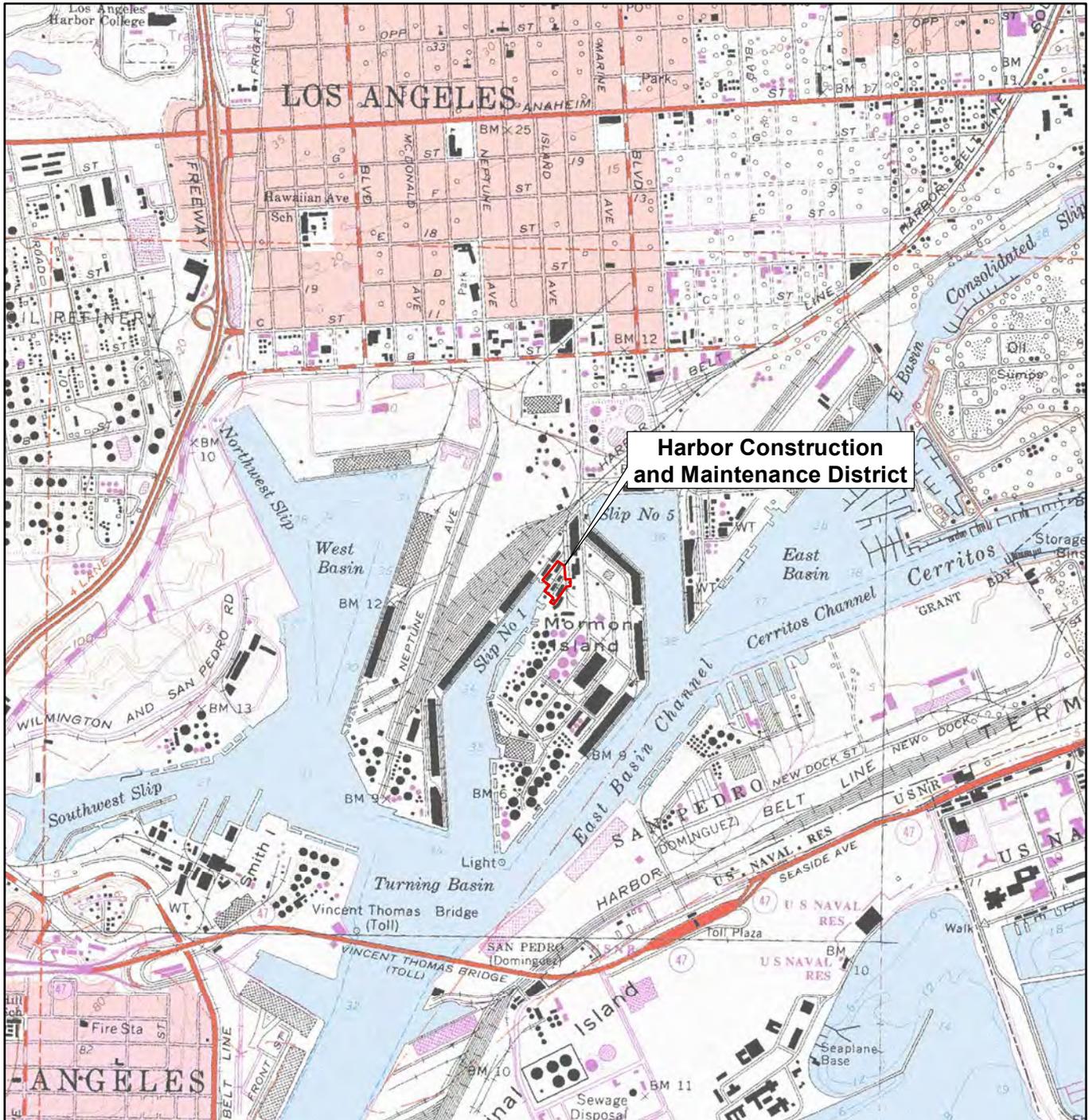
***P10. Survey Type:** Intensive
 Reconnaissance Other

Describe:

***P11. Report Citation:** Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.

2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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





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

Primary #
 HRI #
 Trinomial
 NRHP Status Code 3D

Other Listings
 Review Code

Reviewer

Date

Page 1 of 3

Resource Name or #: Harbor Construction and Maintenance Yard, Electric Shop (B)

P1. Other Identifier: Contributing Element to Harbor Construction and Maintenance Yard District (P 19-190105)

***P2. Location:** a. County: Los Angeles Not for Publication Unrestricted
 b. USGS 7.5' Quad: Torrance, CA Date 1964, Photorevised 1981 T: 5S, R: 13W; Unsectioned
 c. Address: Berth 161, Wilmington, California B.M.
 d. UTM: NAD, Zone ; mE / mN
 e. Other Locational Data:

***P3a. Description:** The single-story electric shop measures 40 by 102 feet. The building is constructed with a low-rigid steel frame. The lower five feet of the walls are constructed of 12 inch thick concrete block. The remaining height of the walls and low-pitched gable roof is covered with aluminum channel siding. Fenestration includes six 12 by 10 foot roll-up doors on the north and south facades with an additional 10 by 10 foot roll-up door on the west end of the south facade. Two of the roll-up doors on the south facade have a pilot door. Two steel doors with a fixed light in the upper half are present. Nine steel-framed windows exhibit six lights; the four outside lights are fixed with a two light awning style panel in the middle. Five of the nine awning panels have been removed to accommodate window air-conditioning units; two have since been replaced with a single fixed light.

***P3b. Resource Attributes:** HP6 Commercial Buildings

***P4. Resources Present:** Building Structure Object Site District Element of District Other:

***P5a. Photograph**



P5b. Description of Photo: View looking east at the north and west facades of the Electric Shop

***P6. Date Constructed/Age and Sources:**
 1962 LAHD Building Records
 Prehistoric Historic Both

***P7. Owner and Address:**
 Port of Los Angeles

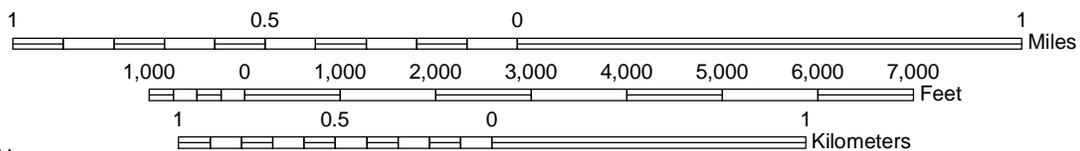
***P8. Recorded By:** Aubrie Morlet
 Applied EarthWorks, Inc.
 1391 W. Shaw Ave., Suite C
 Fresno, CA 93711

***P9. Date Recorded:** August 21, 2012

***P10. Survey Type:** Intensive
 Reconnaissance Other
Describe:

***P11. Report Citation:** Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.
 2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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



TRUE NORTH



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

Primary #
 HRI #
 Trinomial
 NRHP Status Code 3B

Other Listings
 Review Code

Reviewer

Date

Page 1 of 6

Resource Name or #: Harbor Construction and Maintenance Yard, Blacksmith & Welding (C)

P1. Other Identifier: Contributing Element to Harbor Construction and Maintenance Yard District (P 19-190105)

***P2. Location:** a. County: Los Angeles Not for Publication Unrestricted
 b. USGS 7.5' Quad: Torrance, CA Date 1964, Photorevised 1981 T: 5S, R: 13W; Unsectioned
 c. Address: Berth 161, Wilmington, California B.M.
 d. UTM: NAD, Zone; mE / mN
 e. Other Locational Data:

***P3a. Description:** The Los Angeles Harbor Department Blacksmith and Welding Shop, designed by harbor engineers in the Stripped Classicism style, was a PWA funded project. The 40 by 60 foot building was completed in 1939. The poured in place concrete building rests on a reinforced concrete pier foundation. The stucco clad walls exhibit a stepped foundation, fluted pilasters, recessed geometric shapes above the windows, progressive recessions between pilasters surrounding window groupings and pivoted doors, and stepped parapets. A colored metal coping lines the edge of the entire parapet. The roof consists of two 10 by 40 foot monitors atop a low-pitched gable-front roof concealed by the parapets. A steel hopper window (3 by 40 foot) is present on the east and west side of each monitor. Fenestration includes mullioned steel windows with pivoted panels and 14-foot steel bifold doors with single pilot door. A designed planter with concrete curbing is located on the east façade. A bronze tablet with the name of the mayor, board of harbor commissioners, general manager, harbor engineer, building contractor, and date of construction is located on the east end of the north façade. A second bronze tablet declaring the building a Federal Works Agency Public Works Administration project with the name of the Federal Works Administrator, U.S. President, and date of construction is on the east façade. (Continued on page 2).

***P3b. Resource Attributes:** HP6 Commercial Buildings; HP35 PWA Buildings

***P4. Resources Present:** Building Structure Object Site District Element of District Other:

***P5a. Photograph**



P5b. Description of Photo: View looking southwest at the north and east façades of the Blacksmith and Welding Shop.

***P6. Date Constructed/Age and Sources:** 1939 LAHD Building Records
 Prehistoric Historic Both

***P7. Owner and Address:** Port of Los Angeles

***P8. Recorded By:** Aubrie Morlet
 Applied EarthWorks, Inc.
 1391 W. Shaw Ave., Suite C
 Fresno, CA 93711

***P9. Date Recorded:** August 21, 2012

***P10. Survey Type:** Intensive
 Reconnaissance Other
Describe:

***P11. Report Citation:** Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.
 2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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

Continuation Update

P3a. Description (continued): As designed, the interior of the shops include three built-in work benches, a billet furnace, two swage blocks, bathroom, tool racks, two forges, and a trolley track between each set of north/south doors. Due to hazardous conditions, access was not permitted to the interior of the building for visual confirmation of the interior features. The trolley track is visible from the outside and appears to be in good working condition. The building does not appear to be altered with the exception of the modern stucco cladding.



P5. Description of Photo: View looking west at the south and east façades of the Blacksmith and Welding Shop



P5. Description of Photo: On the right side of the photograph is a view looking east at the south and west façades of the Blacksmith and Welding Shop (October 11, 1961 Courtesy of LAHD Archives).

features are still present. The building is a good example of the Stripped Classicism style and is unique compared with other buildings at the Port. The PWA Blacksmith and Welding Shop embodies the distinctive characteristics of a type, period, region, or method of construction and appears to be individually significant under NRHP Criterion C. As the Blacksmith and Welding Shop retains good integrity of location, design, setting, workmanship, feeling, association, and most of its materials, it appears to be individually eligible for the NRHP under Criteria C.

Research found no evidence to suggest that the Blacksmith and Welding Shop located within the LAHD Construction and Maintenance Yard is significant under NRHP or the CRHR Criterion B/2 or Criterion D/4.

The PWA Blacksmith and Welding Shop at the Harbor Maintenance and Construction Yard is also eligible for listing as a Historic-Cultural Monument for the City of Los Angeles as a resource associated with important events in the main currents of national, state, or local history, and is valuable for the study of a period, style, or method of construction.

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

***B12. References:**

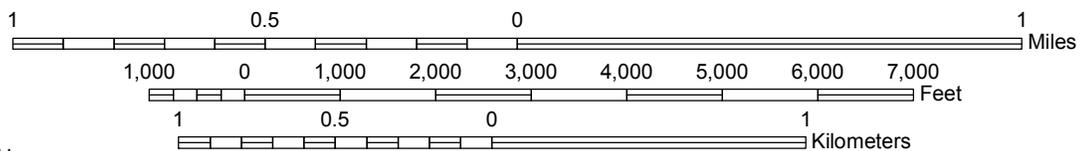
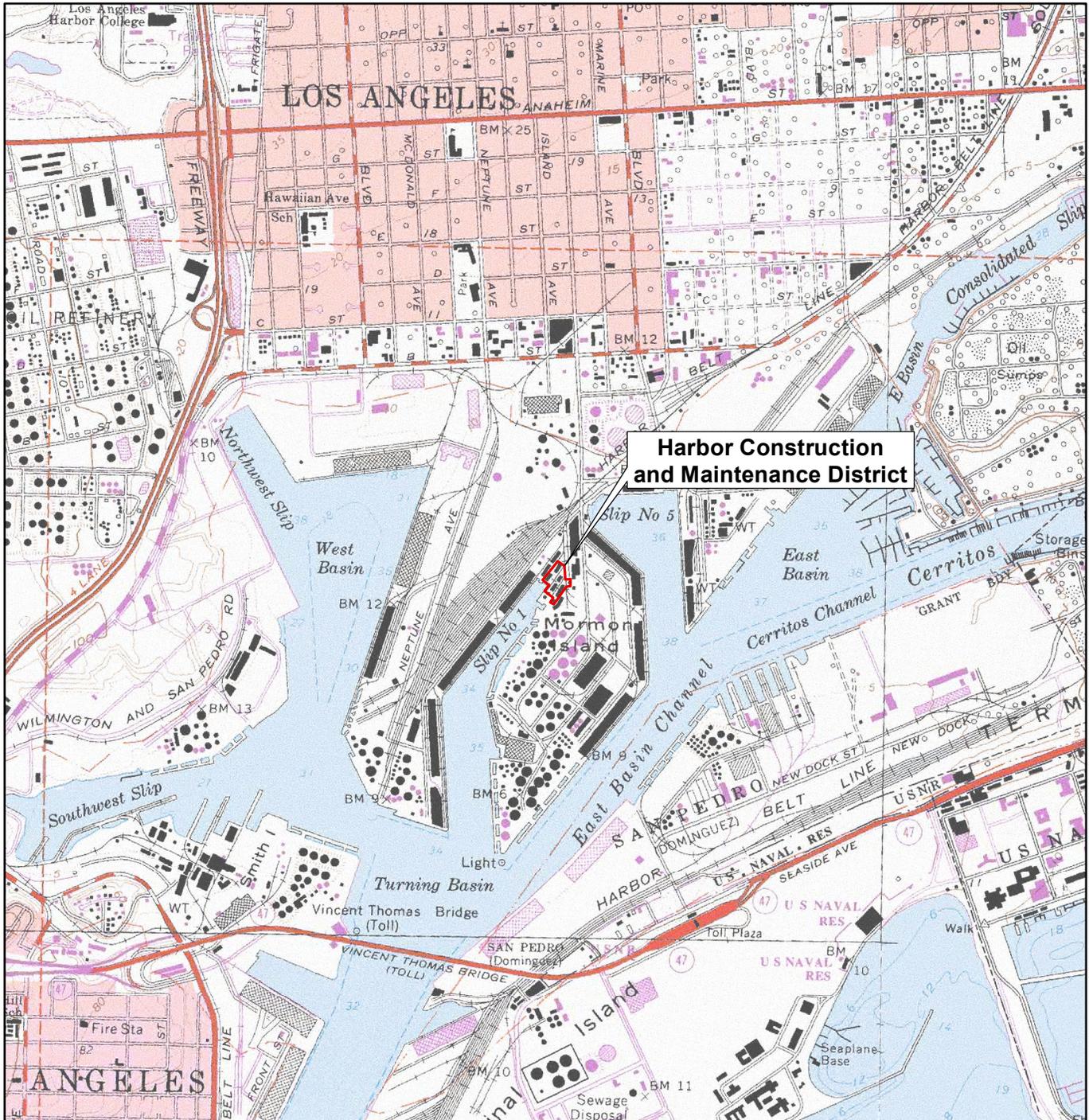
B13. Remarks:

***B14. Evaluator:** Aubrie Morlet
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

Date of Evaluation: 2012

This space reserved for official comments.

Sketch Map





State of California — The Resources Agency
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PRIMARY RECORD

Primary #
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Trinomial
NRHP Status Code 3D

Other Listings
Review Code

Reviewer

Date

Page 1 of 3

Resource Name or #: Harbor Construction and Maintenance Yard, Carpenter Shop (D)

P1. Other Identifier: Contributing Element to Harbor Construction and Maintenance Yard District (P 19-190105)

***P2. Location:** a. County: Los Angeles Not for Publication Unrestricted
b. USGS 7.5' Quad: Torrance, CA Date 1964, Photorevised 1981 T: 5S, R: 13W; Unsectioned
c. Address: Berth 161, Wilmington, California B.M.
d. UTM: NAD, Zone ; mE / mN
e. Other Locational Data:

***P3a. Description:** The one and one-half story height carpenter shop measures 40 by 82 feet. The building is constructed with a low-rigid steel frame. The lower five feet of the walls are constructed of 12-inch thick concrete block. The remaining height of the walls and low-pitched gable roof is covered with aluminum channel siding. Fenestration includes three 12 by 10 foot roll-up doors on the north façade, one with a pilot door. Two steel doors with a fixed light in the upper half are present on the north façade. Seven steel-framed windows exhibit nine lights; seven lights are fixed with a two light awning-style panel in the upper middle. The building does not appear to have any significant alterations.

***P3b. Resource Attributes:** HP6 Commercial Buildings

***P4. Resources Present:** Building Structure Object Site District Element of District Other:

***P5a. Photograph**



P5b. Description of Photo: View looking east at the south and west façades of the Carpenter Shop.

***P6. Date Constructed/Age and Sources:**
1962 LAHD Building Records
 Prehistoric Historic Both

***P7. Owner and Address:**
Port of Los Angeles

***P8. Recorded By:** Aubrie Morlet
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

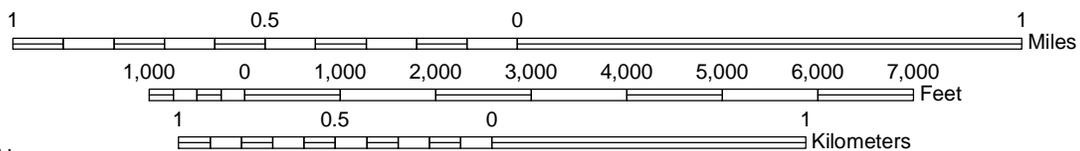
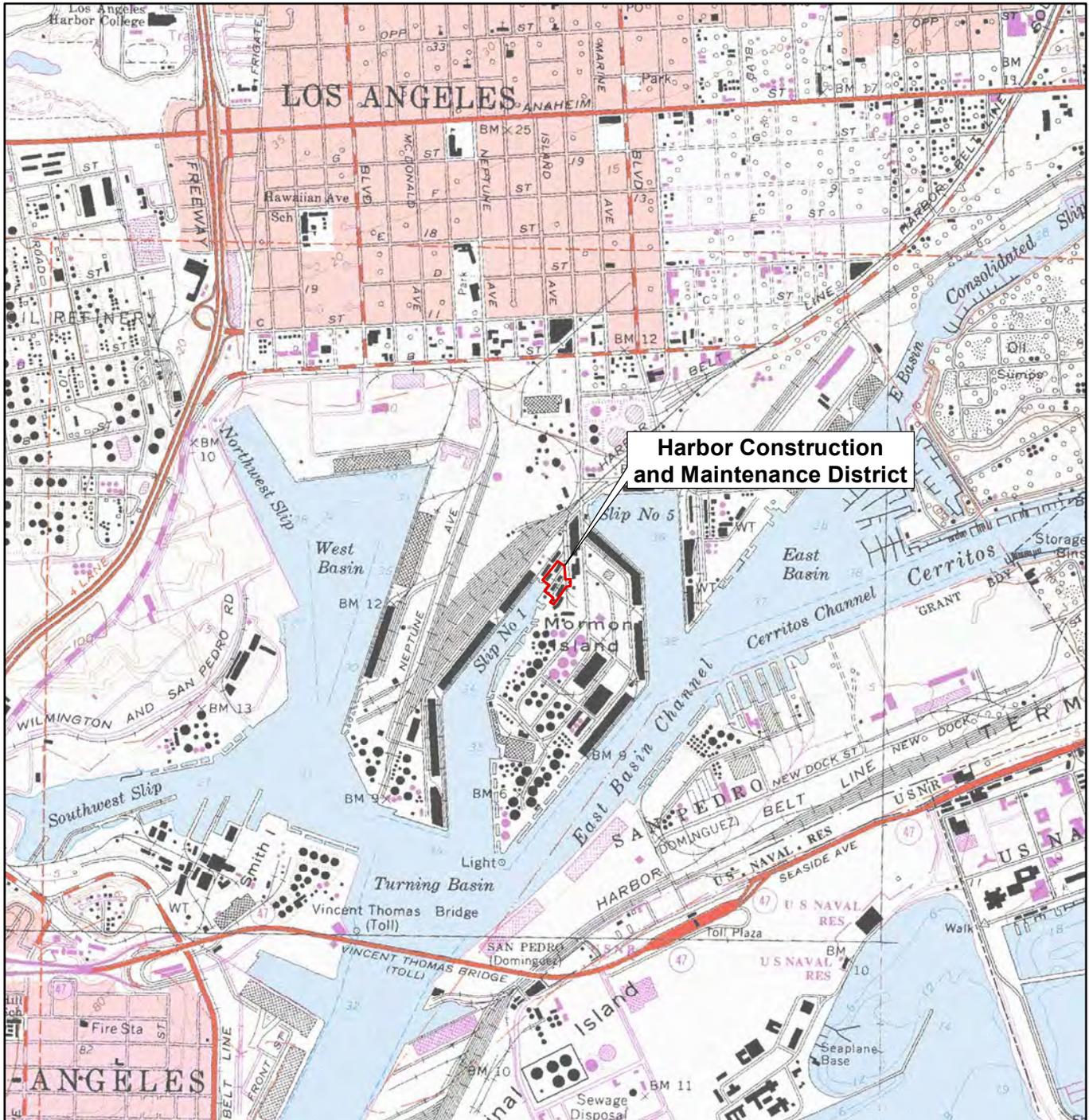
***P9. Date Recorded:** October 5, 2012

***P10. Survey Type:** Intensive
 Reconnaissance Other
Describe:

***P11. Report Citation:** Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.

2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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



TRUE NORTH



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

Primary #
 HRI #
 Trinomial
 NRHP Status Code 3D

Other Listings
 Review Code

Reviewer

Date

Page 1 of 3

Resource Name or #: Harbor Construction and Maintenance Yard, Boat Shop (E)

P1. Other Identifier: Contributing Element to Harbor Construction and Maintenance Yard District (P 19-190105)

***P2. Location:** a. County: Los Angeles Not for Publication Unrestricted
 b. USGS 7.5' Quad: Torrance, CA Date 1964, Photorevised 1981 T: 5S, R: 13W; Unsectioned
 c. Address: Berth 161, Wilmington, California B.M.
 d. UTM: NAD, Zone ; mE / mN
 e. Other Locational Data:

***P3a. Description:** The single-story boat shop measures 32 by 50 feet. The building is constructed with a low-rigid steel frame. The lower five feet of the walls are constructed of 12 inch thick concrete block. The remaining height of the walls and low-pitched gable roof is covered with aluminum channel siding. Fenestration includes two 10 by 10 foot roll-up doors and two flush steel doors—one of each on the north and south façades. Eight steel-framed windows exhibit nine lights; seven lights are fixed with a two light awning-style panel in the upper middle. Two additional steel-framed windows exhibit six lights; the four outside lights are fixed with a two light awning style panel in the middle. The building does not appear to have any alterations.

***P3b. Resource Attributes:** HP6 Commercial Buildings

***P4. Resources Present:** Building Structure Object Site District Element of District Other:

***P5a. Photograph**



P5b. Description of Photo: View looking southwest at the north and east façades of the Boat Shop.

***P6. Date Constructed/Age and Sources:** 1962 LAHD Building Records
 Prehistoric Historic Both

***P7. Owner and Address:** Port of Los Angeles

***P8. Recorded By:** Aubrie Morlet
 Applied EarthWorks, Inc.
 1391 W. Shaw Ave., Suite C
 Fresno, CA 93711

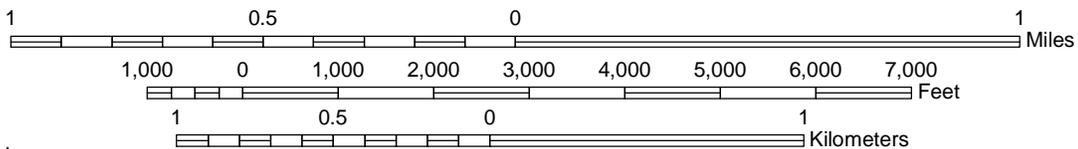
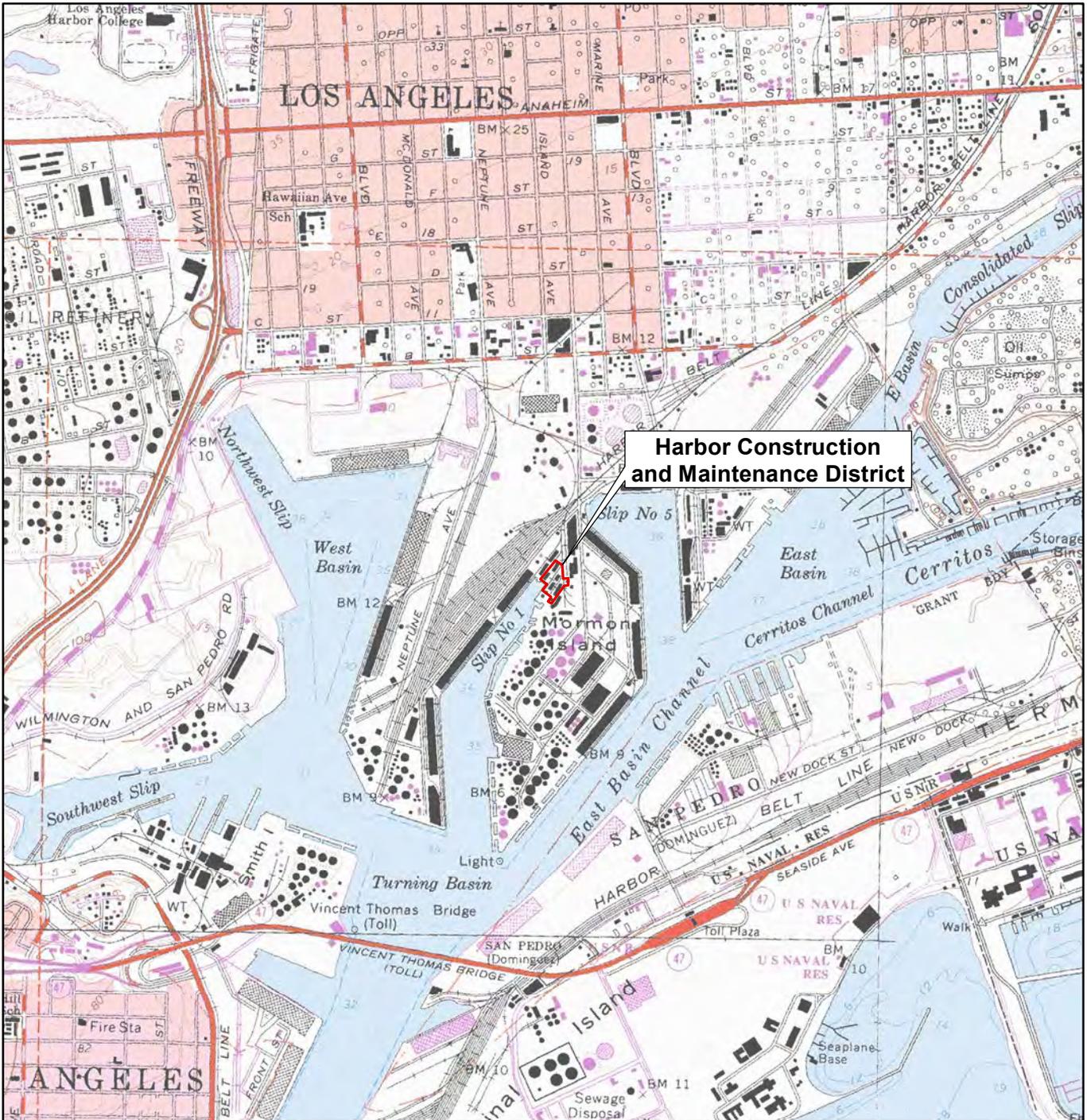
***P9. Date Recorded:** August 21, 2012

***P10. Survey Type:** Intensive
 Reconnaissance Other
Describe:

***P11. Report Citation:** Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.

2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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



TRUE NORTH



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

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Primary #
 HRI #
 Trinomial
 NRHP Status Code 3B

Other Listings
 Review Code

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Resource Name or #: Harbor Construction and Maintenance Yard, Consolidated Shops (F)

P1. Other Identifier: Contributing Element to Harbor Construction and Maintenance Yard District (P 19-190105)

***P2. Location:** a. County: Los Angeles Not for Publication Unrestricted
 b. USGS 7.5' Quad: Torrance, CA Date 1964, Photorevised 1981 T: 5S, R: 13W; Unsectioned
 c. Address: Berth 161, Wilmington, California B.M.
 d. UTM: NAD, Zone; mE / mN
 e. Other Locational Data:

***P3a. Description:** The LAHD Consolidated Shops, designed by harbor engineers in the Stripped Classicism style, was a PWA funded project. The Consolidated Shops included the electric, pipe, and machine shops with offices on the second floor. This building replaced, in the same location, the previous machine shop that fire destroyed in 1936. The 60 by 140 foot building is two-story on the west end and single-story on the east. The poured in place concrete building rests on a reinforced concrete pier foundation. The stucco clad walls exhibit a stepped foundation, fluted pilasters, recessed geometric shapes above the windows, progressive recessions between pilasters surrounding window groupings and pivoted doors, and stepped parapet. A colored metal coping lines the edge of the entire parapet. The roof consists of five shed roofs over the single-story section and a gable roof over the two-story section all concealed by the parapets. Fenestration includes mullioned steel awning windows grouped in three or paired, 14 foot steel bi-fold doors with single pilot door, and six columns of steel sash windows covering the face of the semi-circular office entrance. Bronze cornice and sashes surround the steel sash windows. A single metal door beside a single sash window with projecting counter is present on the east side of the semicircular office. A set of metal covered wood doors with rectangular glass light down the center is located on the north and south facades (continued on page 2).

***P3b. Resource Attributes:** HP6 Commercial Buildings; HP35 PWA Buildings

***P4. Resources Present:** Building Structure Object Site District Element of District Other:

***P5a. Photograph**



P5b. Description of Photo: View looking northeast at the west and south facades of the Consolidated Shops.

***P6. Date Constructed/Age and Sources:**
 1937 LAHD Building Records
 Prehistoric Historic Both

***P7. Owner and Address:**
 Port of Los Angeles

***P8. Recorded By:** Aubrie Morlet
 Applied EarthWorks, Inc.
 1391 W. Shaw Ave., Suite C
 Fresno, CA 93711

***P9. Date Recorded:** August 21, 2012

***P10. Survey Type:** Intensive
 Reconnaissance Other
Describe:

***P11. Report Citation:** Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.
 2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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

Continuation Update

P3a. Description (continued): A designed planter with concrete curbing wraps around the northeast corner of the building with a smaller second planter on the west side of the semicircular office. A bronze tablet with the name of the mayor, board of harbor commissioners, general manager, harbor engineer, building contractor, and date of construction is located on the east end of the north facade.

As designed, the interior of the shops include eight built-in work benches, a battery room, switch board room, bathroom, tool room, steel lockers, and a trolley track with turntable for the hoist. Due to hazardous conditions, access was not permitted to the interior of the building for visual confirmation of the interior features. The trolley track is visible from the outside and appears to be in good working condition. The building does exhibit a few alterations. Three metal doors have been added to the south facade removing the bottom half of each window where the door was placed. A concrete block wall with shed roof shades one of the new doors on the south facade. The lettering "ELECTRIC" was filled in above the steel doors on the east facade at an unknown time after the construction of the new electric shop in 1962. It appears modern stucco now covers the building's original plaster. Several window air conditioners detract from the smooth design most notably on the semi-circular office but the units are removable.



P5. Description of Photo: View looking southwest at the north facade of the Consolidated Shops.

At least four buildings in the Construction and Maintenance Yard were constructed with PWA funding including the Consolidated Shops. Harbor Department Engineers designed the buildings and each was “treated, architecturally, to harmonize with other structures in the Supply Yard.” The Consolidated Shops has been subject to a few alterations and is now covered with modern stucco, but the doors, windows, hardware, and character-defining Stripped Classicism-style features are still present. The building is a good example of the Stripped Classicism style and is unique compared with other buildings at the Port. The PWA Consolidated Shops building embodies the distinctive characteristics of a type, period, region, or method of construction and appear to be individually significant under NRHP Criterion C. As the Consolidated Shops building retains good integrity of location, design, setting, workmanship, feeling, association, and most of its materials, it appears to be individually eligible for the NRHP under Criteria C.

Research found no evidence to suggest that the Consolidated Shops located within the LAHD Construction and Maintenance Yard is significant under NRHP or the CRHR Criterion B/2 or Criterion D/4.

The PWA Consolidated Shops building at the Harbor Maintenance and Construction Yard is also eligible for listing as a Historic-Cultural Monument for the City of Los Angeles as a resource associated with important events in the main currents of national, state, or local history, and is valuable for the study of a period, style, or method of construction.

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

***B12. References:**

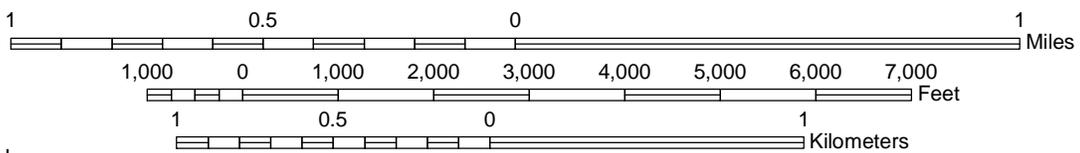
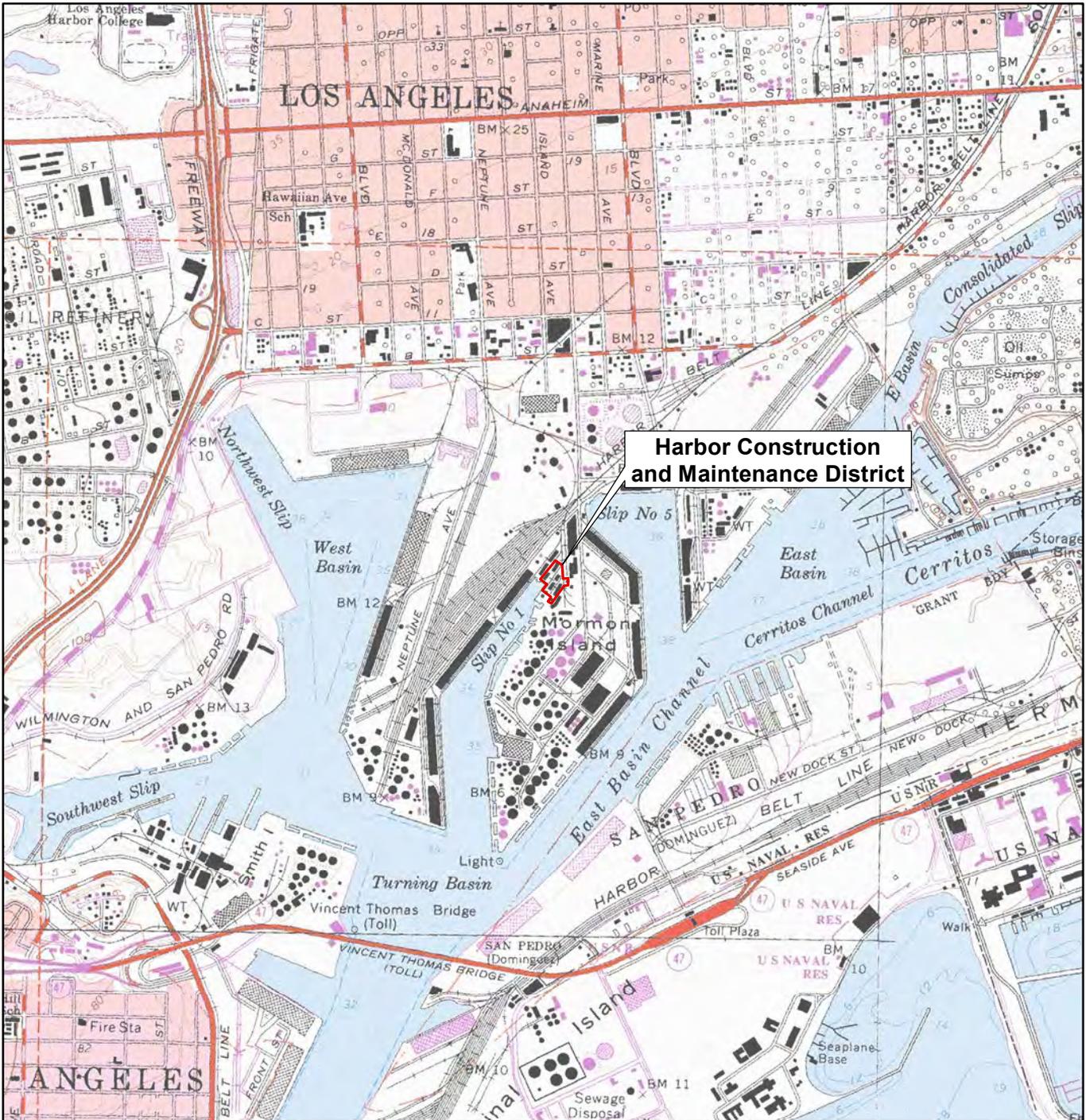
B13. Remarks:

***B14. Evaluator:** Aubrie Morlet
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

Date of Evaluation: 2012

This space reserved for official comments.

Sketch Map





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 NRHP Status Code 3D

Other Listings
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Page 1 of 4

Resource Name or #: Harbor Construction and Maintenance Yard, Cabinet Shop/Mill (G)

P1. Other Identifier: Contributing Element to Harbor Construction and Maintenance Yard District (P 19-190105)

***P2. Location:** a. County: Los Angeles Not for Publication Unrestricted
 b. USGS 7.5' Quad: Torrance, CA Date 1964, Photorevised 1981 T: 5S, R: 13W; Unsectioned
 c. Address: Berth 161, Wilmington, California B.M.
 d. UTM: NAD, Zone ; mE / mN
 e. Other Locational Data:

***P3a. Description:** The single-story cabinet shop and mill measures 42 by 80 feet. The building is constructed with a low-rigid steel frame. The lower five feet of the walls are constructed of 12-inch thick concrete block. The remaining height of the walls and low-pitched gable roof are covered with aluminum channel siding. The building is divided into two sections; a 32 by 42 foot cabinet shop and a 48 by 42 foot open mill area. The north façade of the mill exhibits a 45 foot wide by 11 foot high steel-framed opening. The south façade of the mill is enclosed by nine 11 foot steel folding doors on an overhead track. Fenestration on the cabinet shop includes a single 10 by 10 foot roll-up door on the east façade and two 5 by 11 foot wood sliding doors located between the cabinet shop and mill. The six windows originally installed on the building were the same nine-light steel-framed windows as all of other buildings from this construction period. Those windows have been replaced with similar sized metal sliding windows at an unknown time. The saw dust extractor and bin is located at the rear of the building retained from the previous shop.

***P3b. Resource Attributes:** HP6 Commercial Buildings

***P4. Resources Present:** Building Structure Object Site District Element of District Other:

***P5a. Photograph**



P5b. Description of Photo: View looking southeast at the north and west façades of the Cabinet Shop and Mill.

***P6. Date Constructed/Age and Sources:**
 1962 LAHD Building Records
 Prehistoric Historic Both

***P7. Owner and Address:**
 Port of Los Angeles

***P8. Recorded By:** Aubrie Morlet
 Applied EarthWorks, Inc.
 1391 W. Shaw Ave., Suite C
 Fresno, CA 93711

***P9. Date Recorded:** August 21, 2012

***P10. Survey Type:** Intensive
 Reconnaissance Other
Describe:

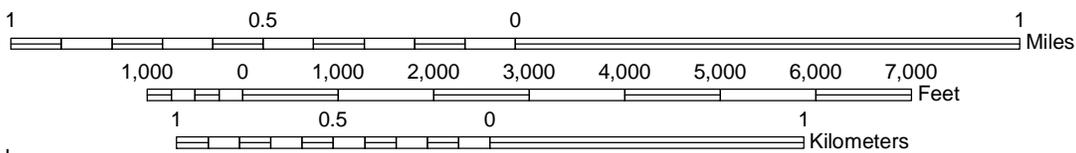
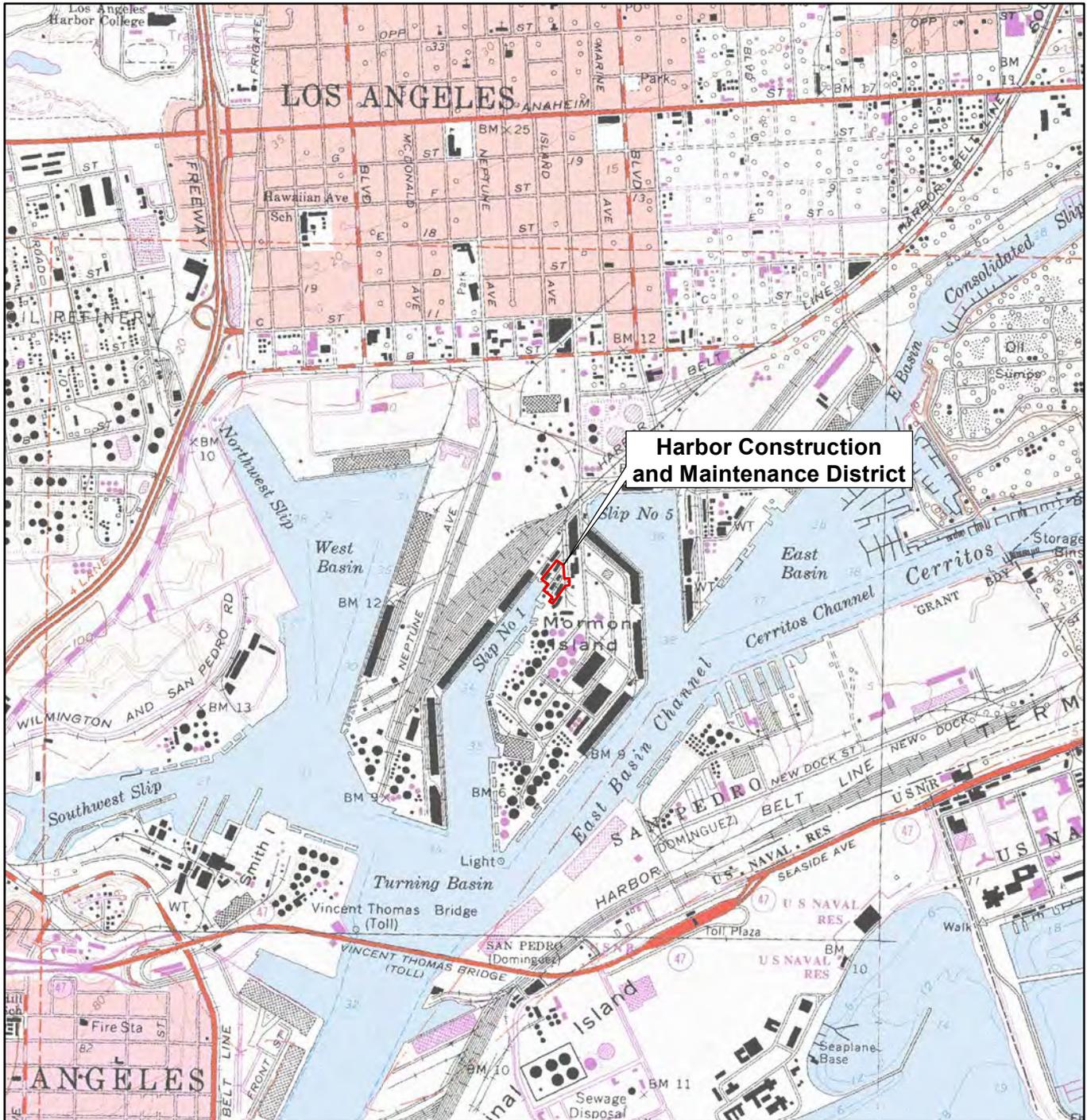
***P11. Report Citation:** Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.

2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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



P5. Description of Photo: View looking northeast at the south and west façades of the cabinet shop and mill.





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Primary #
 HRI #
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 NRHP Status Code 3D

Other Listings
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Page 1 of 4

Resource Name or #: Harbor Construction and Maintenance Yard, Service Building (H)

P1. Other Identifier: Contributing Element to Harbor Construction and Maintenance Yard District (P 19-190105)

***P2. Location:** a. County: Los Angeles Not for Publication Unrestricted
 b. USGS 7.5' Quad: Torrance, CA Date 1964, Photorevised 1981 T: 5S, R: 13W; Unsectioned
 c. Address: Berth 161, Wilmington, California B.M.
 d. UTM: NAD, Zone; mE / mN
 e. Other Locational Data:

***P3a. Description:** The Harbor Department Service Building, designed by harbor engineers in the International style, was completed in 1959. Based on the building plans, this building is a remodel and addition to an older building. The two-story 100 by 36 foot building rests on a concrete foundation and is wood-framed. The building is clad with stucco. Painted concrete-block columns break up the length of the building's exterior into five 20-foot-wide units. A smaller addition to the east facade creates a sixth unit but it does not appear to be the same width. The roof is flat with a wide fascia painted to match the columns. Fenestration on the south facade includes sliding glass doors on the first story and four-part aluminum ribbon-windows on the second story. Fenestration on the north facade includes two-part hopper windows on the first story and the same four-light aluminum ribbon-windows on the second story. The west facade exhibits slightly different styled four-part windows and a two-part fixed window above a pedestrian door. An addition was constructed to the east facade sometime after 1971. While the north (rear) facade appears matched to the 1959 design, the east and south facades are significantly different. The east end displays a lack of columns, wide fascia, and four-part windows. Sash windows and two pedestrian doors are present on the dual-height addition.

***P3b. Resource Attributes:** HP6 Commercial Buildings

***P4. Resources Present:** Building Structure Object Site District Element of District Other:

***P5a. Photograph**



P5b. Description of Photo: View looking northeast at the south and west facades of the Service Building.

***P6. Date Constructed/Age and Sources:** 1959 LAHD Building Records
 Prehistoric Historic Both

***P7. Owner and Address:** Port of Los Angeles

***P8. Recorded By:** Aubrie Morlet
 Applied EarthWorks, Inc.
 1391 W. Shaw Ave., Suite C
 Fresno, CA 93711

***P9. Date Recorded:** August 21, 2012

***P10. Survey Type:** Intensive
 Reconnaissance Other

Describe:

***P11. Report Citation:** Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.
 2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

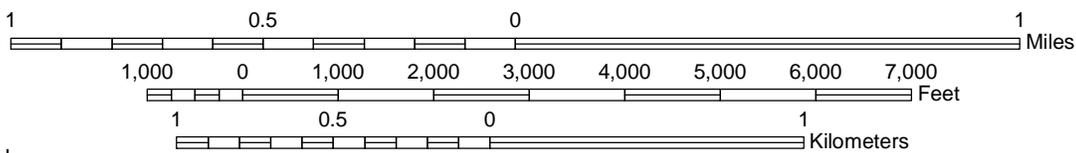
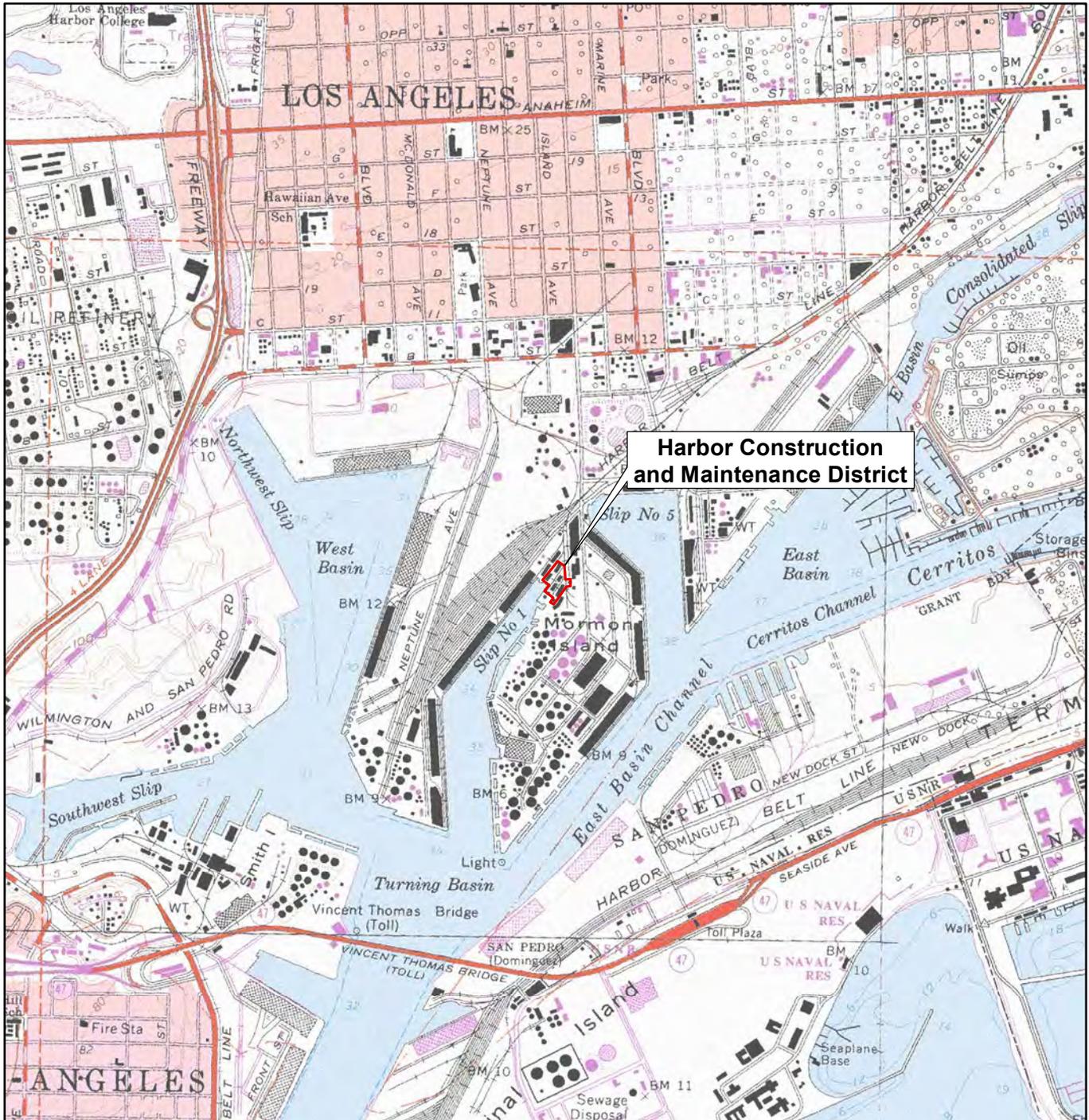
***Attachments:** NONE Location Map Site/Sketch Map Continuation Sheet
 Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record
 Photograph Record Milling Station Record Rock Art Record Artifact Record
 Other (list):

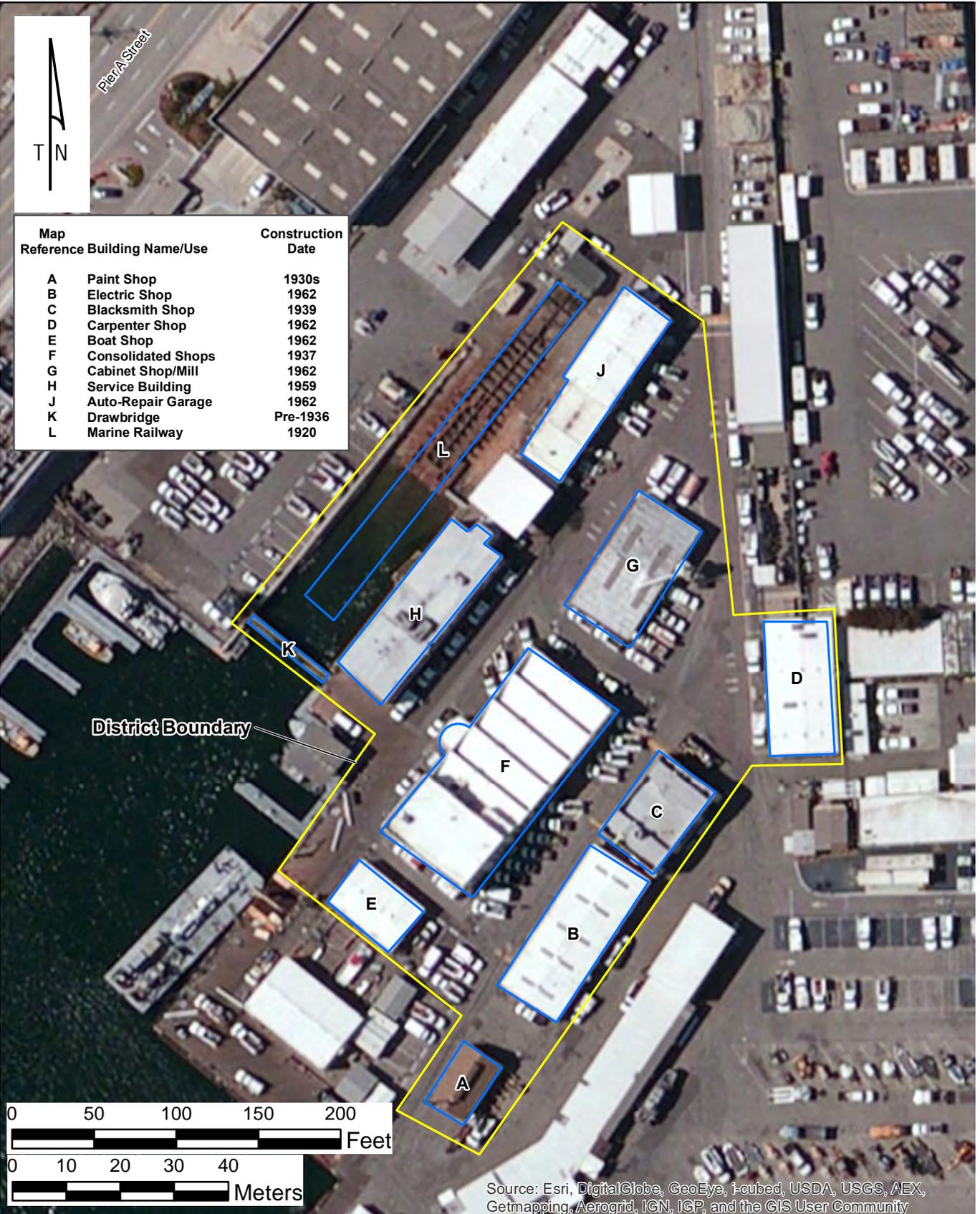


P5. Description of Photo: View looking south at the north facade of the Service Building.



P5. Description of Photo: View looking north at the east facade addition on the Service Building.





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Primary #
 HRI #
 Trinomial
 NRHP Status Code 3D

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Resource Name or #: Harbor Construction and Maintenance Yard, Auto-Repair Garage (J)

P1. Other Identifier: Contributing Element to Harbor Construction and Maintenance Yard District (P 19-190105)

***P2. Location:** a. County: Los Angeles Not for Publication Unrestricted
 b. USGS 7.5' Quad: Torrance, CA Date 1964, Photorevised 1981 T: 5S, R: 13W; Unsectioned
 c. Address: Berth 161, Wilmington, California B.M.
 d. UTM: NAD, Zone; mE / mN
 e. Other Locational Data:

***P3a. Description:** The one and one-half story auto-repair garage measures 32 by 66 feet. The building is constructed with a low-rigid steel frame. The lower five feet of the walls are constructed of 12-inch thick concrete block. The remaining height of the walls and low-pitched gable roof is covered with aluminum channel siding. Fenestration includes two steel roll-up doors (22 by 14 feet, 18 by 14 feet) in the south façade. A third roll-up door originally on the south façade is replaced with a single pedestrian door and wide metal sliding window. The seven windows originally installed on the building were the same nine-light steel-framed windows as all of other buildings from this construction period. Those windows have been replaced with metal sliding and metal sash windows at an unknown time.

The pre-existing grease rack and new wash rack share a shed roof attached to the west façade of the auto-repair garage. The 19 by 28 foot wash rack was constructed as a pole shed with a concrete block base and aluminum channel siding on the north and east walls leaving the west and south walls mostly open (see historical photograph on continuation sheet). The 30 by 28 foot grease rack is constructed on a U-shaped two foot concrete wall with wood framed walls. These features appear to be embedded under the new metal shed roof (continued on page 2).

***P3b. Resource Attributes:** HP6 Commercial Buildings

***P4. Resources Present:** Building Structure Object Site District Element of District Other:

***P5a. Photograph**



P5b. Description of Photo: View looking northeast at the west and south façades of the Auto-Repair Garage and the new wash rack.

***P6. Date Constructed/Age and Sources:** 1962 LAHD Building Records
 Prehistoric Historic Both

***P7. Owner and Address:** Port of Los Angeles

***P8. Recorded By:** Aubrie Morlet
 Applied EarthWorks, Inc.
 1391 W. Shaw Ave., Suite C
 Fresno, CA 93711

***P9. Date Recorded:** August 21, 2012

***P10. Survey Type:** Intensive
 Reconnaissance Other
Describe:

***P11. Report Citation:** Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.

2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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

Page 2 of 4

Resource Name or #: Harbor Construction and Maintenance Yard, Auto-Repair Garage (J)

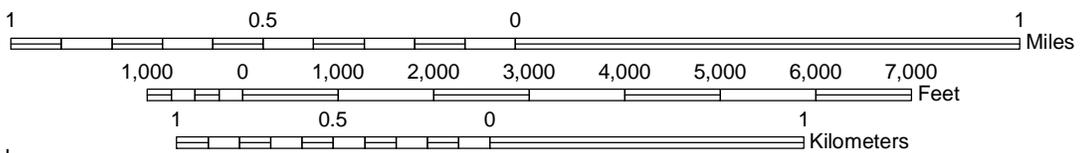
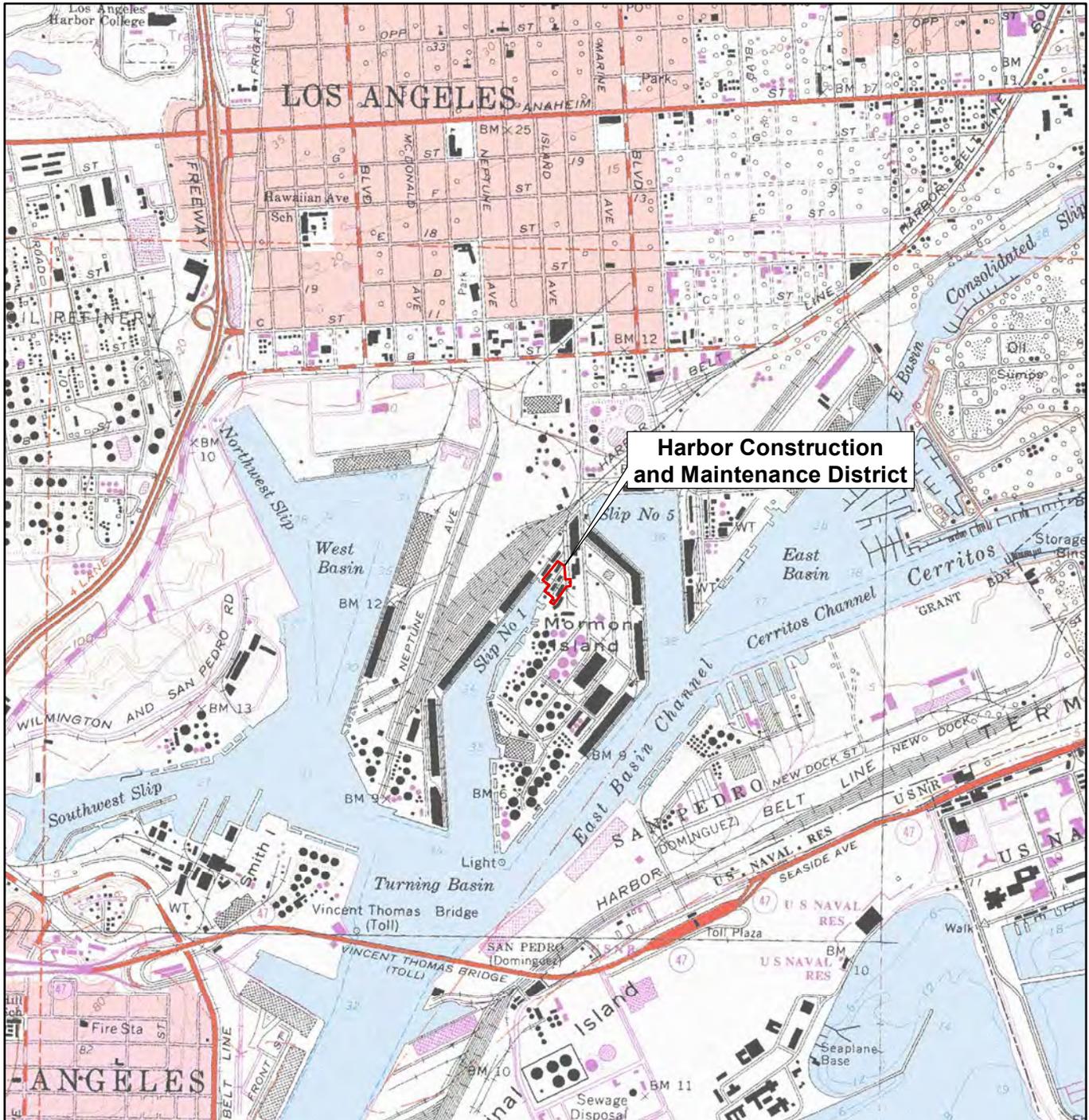
Continuation

Update

***P3a. Description (continued):** Both the grease rack and wash rack are now enclosed with two steel roll-up doors and a metal pedestrian door surrounded by sheet metal. A single-story shed roof addition is attached to the old wash rack. A new pole shed wash rack is located between the shed addition and the service building.



P5. Description of Photo: West and south façades of the auto repair garage, looking northeast (LAHD Archives, January 26, 1962)





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Primary #
 HRI #
 Trinomial
 NRHP Status Code 3D

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Page 1 of 4

Resource Name or #: Harbor Construction and Maintenance Yard, Drawbridge (K)

P1. Other Identifier: Contributing Element to Harbor Construction and Maintenance Yard District (P 19-190105)

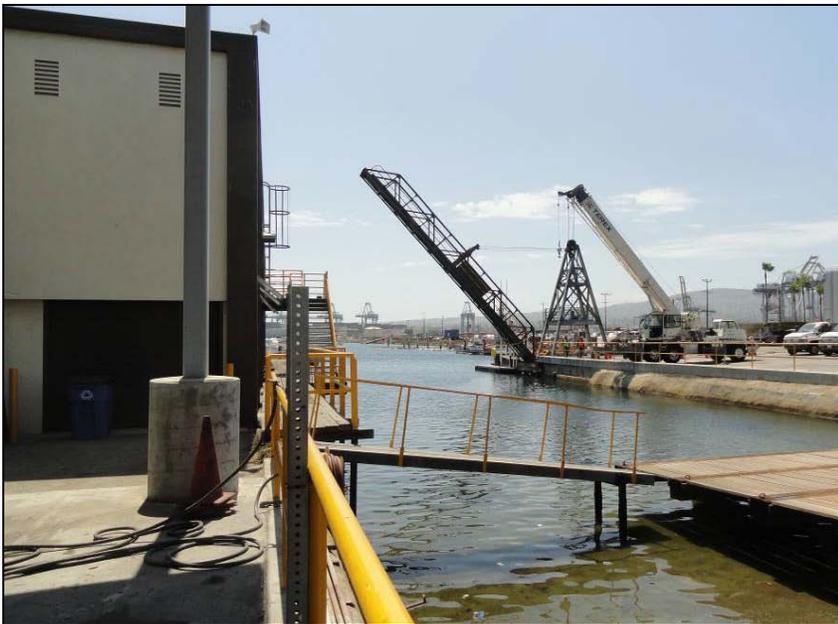
***P2. Location:** a. County: Los Angeles Not for Publication Unrestricted
 b. USGS 7.5' Quad: Torrance, CA Date 1964, Photorevised 1981 T: 5S, R: 13W; Unsectioned
 c. Address: Berth 161, Wilmington, California B.M.
 d. UTM: NAD, Zone ; mE / mN
 e. Other Locational Data:

***P3a. Description:** The riveted steel pony-truss drawbridge crosses the marine ways near the western end. The Warren with verticals style trusses are approximately 60 feet long and the bridge deck is approximately 5 feet wide. The bridge pivots up on the northern side of the marine ways with the assistance of a drawbridge tower. Attached to the inside of each truss is a metal pipe hand rail and approximately 12 inch tall foot guard. A rubberized material is on top of the bridge deck.

***P3b. Resource Attributes:** HP19 Bridge

***P4. Resources Present:** Building Structure Object Site District Element of District Other:

***P5a. Photograph**



P5b. Description of Photo: View looking west at the pony truss drawbridge and tower.

***P6. Date Constructed/Age and Sources:** pre-1936 LAHD Building Records
 Prehistoric Historic Both

***P7. Owner and Address:** Port of Los Angeles

***P8. Recorded By:** Aubrie Morlet
 Applied EarthWorks, Inc.
 1391 W. Shaw Ave., Suite C
 Fresno, CA 93711

***P9. Date Recorded:** August 21, 2012 and October 5, 2012

***P10. Survey Type:** Intensive
 Reconnaissance Other

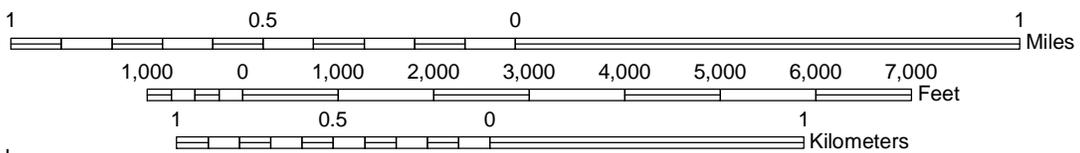
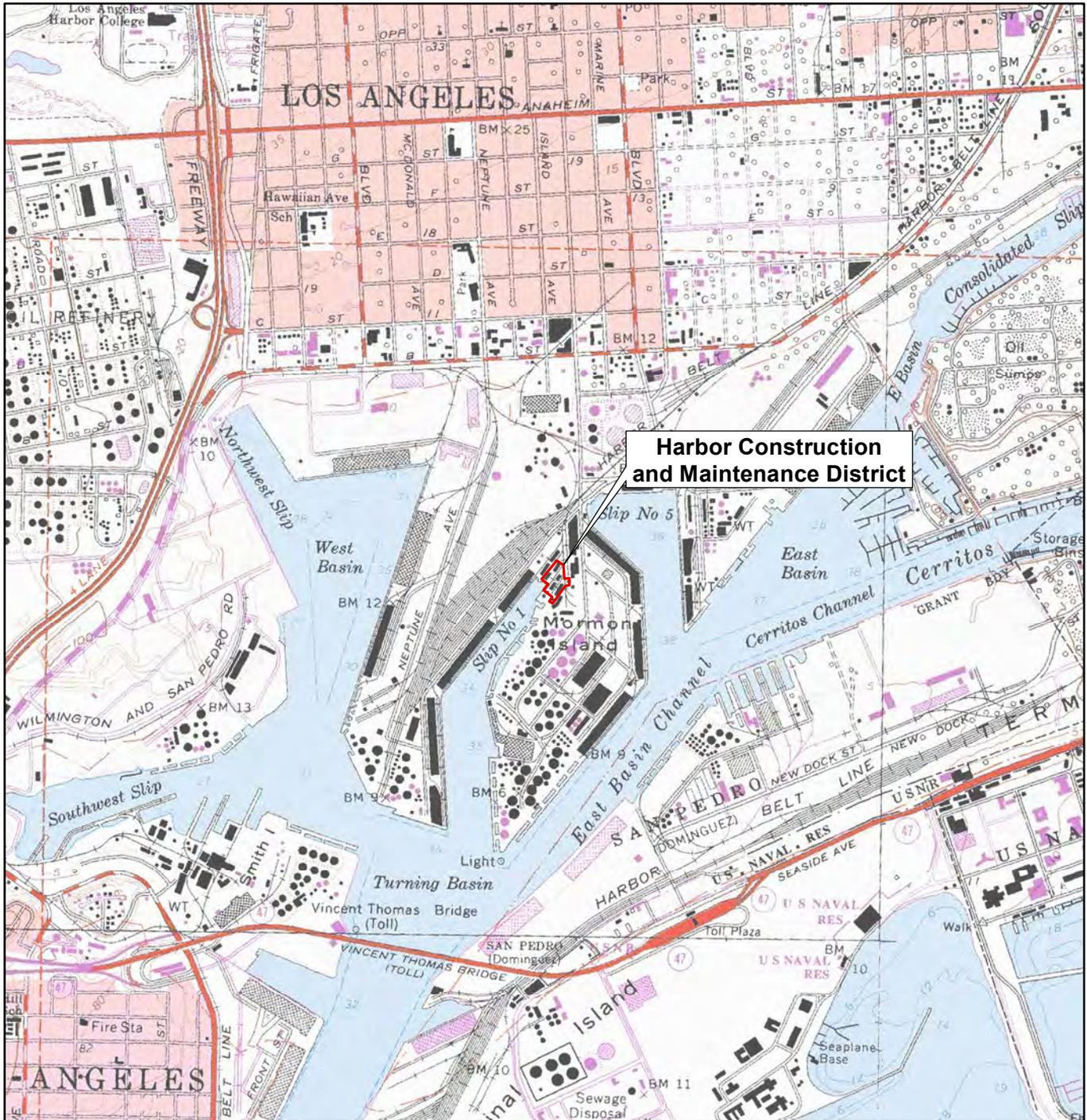
Describe:

***P11. Report Citation:** Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.
 2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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



P5b. Description of Photo: View looking north at the Drawbridge and tower.





Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
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Primary #
 HRI #
 Trinomial
 NRHP Status Code 3D

Other Listings
 Review Code

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Date

Page 1 of 4

Resource Name or #: Harbor Construction and Maintenance Yard, Marine Ways (L)

P1. Other Identifier: Contributing Element to Harbor Construction and Maintenance Yard District (P 19-190105)

***P2. Location:** a. County: Los Angeles Not for Publication Unrestricted
 b. USGS 7.5' Quad: Torrance, CA Date 1964, Photorevised 1981 T: 5S, R: 13W; Unsectioned
 c. Address: Berth 161, Wilmington, California B.M.
 d. UTM: NAD, Zone; mE / mN
 e. Other Locational Data:

***P3a. Description:** The Marine Ways are located at the end of Slip 1 at Berth 161. The marine way ramp is approximately 60 feet wide and 200 feet long. The ramp has three steel rails attached to a concrete foundation sloping west down into the water. A wood-framed cradle attached to a flat wood-covered steel railcar travels into the water to secure the boat. Once secured, the winch hoists the railcar and boat up onto land. The winch house is a side-gabled building resting on a thick concrete slab foundation. Fenestration includes a large opening on the west facade to accommodate the winch and railway, a flush pedestrian door on the east facade, and a single metal sash window on the south facade. The roof is covered with composition shingles and the walls appear to be covered with T1-11 wood siding. Although the winch house is still in its original location at the eastern end of the marine ways, it appears to be either new or remodeled with modern cladding, fenestration, and roofing materials.

***P3b. Resource Attributes:** HP6 Commercial Buildings, HP39 Other: Marine ways

***P4. Resources Present:** Building Structure Object Site District Element of District Other:

***P5a. Photograph**



P5b. Description of Photo: View looking east at the Marine Ways and rail car.

***P6. Date Constructed/Age and Sources:** 1920 LAHD
 Prehistoric Historic Both

***P7. Owner and Address:** Port of Los Angeles

***P8. Recorded By:** Aubrie Morlet
 Applied EarthWorks, Inc.
 1391 W. Shaw Ave., Suite C
 Fresno, CA 93711

***P9. Date Recorded:** October 5, 2012

***P10. Survey Type:** Intensive
 Reconnaissance Other
Describe:

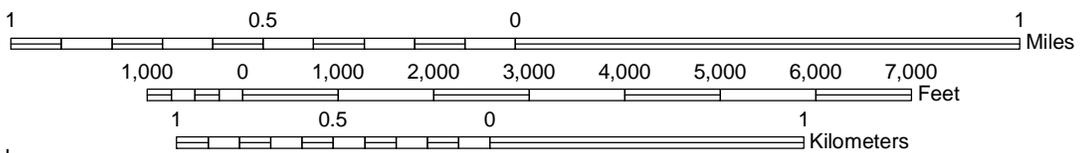
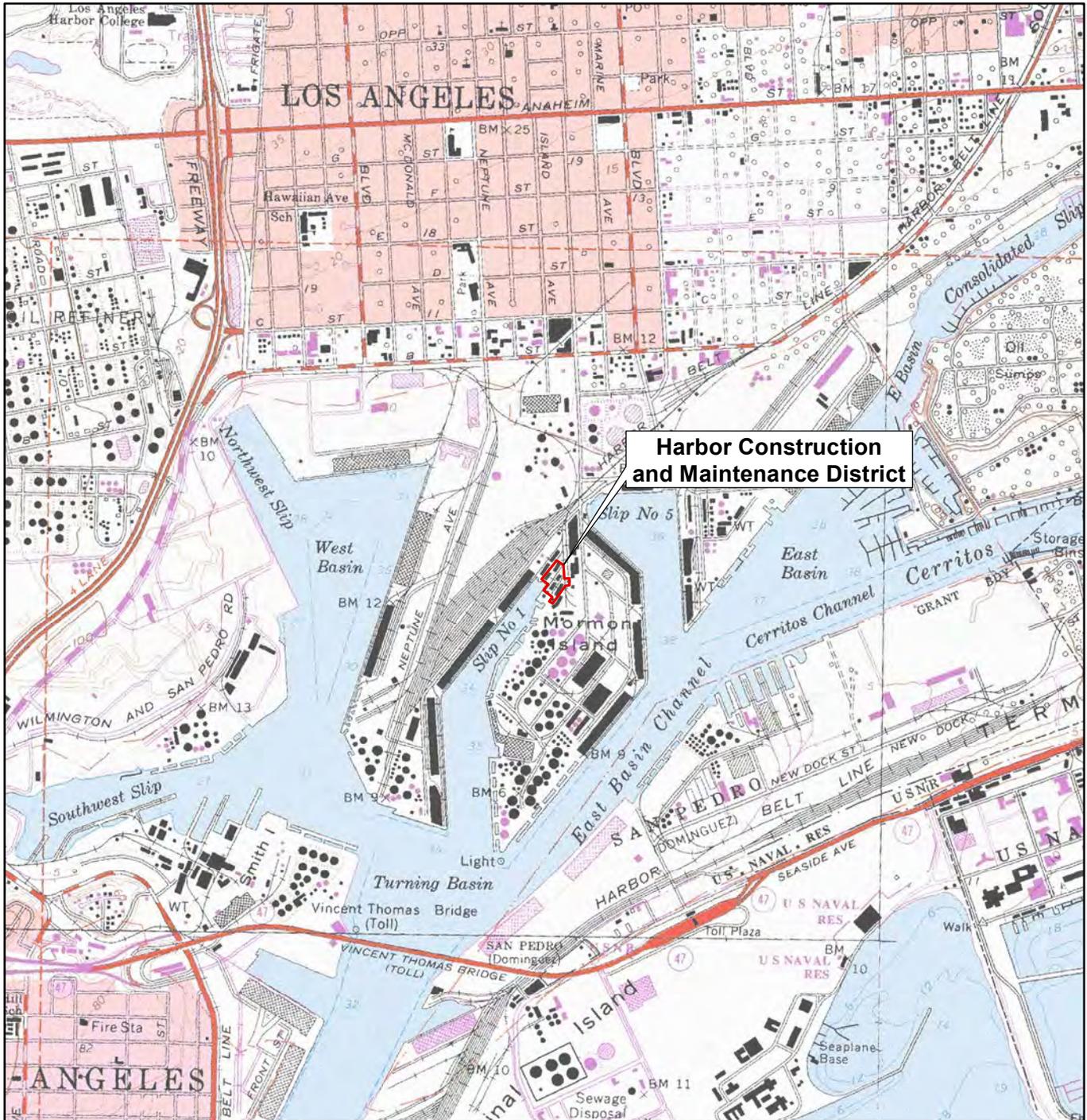
***P11. Report Citation:** Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.

2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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



P5. Description of Photo: View looking northeast at the Winch house and rail car.





Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

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Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
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Resource Name or #: Harbor Construction and Maintenance Yard, Mobile Storage Building

P1. Other Identifier:

*P2. Location: a. County: Los Angeles

Not for Publication Unrestricted

b. USGS 7.5' Quad: Torrance, CA

Date 1964, Photorevised 1981

T: 5S, R: 13W; Unsectioned

c. Address: Berth 161, Wilmington, California

B.M.

d. UTM: NAD, Zone ;

mE /

mN

e. Other Locational Data:

*P3a. Description: The small wood-clad storage building appears to be on skids indicating that it has been moved maybe even several times. It appears to be in a similar location in the 1971 aerial just moved north a bit. The square building is wood framed and clad with wood boards. The flat roof is extended on the south facade to shade the front entrance. The roof eaves are finished with metal flashing. Sets of four wood casement ribbon windows are present on each facade except for the entrance where only a wood panel door and single window are present. Several windows are painted or filled in with painted plywood. A large pole shed extending west from a metal framed garage provides additional protection to the front entrance. This building is numbered LAHD 276-71 and based on materials appears to date to the 1930s or earlier.

This mobile building is located south of the paint shop under a pole shed attached to a metal garage. As the building is mobile and has been moved on several occasion, the building is does not appear to be individually significant for the NRHP or the CRHR and is not a contributor the Harbor Construction and Maintenance Yard District.

*P3b. Resource Attributes: HP6 Commercial Buildings

*P4. Resources Present: Building Structure Object Site District Element of District Other:

*P5a. Photograph



P5b. Description of Photo: View looking northeast at the west and south facades of the small storage building.

*P6. Date Constructed/Age and Sources: circa 1930 LAHD Building Records
 Prehistoric Historic Both

*P7. Owner and Address: Port of Los Angeles

*P8. Recorded By: Aubrie Morlet
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

*P9. Date Recorded: August 21, 2012

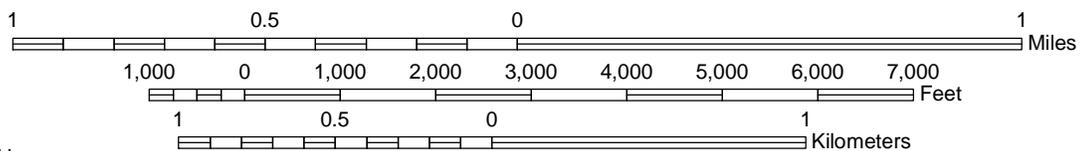
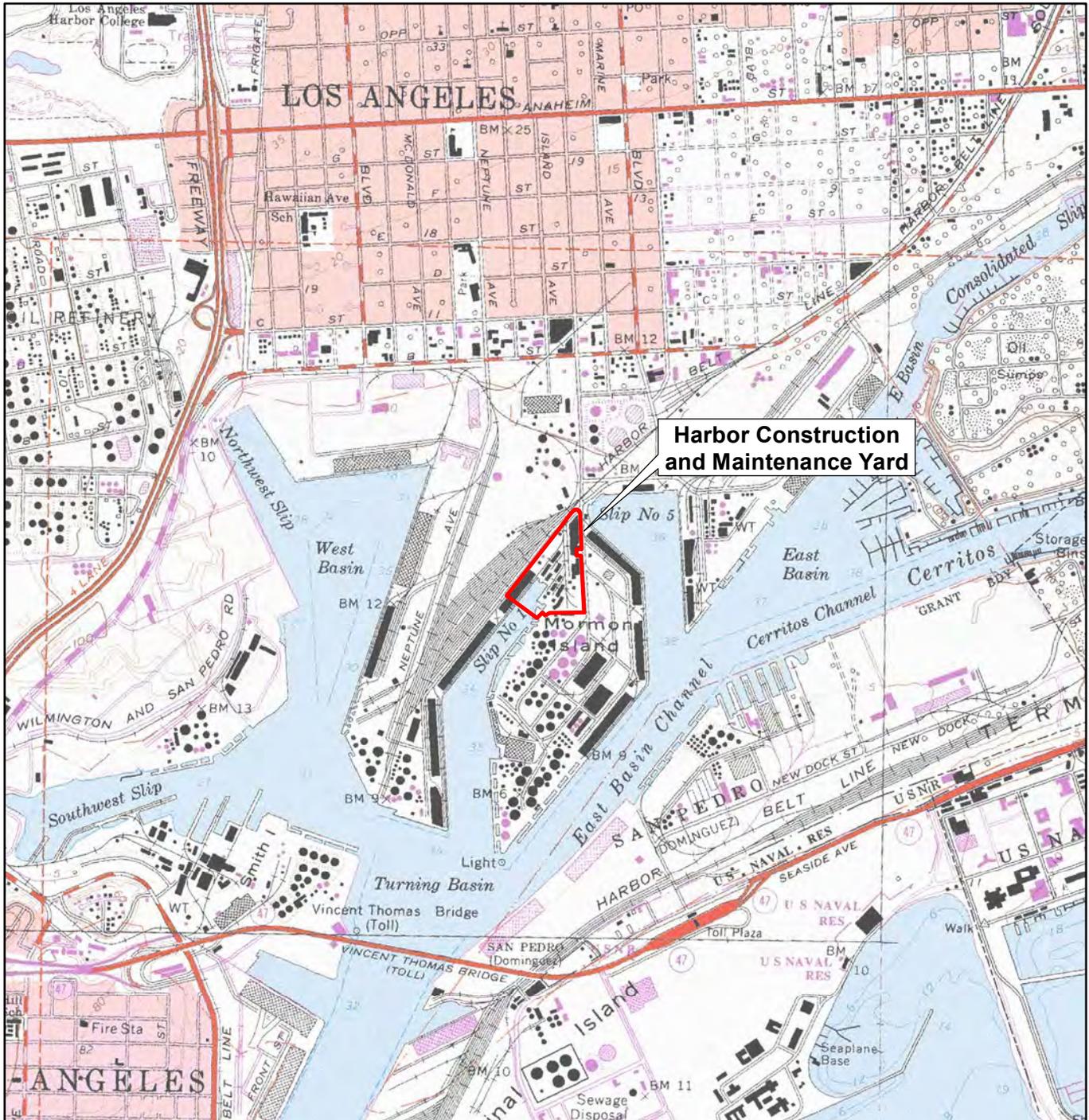
*P10. Survey Type: Intensive
 Reconnaissance Other

Describe:

*P11. Report Citation: Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.

2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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





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

Primary # P-19-190106
HRI #
Trinomial
NRHP Status Code 3S

Other Listings
Review Code

Reviewer

Date

Page 1 of 8

Resource Name or #: Los Angeles Cruise Terminal

P1. Other Identifier:

*P2. Location: a. County: Los Angeles

Not for Publication Unrestricted

b. USGS 7.5' Quad: San Pedro, CA Date 1964, Photorevised 1981

T: 5S, R: 13W; Unsectioned

c. Address: Berths 93A-93B, 100 Swinford Street, San Pedro, CA 90731

B.M.

d. UTM: NAD, Zone 11S; 381,726 mE / 3,734,880 mN

e. Other Locational Data: The Los Angeles cruise terminal is situated at San Pedro Harbor, east of Harbor Boulevard, and south of the west end of the Vincent Thomas Bridge (State Route 47).

*P3a. Description: During the field inspection, close-up and interior access to the building was unavailable. The Los Angeles Cruise Terminal is an International-style building completed in 1963. It is a steel frame and concrete building, rectangular in plan, resting on a concrete slab and pier foundation. The building is an elongate structure, oriented northwest-southeast, and measuring approximately 1,050 feet long by 245 feet wide. It is a two-story building that rises to a height of approximately 56 feet. A large, 470-foot-long concrete Y-shaped ramp centered on the southwest-facing elevation provides vehicle access to a second-story parking area. The ramp is elevated over traffic lanes, supported by concrete girders and piers. At ground level beneath where the ramp forks is a planted area with trees and other vegetation. From the fork on the deck of the ramp, three erect steel poles painted white, with short decorative cantilever arms reaches for the sky. The terminal building and ramp are fronted by a large asphalt-paved ground-level parking area. The northeast elevation fronts the waters of Los Angeles Harbor and features a large, box-shaped steel-framed gangway. (Continued on page 2).

*P3b. Resource Attributes: HP6. 1-3 story commercial building

*P4. Resources Present: Building Structure Object Site District Element of District Other:

*P5a. Photograph



P5b. Description of Photo: View looking east at the southwest facing facade.

*P6. Date Constructed/Age and Sources: 1963 POLA Building Plans
 Prehistoric Historic Both

*P7. Owner and Address: Port of Los Angeles

*P8. Recorded By: Aubrie Morlet and Josh Smallwood
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

*P9. Date Recorded: August 21, 2012

*P10. Survey Type: Intensive
 Reconnaissance Other

Describe:

*P11. Report Citation: Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.

2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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

***P3a. Description:** (continued from page 1) Approximately 970 feet to the north of the cruise terminal, the Vincent Thomas Bridge carries State Route 47 across Los Angeles Harbor.

The exterior walls of the Los Angeles Cruise Terminal are framed with a structural steel skeleton clad with a smooth outer surface. Smooth, white cantilevered projections found over the first and second stories of this building are typical of the International style. Large, blank expanses of blue wall and white panels decorate the exterior of the bottom floor along the southwest elevation. Narrow ribbon windows are spaced at intervals high along the bottom level. The upper level, set back a distance of about 70 feet from the lower level deck, features a clerestory of tall, rectangular metal-framed windows. Turquoise box-shaped towers spaced at intervals along the upper levels mirror the turquoise color of the Vincent Thomas Bridge towering in the background. A large, rectangular, box-shaped projection at the southeast corner of the building houses a stairwell. A second projection at the northwest corner of the building is an irregularly shaped outdoor stairwell. Both are bordered by tall palm trees. The upper level of the building is surmounted by a flat roof that has recently been covered with a large field of solar panels, intermingled with other roof-top utilities such as air-conditioning condensers.



P5c. Description of Photo: View looking west at the northeast facing rear facade.

B1. Historic Name: Passenger-Cargo Terminal Berths 93A-93B

B2. Common Name: Same

B3. Original Use: passenger-cargo terminal

B4. Present Use: same

***B5. Architectural Style:** International style

***B6. Construction History (construction date, alterations, and dates of alterations):** The Los Angeles Cruise Terminal building was designed by a joint venture of Kistner, Wright & Wright (architects and engineers, San Diego), Edward H. Fickett (architect, Los Angeles), and S. B. Barnes & Associates (structural engineers, Los Angeles). The group began the project in 1961, and the building was completed for dedication in March 1963.

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

***B8. Related Features:**

B9. a. Architect: Kistner, Wright & Wright (architects and engineers, San Diego), Edward H. Fickett (architect, Los Angeles), and S. B. Barnes & Associates (structural engineers, Los Angeles)

b. Builder: Louis C. Dunn, Inc. and Guy F. Atkinson Co.

***B10. Significance:** Theme: Port Development Area: Los Angeles

Period of Significance: 1960-present Property Type: passenger terminal 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.)

The Los Angeles Cruise Terminal appears eligible for the NRHP under Criterion A, as it is directly associated with a substantial period of growth and development at the POLA during the post-World War II era, which established the port as the capital of maritime commerce in the Western Hemisphere. The property does not appear eligible for any direct associations with important historical figures under NRHP Criterion B, or CRHR Criterion 2 but it does appear eligible for the NRHP under Criterion C for its direct association with not one, but three of the Los Angeles area's most prominent and highly regarded architecture and engineering firms; Kistner, Wright & Wright (architects and engineers), Edward H. Fickett (architect), and S. B. Barnes & Associates (structural engineers). The principals from these three firms were considered masters in their fields, and their combined expertise on the project helped to create an architectural and engineering marvel that won them substantial merit when the building was completed in 1963. The terminal building also appears eligible for the NRHP under Criterion C for its architectural merits as a true representation of a Post-War Modern International style cruise terminal, the only one of its kind in California. Under Criterion C, the building also has engineering merits for its steel frame and concrete construction, which allows for the dramatic extension of the cantilevered decks and the heavy loads bearing on the massive Y-shaped auto ramp. Under Criterion D/4 (data potential), analysis of the building design, construction, and materials is unlikely to yield any information considered *important* to the study of Post-War Modern architecture or International-style building design that is not already documented or that cannot be gained from examination of the original building plans.

Overall, the Los Angeles Cruise Terminal retains good integrity, despite remodeling of the interior in recent

This space reserved for official comments.

Sketch Map

See Attached

decades. It possesses sufficient levels of integrity with regard to all seven aspects (location, design, setting, materials, workmanship, feeling, and association) to be considered eligible for the NRHP.

The Cruise Terminal is also eligible for listing as a Historic-Cultural Monument for the City of Los Angeles as a building associated with important events in the main currents of national, state, or local history and is valuable for study of a period, style, or method or construction.

The Los Angeles Cruise Terminal building was not the first cruise terminal at the POLA. The Mission Revival-style Pacific Steamship Company cruise terminal was constructed at Berth 104 around 1920, which marked the beginnings of the first regular passenger cruise service from Los Angeles to other parts of the world. This began with the newly founded Los Angeles Steamship Company, which in 1921 began coastal service between Los Angeles and San Francisco. By the next year, service included cruises to and from Honolulu, Hawaii, on board the Steamship (S.S.) *City of Los Angeles*. The expansion of the port followed the substantial work of dredging and widening the main channel during the 1910s and completing major sections of breakwater, which enabled the port to accommodate larger vessels. Once the Panama Canal opened in 1914, the Port of Los Angeles was at a unique strategic position for international trade and was given a clear advantage over ports farther to the north as a destination point for east-to-west seaborne trade. Because of this, the 1920s set the stage for dynamic growth of the port, marked by a boom in petroleum, lumber, and citrus trade. For the first time in history, Los Angeles surpassed San Francisco as the West Coast's busiest seaport and ranked second only to New York in foreign export tonnage.

During the post-World War II era, amongst a development boom that was sweeping the nation, the POLA experienced substantial increases in production and seaport traffic. This growth, spurred in part by the adoption of cargo containers for commercial use around 1959 that revolutionized the shipping industry, continued through the 1980s. By the 1990s, the port was undergoing a new era of capital improvement projects, beginning with dredging for Pier 300/400, the most ambitious project since its founding. It was during the post-World War II era that the port felt the need to replace the older cruise terminal with a much larger, more modern facility, helping to expand the port's capacity in the passenger cruise industry. Together with other operations at Berths 90–93 on Main Channel, this progressive terminal helped to elevate the port to the Western Hemisphere's capital of maritime commerce, capable of accepting frequent arrival of faster and larger passenger-cargo vessels.

The Los Angeles Cruise Terminal building was designed by a joint venture of Kistner, Wright & Wright (architects and engineers, San Diego), Edward H. Fickett (architect, Los Angeles), and S. B. Barnes & Associates (structural engineers, Los Angeles). The group began the project in 1961, and the building was completed for dedication in March 1963. In the fall of that year the American Institute of Steel Construction (AISC) presented an Architectural Award of Excellence to Consolidated Marine, Inc. of San Pedro, owners at that time, for "unusual qualities of architectural excellence" exhibited by the Cruise Terminal (AISC 1963).

The AISC presented awards to nine architects and/or engineers that year who used steel in the design and construction of various buildings and structures: the gibbon cage at the Oakland Zoo; the Headquarters Office of the American Cyanamid Company, New Jersey; the Benjamin E. Weeks residence in Seattle; the Headquarters International Association of the Bridge Structural Ornamental Ironworkers Local No. 401 in Philadelphia; the Solar Telescope at Kitt Peak, Arizona; the Heating Plant at the State Office Building in Madison, Wisconsin; the Aldrich Recreation Arena in Ramsey County, Minnesota; the Press Box at the Rose Bowl in Pasadena; and the Cruise Terminal at the Port of Los Angeles. In an article in the AISC's 1963 quarterly, *Modern Steel Construction*, the panel of five jurors praised the port building for its "nautical flavor . . . pleasant and convenient accommodation of all functions, and the dramatic horizontal sweep of the building."

The International style was born out of the 1920s and 1930s, from European and American architects who were radical in their approach to designing buildings exploiting the newest technology and materials available to them. The style is based on modern structural principles and the use of materials such as concrete, glass, and steel. Mainstream Americans during these two decades still tended to prefer traditional house and building designs. As such, landmark examples of the style from this period occur primarily in the larger metropolises of Southern California and the East Coast, where the Modernist Movement was most fashionable.

Distinguished practitioners of the style emigrated from Europe during the 1930s, bringing with them their concepts of steel structural skeleton designs in both residential and commercial buildings. Their ideas had a profound

influence on American architects, who stressed functionalism over decoration as of primary importance in their designs. Los Angeles was center-stage in California for practitioners of the International style during the 1930s and 1940s. The style dominated commercial and institutional architecture in the larger cities across the United States from the 1950s through the 1970s, and was very popular as a corporate building design, in which the building provided an image of power, stability, and success. In fact, today many of these buildings are the iconic symbols of capitalism and corporate America, and as such, the style is still used in construction today.

Defining features of the International style of commercial architecture include large plate glass windows, often floor-to-ceiling, in a variety of shades, and the use of steel in combination with concrete. Undecorated, smooth wall surfaces are the norm. Flat roofs with no coping or eave and simple geometric forms, usually rectangular or rectilinear, dominate. Metal-framed doors and windows are generally flush with the exterior wall and are rectangular, exhibiting a regular horizontal pattern. Cantilevers and ground-floor piers were often used, and operational components of the buildings, such as elevator shafts, air condenser units, and stairwells were highly visible aspects of the design.

The partnership of Kistner, Wright & Wright was located in San Diego, comprising Theodore C. Kistner, H.L. Wright, and W.T. Wright, who partnered in 1952. Henry Lyman (H. L.) Wright became president of the firm in 1962. The architectural and engineering firm was primarily known and credited for their work on the Los Angeles Harbor Terminal, as covered in the 1963 edition of *Arts and Architecture*. The firm specialized in schools, colleges, and other public buildings in the Los Angeles area. Some of their works included the seven-story International-style Peck-Norman office building at 700 Wilshire Boulevard, completed in 1965, and the Moderne main building and girls' gymnasium at Leuzinger High School in Los Angeles, completed in the post-World War II era. They also worked as consultants to school districts in Tucson, New Orleans, and Colorado.

Edward H. Fickett was known for his work in residential architecture from Malibu to Palm Springs, and for the resort at La Costa in Carlsbad, California. Fickett, who established an architectural firm in Los Angeles in 1950, built tens of thousands of homes from coast to coast. He designed many showplace homes in Beverly Hills, San Marino, Malibu, Manhattan Beach, and Palm Springs. He also pioneered modular and structural concepts for low-cost housing developments for private and government projects during the 1950s. His work on Los Angeles city recreation and parks facilities won him praise from Los Angeles Mayor Tom Bradley. He designed Los Angeles' University High School, created master plans for Edwards Air Force Base, Norton Air Force Base, and Murphy Canyon Heights Naval Base. His contributions also included historic preservation projects such as rehabilitation of historic buildings, and seismic retrofitting. He won numerous awards for his work, and was even an architectural advisor to President Eisenhower. At the time of his death in 1999, he was praised by Governor Gray Davis as "an exceptional architect" who "made many contributions to his community and the people of this great state" (AIA 2010).

S. B. Barnes Associates was founded in 1933 by Steve Barnes, a registered civil and structural engineer and principal of the firm. By 1947, the firm had grown to include partners Bob Kadow and Mark Deering, and engineers Albin Johnson, John Holstein, John Hoef, and Clarkson W. Pinkham. Engineer Bob Spracklen joined in the mid-1950s. Still in operation today, the firm specializes in designs for commercial, marine, institutional, industrial, and government buildings, and in the usage of materials such as steel, concrete, masonry, and wood. The firm also played a critical role in developing new criteria for seismic design in California, and in testing, design, and use of various materials. Steve Barnes was a well-respected investigatory engineer and consultant for court cases involving insurance claims. Among the firm's achievements was the design work for structures at Douglas Aircraft Company in Long Beach used in testing the DC-8 commercial airliner in the 1950s, the Los Angeles International Airport (LAX), including the airport terminal system, carried out in 1959–1960, and the Southern California Edison building in Rosemead around 1970.

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

***B12. References:**

American Institute of Architects

2010 Edward H. Fickett, FAIA: An Enduring Legacy. In *Practicing Architecture*, online source material found at <http://www.aia.org>.

American Institute of Steel Construction (AISC)

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3S

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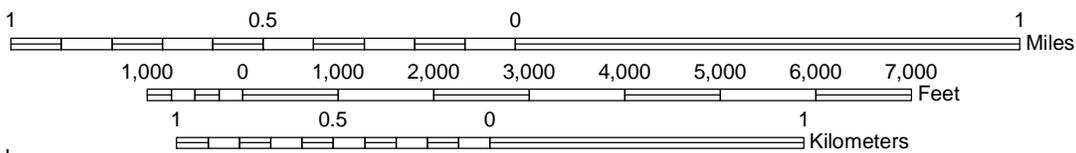
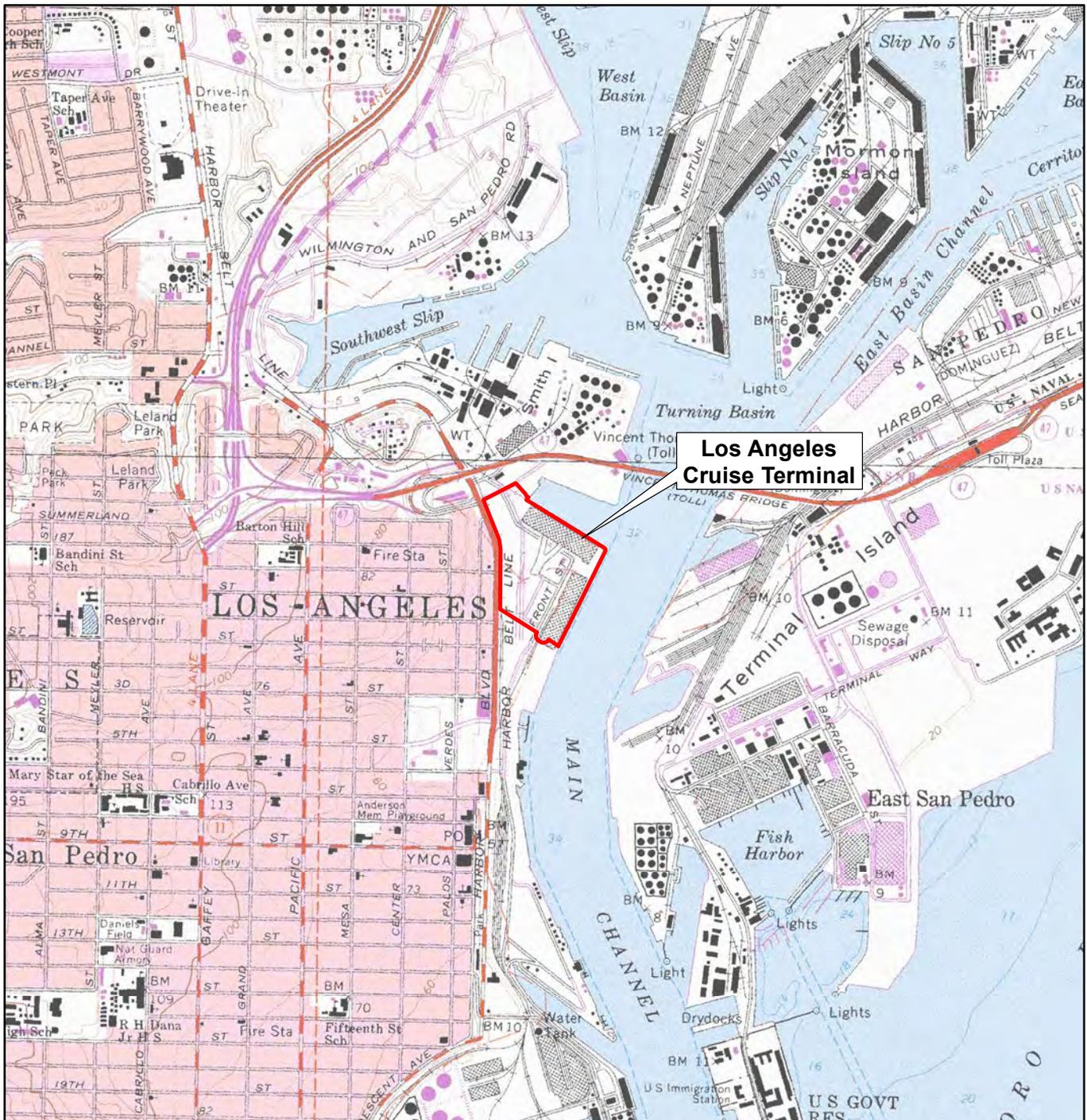
Resource Name or #: Los Angeles Cruise Terminal

1963 Awards of Excellence—1963. *Modern Steel Construction* 3(3):3–5.

B13. Remarks:

*B14. **Evaluator:** Josh Smallwood
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

Date of Evaluation: September 2012





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

Primary # P-19-190107
 HRI #
 Trinomial
 NRHP Status Code 3S

Other Listings Review Code Reviewer Date

Page 1 of 5 Resource Name: Mormon Island Sewage Pumping Plant or Sewage Pump Station #666

P1. Other Identifier:

- *P2. Location: a. County: Los Angeles Not for Publication Unrestricted
- b. USGS 7.5' Quad: Torrance, CA Date 1964, Photorevised 1981 T: 5S, R: 13W; Unsectioned
- c. Address: 647 Fries Avenue, Wilmington, California B.M.
- d. UTM: NAD, Zone; mE / mN
- e. Other Locational Data:

*P3a. Description: Built in 1922, the subject facility is a sewage pumping plant. It is a one-story above-grade building with brick exterior walls. Its circular plan was designed in the Classical Revival style. Original architectural features include a continuous flat parapet, regularly spaced pilasters and windows, and raised entrances. The tall "classically" designed windows are double-hung, wood-sashed, and recessed with brick sills and flat concrete lintels. Other details include a continuous cornice at the roof with recessed, rectangular brick panels above the windows and pilasters; evenly spaced brick pilasters on either side of the windows and doors; and a continuous course at the base of the pilasters. The capital of each pilaster is centrally decorated with two smooth, oversized bricks placed together vertically. In the shaft of the pilasters, near the capital, are two smooth, oversized bricks that are placed in a T-shape. The original building appears to have had only two relatively narrow entrances.

*P3b. Resource Attributes: HP 9 (public utility building); HP 14 (government building)

*P4. Resources Present: Building Structure Object Site District Element of District Other:

***P5a. Photograph**



P5b. Description of Photo: View looking southwest

*P6. Date Constructed/Age and Sources: 1922 City of Los Angeles
 Prehistoric Historic Both

*P7. Owner and Address: City of Los Angeles

*P8. Recorded By: Aubrie Morlet
 Applied EarthWorks, Inc.
 1391 W. Shaw Ave., Suite C
 Fresno, CA 93711

*P9. Date Recorded: August 21, 2012

*P10. Survey Type: Intensive
 Reconnaissance Other

Describe:

*P11. Report Citation: Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.

2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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

- B1. Historic Name:** Mormon Island Sewage Pumping Plant
B2. Common Name: Fries Avenue Sewage Plant; Sewage Pump Station #666
B3. Original Use: sewage pumping plant **B4. Present Use:** Same

***B5. Architectural Style:** Classical Revival

***B6. Construction History (construction date, alterations, and dates of alterations):** The plant was built in 1922. In 1935, it was connected with the Terminal Island Treatment Plant. The building and its surroundings have undergone alterations since construction. Sometime before 1988, the original doors were replaced, and two wider entrances were cut into the plant's wall (for a total of four entrances). A concrete underground passage with two sets of stairs was constructed sometime after 1988; the passage circles half-way around the building and presumably gives access to a basement. The area immediately surrounding the plant has vastly changed in the past 25 years. In 1988, trees, bushes, and grass grew in the grounds around the plant, whereas today concrete and asphalt cover this space. None of the ancillary buildings—the residence, chlorine storage house, shed, automobile garage—mentioned in a 1935 building permit or depicted on the 1950 Sanborn Fire Insurance Map are present; the pumping plant remains the only historical building at the site.

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

***B8. Related Features:** See B6.

- B9. a. Architect:** Unknown **b. Builder:** Los Angeles Department of Public Works

***B10. Significance:** Theme: Infrastructural Development; City Beautiful Movement Area: Port of Los Angeles
Period of Significance: 1916-1980 Property Type: public works building 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.)
In the 1988 site record for the Mormon Island Sewage Pumping Plant, the City in effect considered the building to be an eligible property, stating that it is "significant for its age, architectural design, and integrity." While evaluation methods have become more structured and exacting in the past 25 years, this conclusion is still applicable.

More recently, SWCA Environmental Consultants (SWCA) evaluated eligibility of the Harris Place Sewage Pumping Station (Sewage Pumping Station #669) for inclusion in the state and national registers (Murray et al. 2011). Built in 1923, this building has the same function, serves the same general purpose, and belongs to the same system as the Mormon Island Sewage Pumping Plant. The Harris Place plant blends elements of Vernacular and Beaux Arts architectural styles and, like the Mormon Island facility, has a circular design.

These conclusions regarding historical significance of the Harris Place plant can be equally applied to the Mormon Island facility. Along with their strong associations to the City Beautiful Movement and development of the City's general infrastructure in the first part of the twentieth century, the Mormon Island and Harris Place plants are significant under Criterion A for their association with the early development of the POLA. The pumping facilities clearly fall within the POLA's definition of a significant resource type, particularly as improvements aimed at meeting the demands of increased usage of the port

This space reserved for official comments.

Sketch Map

See Attached

between the 1920s and 1940s (Jones and Stokes 2002:11). Additionally, although the styles of the two buildings technically differ, they are architecturally unique examples of early twentieth century public works buildings and are thus significant under NRHP Criterion C. In particular, the subject facility is the oldest, largest, and most ornate of the four harbor plants (City of Los Angeles 1988) and arguably serves as the prime example of its class. Like the Harris Place plant, there is no evidence to suggest that the Mormon Island Sewage Pumping Plant is significant under NRHP or the CRHR Criterion B/2 or Criterion D/4.

As described above, the subject facility has experienced some modification since its construction. Although the plant has always operated in an industrial setting surrounded by large factories and storehouses, photos from 1988 indicate that trees, bushes, and grass grew on the property. That greenery may have been part of the City's larger goal to create a more attractive urban environment, even around its public utilities. The replacement of the original landscaping with asphalt and concrete has compromised the feeling and immediate setting of this early twentieth century plant. Also, the addition of two entrances and replacement of doors have, to some extent, diminished the building's integrity of design and materials.

Overall, however, the Mormon Island Sewage Pumping Plant retains good, if not excellent integrity. It obviously possesses integrity of location, and because it continues to serve its original purpose, the plant remarkably maintains integrity of association. Integrity of workmanship is evident. And despite the physical alterations mentioned above, the building generally shows integrity of materials and design.

Because it retains integrity and is significant under Criteria A and C, the Mormon Island Sewage Pumping Plant is considered eligible for inclusion in the NRHP.

The Mormon Island Sewage Pumping Plant is also considered a Historic-Cultural Monument for the City of Los Angeles as a building associated with important events in the main currents or national, state, or local history, and is valuable for study of a period, style, or method or construction.

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

***B12. References:**

City of Los Angeles

1988 Site Record for the Fries Avenue Sewage Pumping Plant. Bureau of Engineering.

Murray, Samantha, Steven Treffers, Mary Ringoff, and Jan Ostashay

2011 *Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California*. SWCA Environmental Consultants, Pasadena, California.

B13. Remarks:

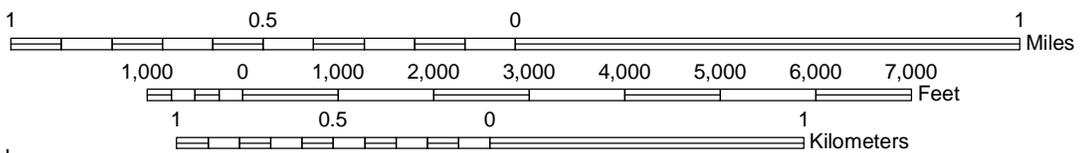
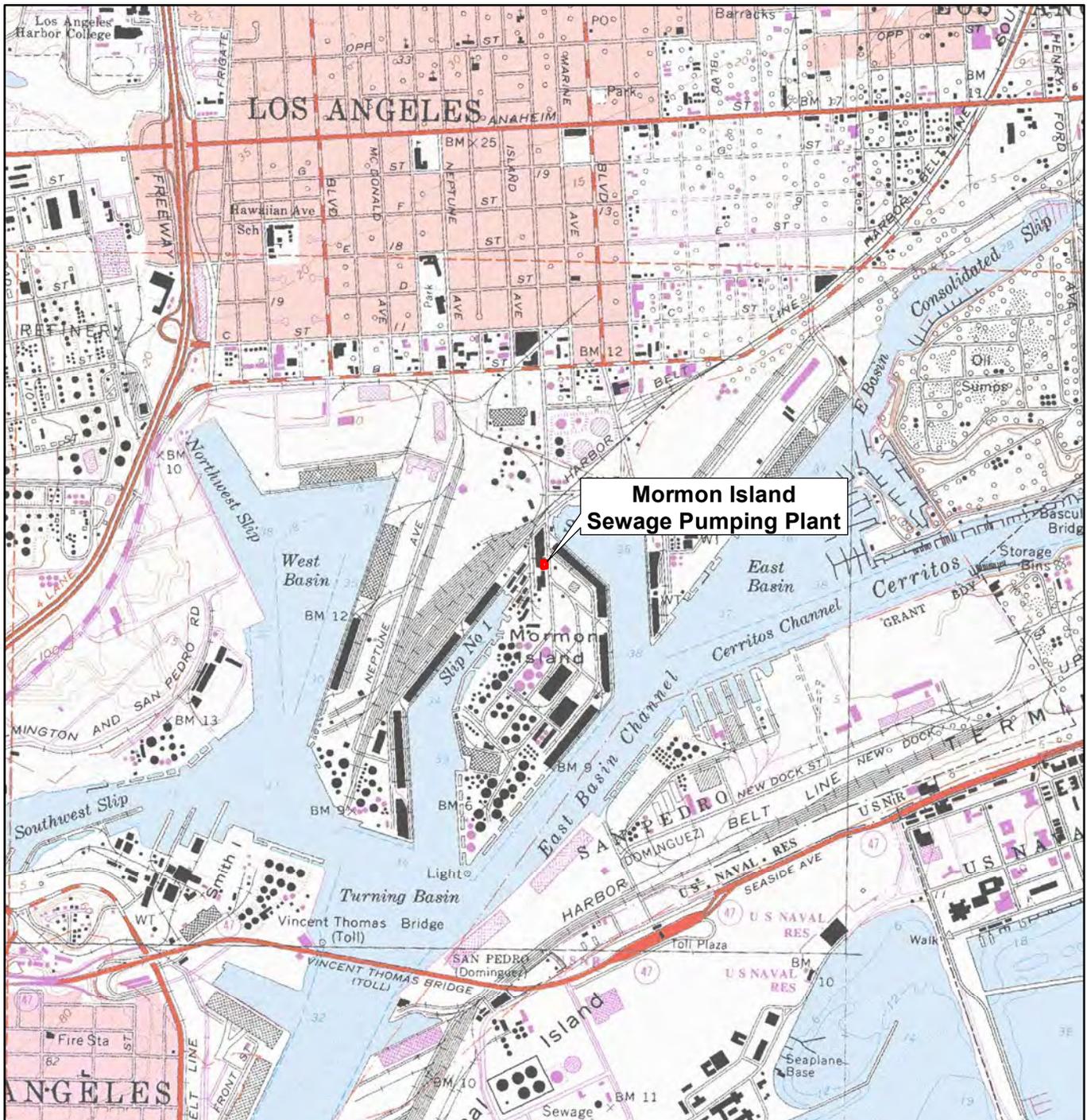
***B14. Evaluator:** Randy Baloian and Aubrie Morlet

Applied EarthWorks, Inc.

1391 W. Shaw Ave., Suite C

Fresno, CA 93711

Date of Evaluation: September 2012





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

Primary # 19-190108
 HRI #
 Trinomial
 NRHP Status Code 3S

Other Listings Review Code Reviewer Date

Page 1 of 11

Resource Name or #: U.S. Borax-Rio Tinto Processing Plant, Berths 165-166

P1. Other Identifier:

- *P2. Location: a. County: Los Angeles Not for Publication Unrestricted
 b. USGS 7.5' Quad: Torrance, CA Date 1964, Photorevised 1981 T: 5S, R: 13W; Unsectioned
 c. Address: 300 Falcon Avenue, Wilmington, California B.M.
 d. UTM: NAD, Zone ; mE / mN
 e. Other Locational Data:

*P3a. Description: A three-story refinery building, two-story steam plant with air compressor room, single-story connecting sheds, single-story warehouse on the wharf, and a two-story wharf office building are all present on the property in both historical aerials and today.

The three-story **refinery building** was completed in 1924 and measures 250 by 300 feet. The reinforced concrete industrial building has a roof that is flat with a short parapet. The building is 13 ranked on the north and south façades and 12 ranked on the east and west façades. Undecorated pilasters surround the two outside ranks on the second and third stories of each façade. The middle ranks are further recessed. The large rectangular windows are multiple paned steel mullioned with multiple awning style panels. There appears to be freight elevators on the fourth and ninth ranks of the east and west façades. Steel pedestrian doors and roll-up doors are in various ranks on the first story. Projecting shed roofs covered with corrugated metal panels are present over each roll-up door. A full-length concrete constructed deck is adjacent to the north façade.

*P3b. Resource Attributes: HP6 Commercial Buildings, HP39 Other: bulk storage bins/silos

*P4. Resources Present: Building Structure Object Site District Element of District Other:

***P5a. Photograph**



P5b. Description of Photo: View looking southwest at the east façade of the refinery building.

*P6. Date Constructed/Age and Sources: 1924, 1929, 1962-1963 City of Los Angeles Building Permits
 Prehistoric Historic Both

*P7. Owner and Address: Rio Tinto

*P8. Recorded By: Aubrie Morlet
 Applied EarthWorks, Inc.
 1391 W. Shaw Ave., Suite C
 Fresno, CA 93711

*P9. Date Recorded: October 5, 2012

*P10. Survey Type: Intensive
 Reconnaissance Other
 Describe:

*P11. Report Citation: Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.
 2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

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

Continuation Update

*P3a. **Description (continued):** The two-story **steam plant** with air compressor room was constructed with the refinery building in 1924. The reinforced concrete L-plan building measures approximately 120 feet on the south façade, 64 feet on the west façade, and 40 feet on the east façade. Large steel mullioned arched windows with awning style panels identify this building. Originally, the north and south façades each had seven windows, the west façade five windows, and the east façade had three. At least 8 of the 17 windows visible have since been filled in. The west façade of the building was not visible to confirm if the five windows are still present. Pedestrian doors and metal roll-up doors are present most often under the windows on both the north and south façades.

The **unloading shed and bulk storage bins/silos** are located north of the refinery building. Date of construction for the unloading shed is unknown but the first 12 bulk storage bins/silos were installed between August 1962 and September 1963. The bulk ship loading conveyor was also installed in 1963, so it appears likely that the unloading shed was constructed during the same time period. Each of the 16 bins/silos is over 100 feet tall with a central conveyor on top connecting them. The unloading conveyor extracts the refined product from railcars and distributes the product into one of the bulk storage bins/silos. The unloading shed appears to be two-story in height and measures approximately 40 by 60 feet. The steel framed building is covered with corrugated metal. The east and west sides are open to accommodate the two railroad lines passing through.

The two-story **wharf office** was constructed on the wharf in 1924. The wood-framed building measures 40 by 80 feet and the walls are clad with corrugated metal. The gable ends are covered with sheet metal and include a parapet that wraps around the building. Round louvered vents are present in each gable end. Steel mullioned windows with awning-style panels in the middle are present on each façade. A second story entrance with metal stairs and rails is added to the south façade. The four metal doors on the east and south façade are flush with fixed lights in the upper portion. The main entrance door on the north end of the east façade appears to be original to the building. The wood panel door has a large fixed light in the upper half. Sidelights, each with three lights and small bulkheads below, surround the door. Two projecting shed roofs with curved metal brackets shade the main entrance and a window on the east façade.

The single-story **connecting shed and warehouse** were constructed in 1929. While the buildings are connected in essentially one long L-shaped building, they are identified separately. The warehouse and a portion of the connecting shed rest on the wharf. Both buildings are steel-framed and clad with corrugated iron. The side gable roof on the warehouse is one long gable that intersects the western gable on the connecting shed. The roof on the connecting shed is four parallel gables with the eastern gable attached to the west façade of the refinery building. The entire roof is covered with corrugated iron. The gable ends are covered with sheet metal and includes a parapet that wraps around the building. The east and west façades of the warehouse consist of evenly spaced, large roll-up door openings. The east façade of the warehouse and the north façade of the connecting shed have a full-width dropped shed roof covered with corrugated iron. Steel mullioned windows with awning-style panels in the middle are present on the south and west façades of the connecting shed. Fixed steel mullioned windows are spaced between the roll-up doors on the east façade of the warehouse. A bulk ship-loading conveyor is constructed on top of the warehouse closer to the northern end. The conveyor draws product from the base of the bulk storage bins/silos taking it over the warehouse and into ships docked at the wharf. Two roll-up doors on the south façade of the connecting shed and the only roll-up door on the north façade of the warehouse have been filled in. The Twenty Mule Team Borax Products sign that was originally above the wharf on the warehouse was removed at an unknown time before 1971.



P5. Description of Photo: View looking west at the north façade of the refinery building.



P5. Description of Photo: View looking northwest at the south and east façades of the steam plant and air compressor room.



P5. Description of Photo: View looking west at the east side of the unloading shed.



P5. Description of Photo: View looking northwest at the south façade of the wharf office.



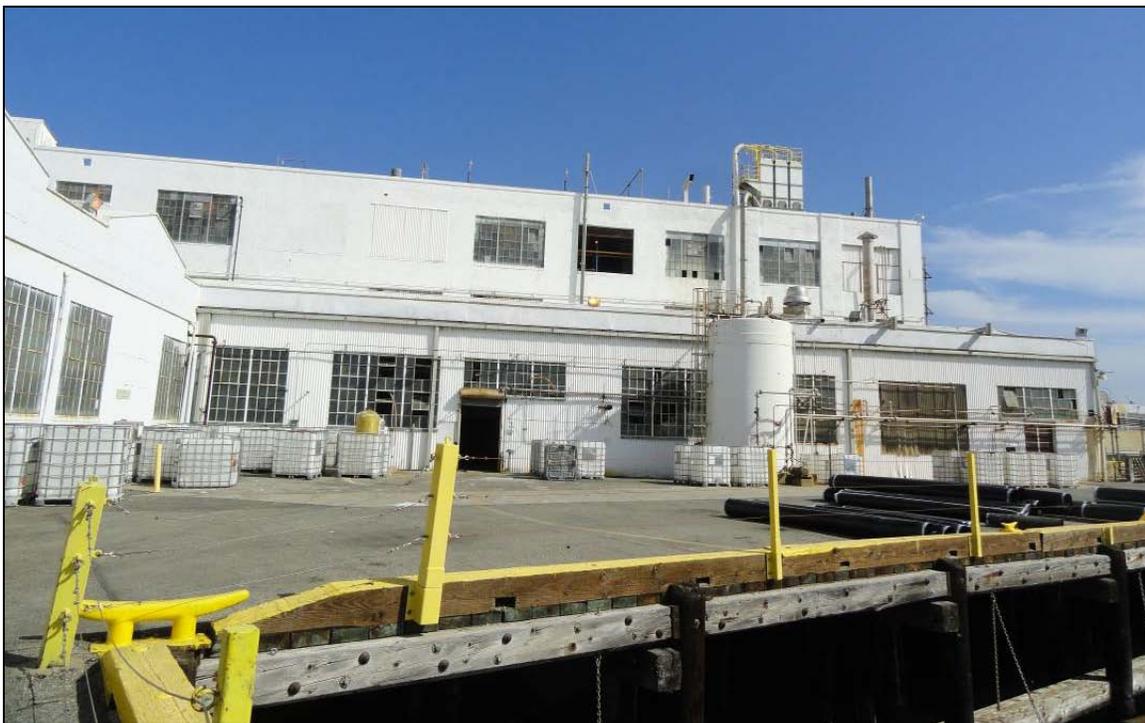
P5. Description of Photo: View looking west at the east façade of the wharf office.



P5. Description of Photo: View looking north at the south and west façades of the warehouse.



P5. Description of Photo: View looking south at the north and east façades of the warehouse.



P5. Description of Photo: View looking east at the west façade of the refinery building and the south and west façades of the connecting shed.



P5. Description of Photo: View looking View southeast at the Wharf Office, bulk storage bins/silos, warehouse, bulk ship loading conveyor, and the wharf at Berths 165-166.



P5. Description of Photo: View looking north between the Borax warehouse and a ship at Berth 166 (LAHD Archives, November 16, 1934).

- B1. Historic Name:** Twenty Mule Team Borax Products
B2. Common Name: U.S. Borax-Rio Tinto
B3. Original Use: processing plant **B4. Present Use:** still a processing plant but different product output.
***B5. Architectural Style:** Industrial

***B6. Construction History (construction date, alterations, and dates of alterations):** The refinery building, wharf office, and steam plant were completed in 1924. The connecting shed and warehouse were constructed in 1929. Between August 1962 and September 1963, a set of 12 holding bulk storage bins/silos were added east of the warehouse. In 1963, the conveyor over the warehouse was built at the Wilmington plant to improve ship loading. Other additions to the property include a fire-retardant plant in 1972, a spray dry plant and electric substation in 1976, a guard house in 1977, and an additional four bulk storage bins/silos in 1980. The refinery building has undergone several alterations over the years including additional wall partitions and machinery substitutions on the interior. The most significant alteration is the filling in of many windows on all of the building façades. Many of the windows have been filled in on the steam plant and the boiler stack was replaced with a similar sized stack in 2001. All of the older railroad lines that traveled next to the refinery building have been removed. The current railroad tracks were added after 1950. Several of the fixed lights on the wharf office have been removed for the installation of window air conditioners. A second-story entrance with metal stairs was added to the south façade of the wharf house at an unknown time.

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

***B8. Related Features:** A spray dry plant, electric substation, guard house, and additional bulk storage bins/silos.

B9. a. Architect: **b. Builder:**

***B10. Significance:** Theme: Industrial Development Area: Port of Los Angeles
Period of Significance: 1924-1957 Property Type: Industrial Applicable Criteria: 1

The Pacific Coast Borax Company constructed a million dollar plant at the Port of Los Angeles in 1923–1924. The first shipment of product was loaded onto the *SS Santa Paula* on November 1, 1924. Although the days of transportation by mule had long ended in favor of the railroad, the company retained the famous trademark. “Twenty Mule Team Borax Products” was painted on the berth side parapet of the highly visible warehouse. During the 1930s, 90 percent of the world’s borate supply came from California, and 90 percent of that supply was shipped overseas out of the Port of Los Angeles.

The United States Borax & Chemical Company is a member of a very select group of businesses that have been present at the Port since the 1920s. The Borax Processing Plant is a good example of the type of properties that aided in the long-term development of the port and of the City of Los Angeles. Borax’s visibility and continued success surely contributed to the commitment of other industrial ventures at the port. Because of Borax’s contributions in expanding the commercial and economic success of the port and subsequently the City of Los Angeles, it appears that the property is significant under NRHP Criterion A and

Sketch Map

See Attached

This space reserved for official comments.

CRHR Criterion 1.

Although the main plant buildings appear to be the same today as in 1936 with the addition of the holding tanks in 1962 or 1963, they have undergone several alterations to the design with the infill of windows and loading openings. In addition, the opening of a new refinery in Boron, California in 1957 changed the use of the Wilmington refinery. None of the buildings or structures embodies the distinctive characteristics of a type, period, region, or method of construction nor do they represent the works of a master or possess high artistic value. As such, they do not appear to be individually significant under NRHP Criterion C or CRHR Criterion 3.

Research found no evidence to suggest that the buildings are significant under Criterion B/2 or Criterion D/4.

Based on a review of historical aerials and observation from the exterior of the facility, the Borax Processing Plant at 300 Falcon Avenue appears to have retained sufficient integrity of location, design, materials, workmanship, feeling, and association. The setting surrounding the plant has changed as businesses have come and gone, but the general layout of Slip 1 and Mormon Island is the same as it has been same since at least 1927. This property appears to be eligible for the NRHP under Criteria A. The period of significance is 1924–1957.

The Borax Processing Plant is also eligible for listing as a Historic-Cultural Monument for the City of Los Angeles as a property associated with important events in the main currents of national, state, or local history.

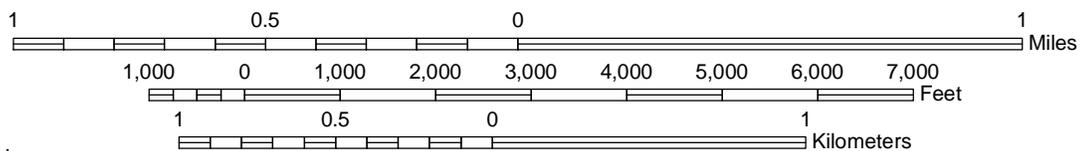
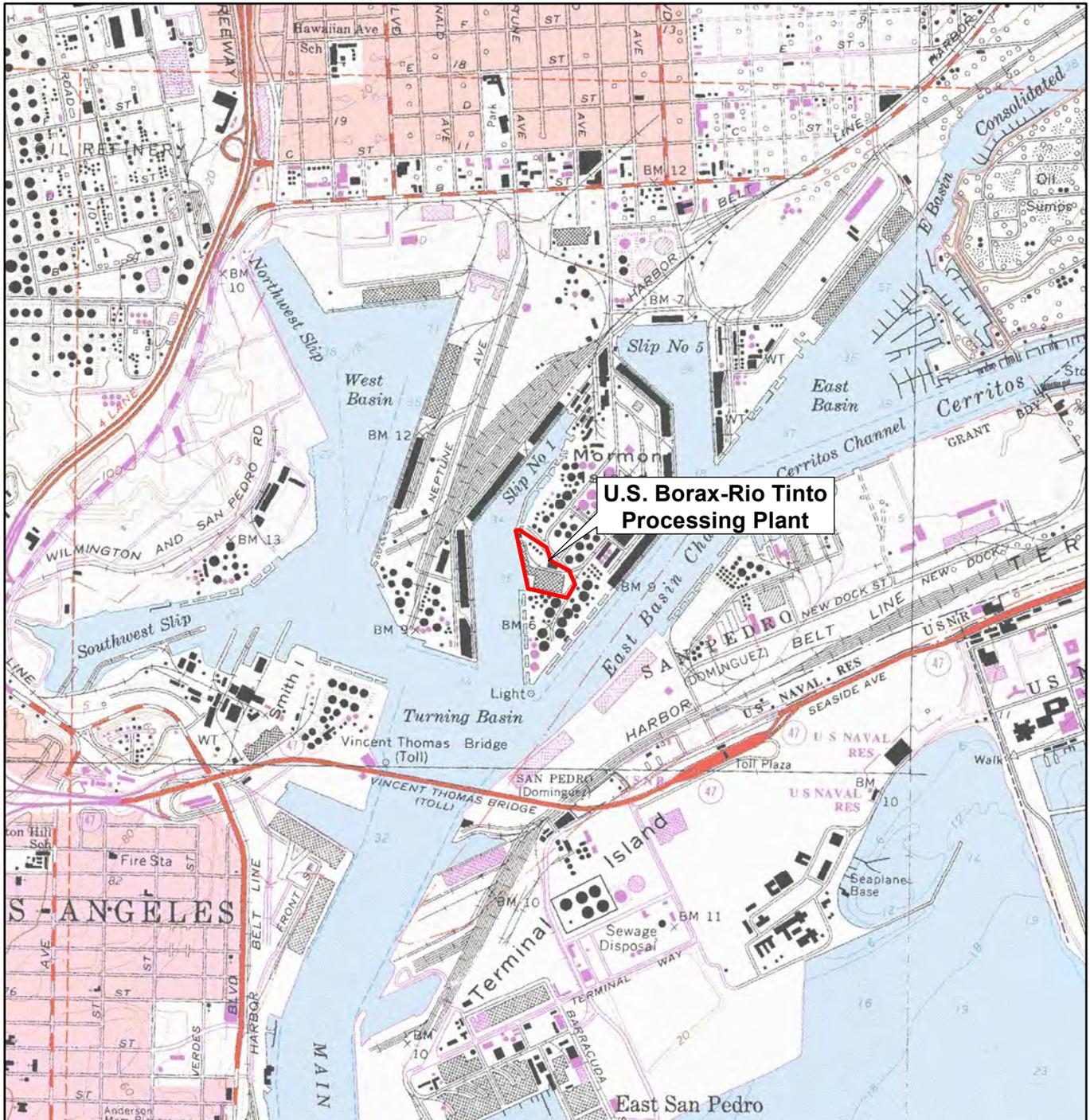
B11. Additional Resource Attributes (list attributes and codes):

***B12. References:**

B13. Remarks:

***B14. Evaluator:** Aubrie Morlet
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

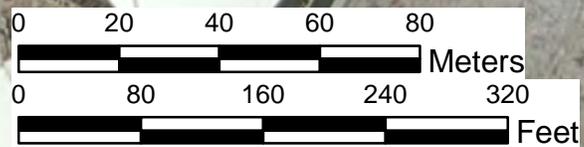
Date of Evaluation: October 2012





Legend

- Property Boundary
- Main Gate Security Post
- Storage Bins for Ship Loading
- Processing Plant
- Warehouse/Connecting Shed
- Two Story Building
- Air Compression Room
- Steam Plant
- Electric Substation



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

Primary # 19-190109
 HRI #
 Trinomial
 NRHP Status Code 6Z

Other Listings Review Code Reviewer Date

Page 1 of 7 Resource Name or #: Wilmington Marine Service

P1. Other Identifier:

- *P2. Location: a. County: Los Angeles Not for Publication Unrestricted
 b. USGS 7.5' Quad: Torrance, CA Date 1964, Photorevised 1981 T: 5S, R: 13W; Unsectioned
 c. Address: 801 Fries Avenue, Berth 162, Wilmington, CA (Port of Los Angeles) B.M.
 d. UTM: NAD, Zone; mE / mN
 e. Other Locational Data:

*P3a. Description: The concrete block office building rests on a concrete foundation with a rectangular footprint. The roof is flat. Fenestration includes metal sliding windows with extended sills. The building has six doors that occur on the west, south, and east façades. Four of the doors have a single glass pane in the upper portion. Two of the doorways have double doors. Eight metal shed awnings cover windows and doors. It appears that two additional awnings on the south façade have been removed.

Shop 1 (identified previously as the mould loft) is directly west of the office building. Although date of construction is unknown, it appears to have been built in the 1930s. The gable building rests on a concrete foundation with a rectangular footprint. The gable roof is covered with corrugated metal with open eaves. The gable ends are clad with horizontal wood boards and the sides are clad with vertical wood grooved panels similar to T1-11. (Continued on page 2.)

*P3b. Resource Attributes: HP6 1-3 story commercial buildings; HP39 Other: Marine ways, Marina, Marine Railway

*P4. Resources Present: Building Structure Object Site District Element of District Other:

***P5a. Photograph**



P5b. Description of Photo: View looking west at the south façades of the office and shop buildings.

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

*P7. Owner and Address: Port of Los Angeles

*P8. Recorded By: Aubrie Morlet
 Applied EarthWorks, Inc.
 1391 W. Shaw Ave., Suite C
 Fresno, CA 93711

*P9. Date Recorded: August 29, 2012

*P10. Survey Type: Intensive
 Reconnaissance Other
 Describe:

*P11. Report Citation: Morlet, Aubrie, Randy Baloian, Josh Smallwood, and M. Colleen Hamilton.

2013 *Historic Resources Evaluation Report for the Port of Los Angeles Master Plan Update*. Applied EarthWorks, Inc., Fresno, California. Prepared for Science Applications International Corporation, Carpinteria, California. Submitted to Los Angeles Harbor Department, San Pedro, California.

- *Attachments: NONE Location Map Site/Sketch Map Continuation Sheet
 Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record
 Photogram Record Milling Station Record Rock Art Record Artifact Record
 Other (list):

***P3a. Description:** (continued from page 1) A permit was issued in 1968 to replace the siding and windows of the machine shop. It appears that treatment may also have been applied to this building. Fenestration includes three square sliding windows with wide box casements and three full-width sliding doors on the south façade. A double-width sliding door is present on the east façade but appears unused. A small addition is attached to the north end of the east façade. The shed-style roof is covered with rolled composition roofing and the eaves are exposed. Two small windows are present on the south and east façades. The walls are clad with beveled horizontal wood boards. A flat porch cover supported by three wood posts extends south from the small building. The building appears to be resting on 6 by 6 inch wood posts and may have been moved from another location.

Shop 2 (previously identified as the machine shop) is west of Shop 1. Although date of construction is unknown, it appears to have been built in the 1930s. The gable building rests on a concrete foundation with a rectangular footprint. The gable roof is covered with rolled composition roofing and the eaves are open. The gable ends are clad with horizontal wood boards. The top of the walls between sliding doors and roof have two horizontal wood boards. The remaining sides are clad with vertical wood grooved panels similar to T1-11. The City of Los Angeles issued a permit to replace the siding, windows, and roof of the machine shop in 1968. Fenestration includes two windows on the east façade and one window on the south façade. Five large sliding doors cover most of the south façade.

Shop 2 has two attached additions. Anchored between Shop 1 and Shop 2 is a flat roof with additional wood post supports creating a breezeway. The roof appears to be covered with asbestos shingles. On the west façade, a dropped shed roof addition appears to extend the entire width of the gable end. The large sliding door on the west end of the south façade seamlessly slides onto the addition, making it appear that the addition was completed in the late 1960s along with the other property renovations. The addition is adjacent to the pole shed.

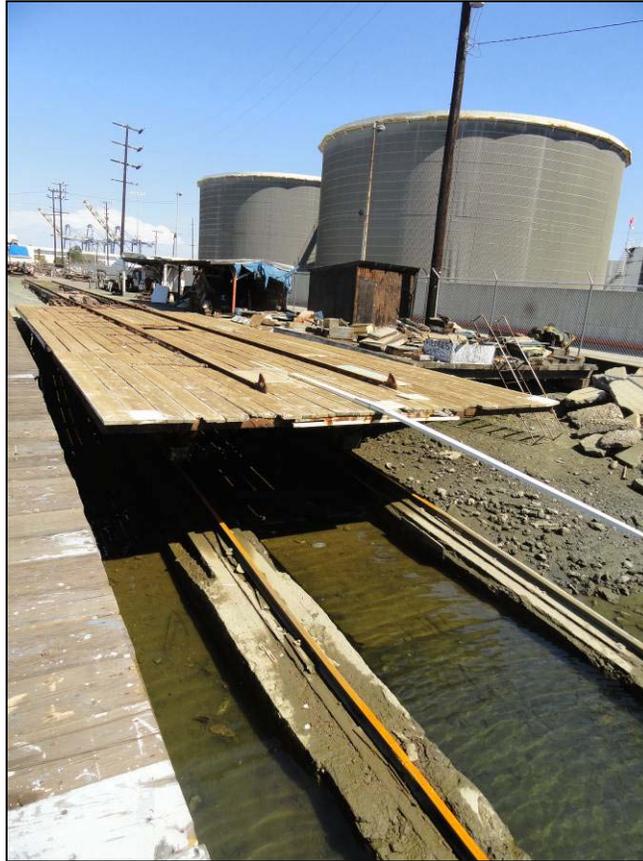
West of Shop 2 is a two-story pole shed. Five metal trusses support the low-pitched metal gable roof. The pole shed appears to be tied to a sheet metal strip that is attached to the shop roof. Metal sheets are attached on the east façade between the pole shed roof and the shop roof. Heavy mesh material is attached to the middle of the west façade.

Berth 162 possesses a wide waterway. A 65 by 20 foot wharf is present along the northern property boundary. The southern end has a marine way for hoisting boats out of the water and onto the rail system for repairs. In between the wharf and marine ways is a floating marina with four bays, three short finger piers, and two long finger piers. The three short finger piers have hinges to flip them over to accommodate larger ships. Date of construction for the marina is unknown, and it is not illustrated on any Port maps.

The marine ways on the southern side of the berth have two steel rails attached to concrete foundations traveling east, sloping downward into the water. A wood-framed cradle attaches to a flat wood-covered steel car that travels into the water to secure the boat. Once secured, the winch hoists the car and boat up onto land. The property has a system of rails with two sections of sliding rail to move the boat from the marine ways to the front of the property. Based on visual survey, it appears the rails can accommodate approximately 18 boats. This marine railway was constructed in 1964.

The winch shed south of the rail is a square shed-roof building with a concrete foundation. Four wood posts support the roof, which is covered with corrugated metal. The southern wall is clad with plywood and the winch platform is bolted to the concrete foundation. A pole shed and shed roof storage building are located just west of the winch house. The pole shed has a shed roof covered with corrugated metal. The storage building also has a shed roof covered with corrugated metal, and the walls are clad with vertical wood boards. A flat wood door is located on the west façade.

The rail lines briefly described above travel east and west. Four rail lines are in front of the property closest to Fries Avenue, six rail lines are in the middle next to the shops, and five rail lines are at the rear, closest to the marine ways. In between the three sets of rails is a rail section that slides from line to line connecting the lines to move boats farther east or west. This system appears to be that described in the Harbor Commissioners Annual Report from 1967. The system appears to intact and functional.



P5c. Description of Photo: View looking east at the marine ways, loading deck, winch shed, and shed roof storage building.



P5d. Description of Photo: View looking southeast at the marine rail lines and sliding connector.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # 19-190109
HRI #/Trinomial

*NRHP Status Code 6Z

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Resource Name or #: Wilmington Marine Service

B1. Historic Name: Mormon Island Boat Works

B2. Common Name: Wilmington Marine Service

B3. Original Use: Shipyard

B4. Present Use: Same

***B5. Architectural Style:** Commercial vernacular

***B6. Construction History:** According to the City of Los Angeles Department of Building and Safety, the lessee demolished five buildings and constructed one new building in 1966–1967. Of the original seven buildings visible on the 1950 Sanborn, it appears that the machine shop and mould loft predate the 1960s renovation. The property also includes marine ways, a winch shed, a pole shed on the western end of the machine shop, storage sheds, and several rail lines for boats. The current concrete block office building was constructed in 1967.

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

***B8. Related Features:**

B9. a. Architect: Unknown

b. Builder: Unknown

***B10. Significance:** Theme: Port Development Area:
Period of Significance: n/a Property Type: commercial Applicable Criteria: n/a

Wilmington Marine Service opened its doors in 1962. Following a period of renovations, the business experienced positive business growth each year from 1967 to 1970. The Port did not report this information after 1970. Two other shipyards in the Port are eligible for the CRHR: the Al Larson Boat Shop (1924) and the San Pedro Boat Works (1932). Both of these properties are associated with the early development of the Port. The Al Larson Boat Shop made significant contributions to development of the shipbuilding and the fishing industries between 1924 and 1959. The San Pedro Boat Works is significant for its contributions to the development of shipbuilding because it constructed small maneuverable boats designed to avoid police boats during prohibition and after prohibition specialized in military boats, purse seiners, yachts, fireboats, and lifeboats. In the 1964 Harbor Commissioners Annual Report, Wilmington Marine Service is listed in the directory for the first time with eight other shipyards, including the two already mentioned. Considering its late arrival into the shipbuilding and repair industry and its lack of significant contributions to the development of the Port or to the local community, it does not appear that the Wilmington Marine Service is significant under NRHP or the CRHR Criterion A/1.

In 1951, Dinko Bilicich emigrated with his family from Croatia where he learned boat building from his father. Bilicich (born 1936–1937) was the owner and yard superintendent of Wilmington Marine Service for 50 years. No significant biographical information was located for Mr.

Bilicich. As it does not appear that any individuals associated with this property played a significant role in the development of the Port of Los Angeles or the local community, it does not appear that the Wilmington Marine Service is significant under Criterion B/2.

The buildings on the property are vernacular and utilitarian. The marine railway is interesting but not an uncommon method used by shipyards to move ships for service or launching. The buildings and structures do not embody the distinctive characteristics of a type, period,

This space reserved for official comments.

Sketch Map

See Attached

State of California — The Resources Agency
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Resource Name or #: Wilmington Marine Service

region, or method of construction, or represent the work of a master, or possess high artistic value. It does not appear that the Wilmington Marine Service is significant under Criterion C/3. The property does not appear to possess the potential to yield important information and is not significant under Criterion D/4. In conclusion, the Wilmington Marine Service does not appear to be eligible for the NRHP or the CRHR.

The Wilmington Marine Service property does not appear to be eligible as a Historic-Cultural Monument for the City of Los Angeles.

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

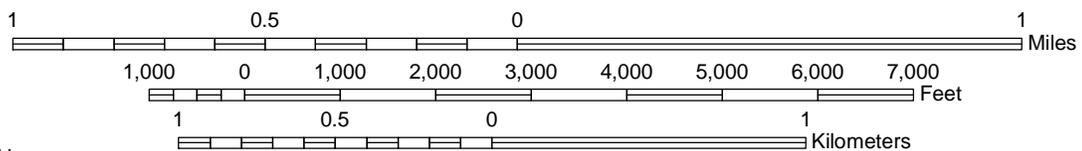
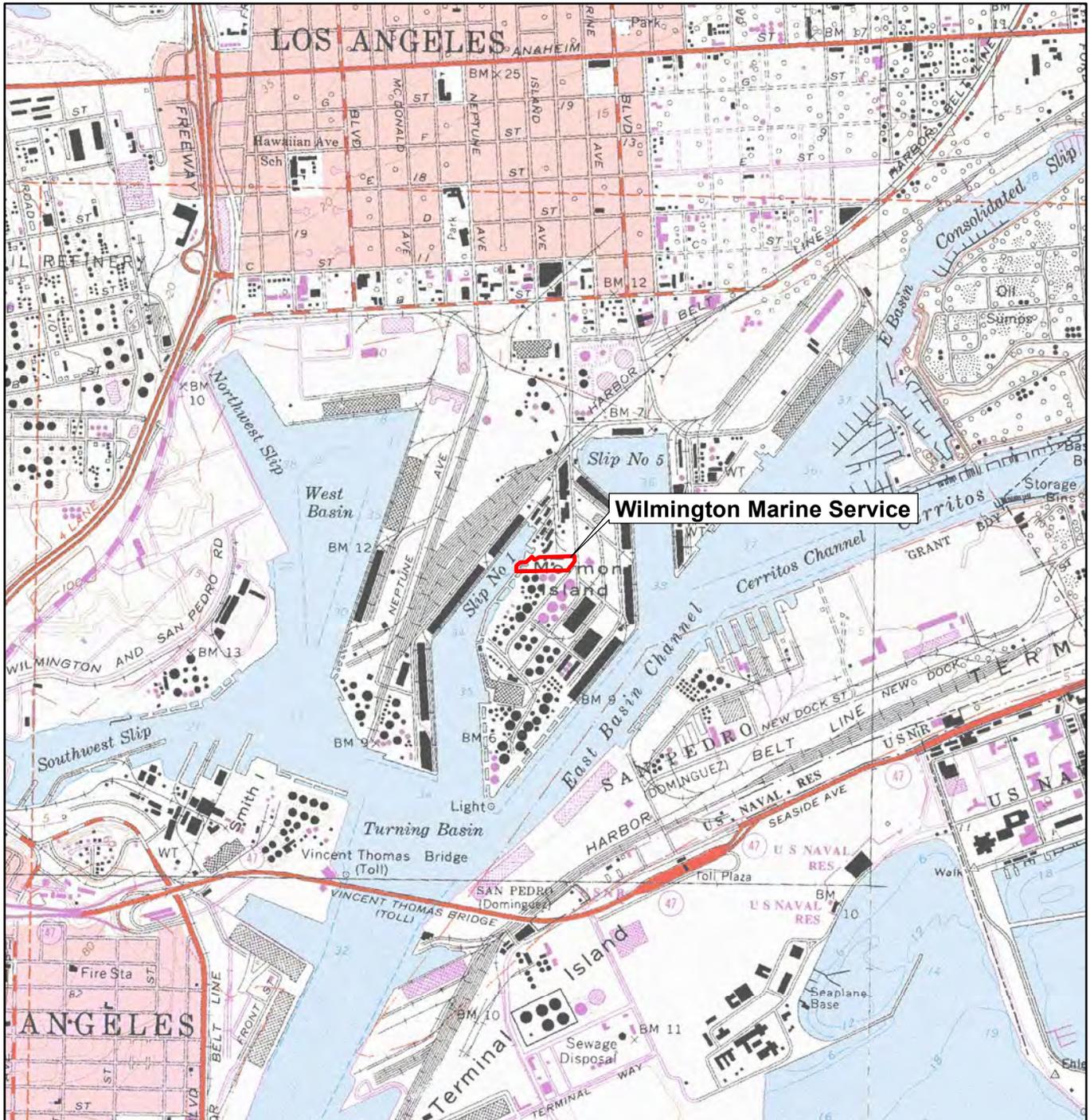
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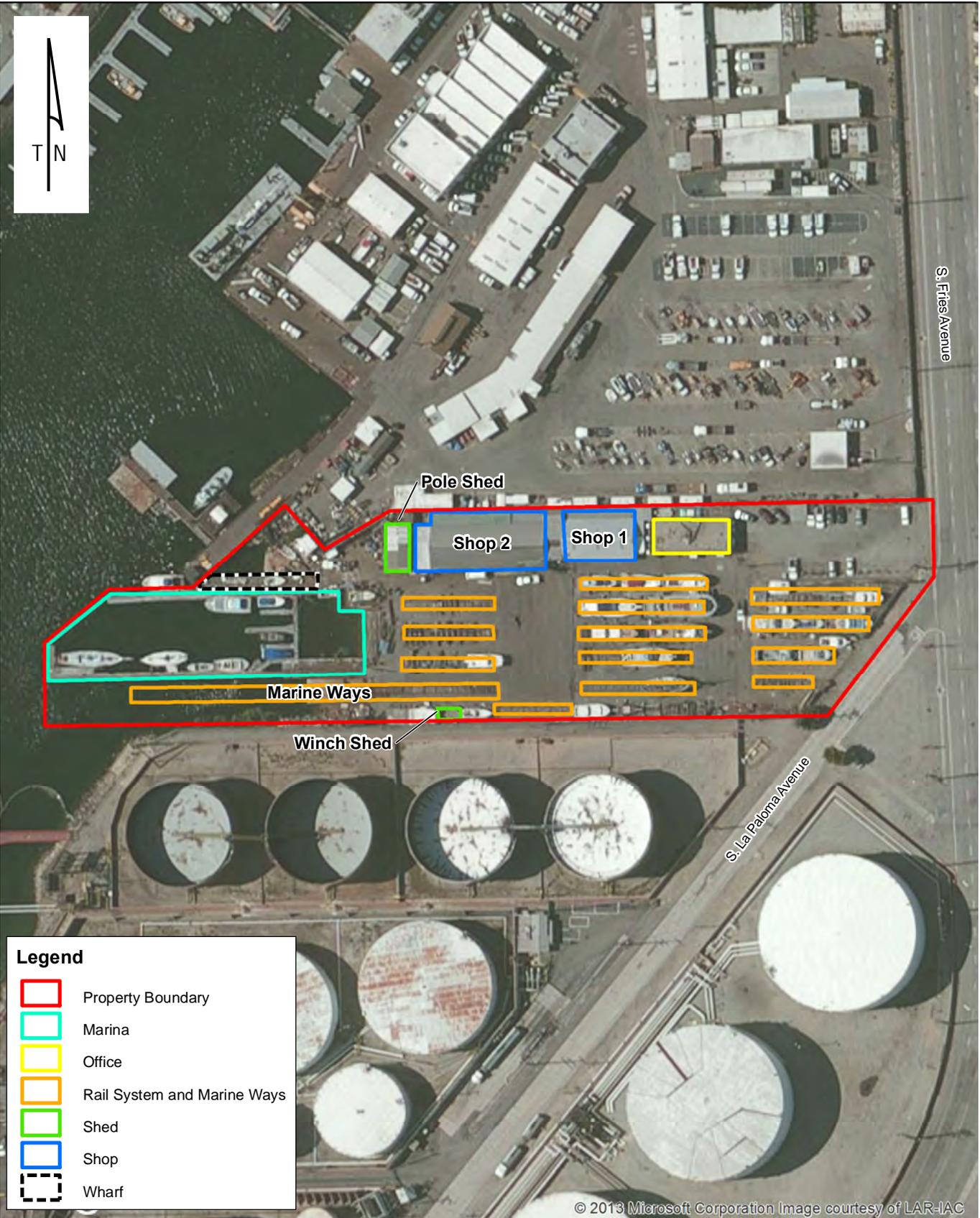
B13. Remarks:

***B14. Evaluator:** Aubrie Morlet

Applied EarthWorks, Inc., 1391 W. Shaw Ave., Suite C, Fresno, CA 93711

Date of Evaluation: September 2012





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APPENDIX B

SurveyLA Context, Theme, and Property Type for Evaluated Properties

**Table B-1
Los Angeles Office of Historic Resources Survey LA Context, Theme, and Property Type for Evaluated Properties**

Property Name	Address	Year Built	Resource Type	Architectural Style	Context	Subcontext	Theme	Subtheme	Property Type	Property Subtype	Status Code(s)	Applicable Criteria	Reason Statement
Los Angeles Cruise Terminal	100 Swinford St.	1963	Passenger and Cargo Terminal	International	Architecture and Engineering, 1850–1980	L.A. Modernism, 1919–1980	Post-War Modernism, 1946–1976	Corporate International, 1946–1976	Commercial	None	3S	A/1/1 and C/3/3	The property is associated with a substantial period of growth and development at the POLA during the post-World War II era and for its architectural merits as a true representation of a Post-War Modern International style cruise terminal, the only one of its kind in California.
DWP Distribution Station No. 3	708 Reagan St.	1923	Electric Substation	Stripped Classicism	Public and Private Institutional Development, 1850–1980	Government Infrastructure and Services, 1850–1980	Municipal Water and Power, 1916–1980	Distributing and Receiving Stations, 1916–1980	Institutional-Infrastructure	Distribution Station	6Z	None	The building lacks integrity of design, materials, workmanship, and feeling. The property does not appear significant for its association with important events or persons, nor does the building clearly illustrate distinctive characteristics of a type, period, or method of construction.
U.S. Borax-Rio Tinto Processing Plant	300 Falcon Ave.	1924, 1929, 1962–1963	Chemical Plant	Industrial	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980; Manufacturing for the Masses, 1887–1980	None	Port Production, Manufacturing, and Processing Plants; Industrial	Factory	3S	A/1/1	The property is associated with the long-term development of the POLA and of the City of Los Angeles. Borax’s visibility and continued success surly contributed to the commitment of other industrial ventures at the port.
Wilmington Marine Service	801 Fries Ave.	1930s, 1964, 1967	Boat Works	Industrial, Utilitarian	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980	None	Port Shipyards	None	6Z	None	The property does not appear significant for its association with important events or persons, nor does the building clearly illustrate distinctive characteristics of a type, period, or method of construction.
Harbor Construction and Maintenance Yard	Berth 161	1920, 1937, 1939, 1959, 1962	District	Stripped Classicism, International, Utilitarian	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980	None	Port Production, Manufacturing, and Processing Plants	None	3S	A/1/1 and C/3/3	The district is associated with the long-term development of the Port of Los Angeles and the City of Los Angeles. Two PWA funded buildings illustrate distinctive characteristics of a type, period, or method of construction.
Harbor Construction and Maintenance Yard	Berth 161	Circa 1930	Mobile Storage Building	Utilitarian	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980	None	Port Production, Manufacturing, and Processing Plants	None	6Z	None	The small, mobile storage building does not contribute to the district and does not appear to be individually significant.
Harbor Construction and Maintenance Yard	Berth 161	1930s	Paint Shop	Utilitarian	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980	None	Port Production, Manufacturing, and Processing Plants	None	3D	A/1/1	The Paint Shop is a contributor to the Harbor Construction and Maintenance Yard District for its contribution to the long term development of the Port of Los Angeles and the City of Los Angeles.
Harbor Construction and Maintenance Yard	Berth 161	1937	Consolidated Shops	Stripped Classicism	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980	None	Port Production, Manufacturing, and Processing Plants	None	3B	A/1/1 and C/3/3	The Consolidated Shops is associated with the long term development of the Port of Los Angeles and the City of Los Angeles. Individually the building illustrates distinctive characteristics of a type, period, and method of construction.
Harbor Construction and Maintenance Yard	Berth 161	1939	Blacksmith and Welding Shop	Stripped Classicism	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980	None	Port Production, Manufacturing, and Processing Plants	None	3B	A/1/1 and C/3/3	The Blacksmith and Welding Shop is associated with the long term development of the Port of Los Angeles and the City of Los Angeles. Individually the building illustrates distinctive characteristics of a type, period, and method of construction.
Harbor Construction and Maintenance Yard	Berth 161	1959	Service Building	International	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980	None	Port Production, Manufacturing, and Processing Plants	None	3D	A/1/1	The Service Building is a contributor to the Harbor Construction and Maintenance Yard District for its contribution to the long term development of the Port of Los Angeles and the City of Los Angeles.

**Table B-1
Los Angeles Office of Historic Resources Survey LA Context, Theme, and Property Type for Evaluated Properties**

Property Name	Address	Year Built	Resource Type	Architectural Style	Context	Subcontext	Theme	Subtheme	Property Type	Property Subtype	Status Code(s)	Applicable Criteria	Reason Statement
Harbor Construction and Maintenance Yard	Berth 161	1962	Electric Shop	Utilitarian	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980	None	Port Production, Manufacturing, and Processing Plants	None	3D	A/1/1	The Electric Shop is a contributor to the Harbor Construction and Maintenance Yard District for its contribution to the long term development of the Port of Los Angeles and the City of Los Angeles.
Harbor Construction and Maintenance Yard	Berth 161	1962	Carpenter Shop	Utilitarian	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980	None	Port Production, Manufacturing, and Processing Plants	None	3D	A/1/1	The Carpenter Shop is a contributor to the Harbor Construction and Maintenance Yard District for its contribution to the long term development of the Port of Los Angeles and the City of Los Angeles.
Harbor Construction and Maintenance Yard	Berth 161	1962	Boat Shop	Utilitarian	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980	None	Port Production, Manufacturing, and Processing Plants	None	3D	A/1/1	The Boat Shop is a contributor to the Harbor Construction and Maintenance Yard District for its contribution to the long term development of the Port of Los Angeles and the City of Los Angeles.
Harbor Construction and Maintenance Yard	Berth 161	1962	Cabinet Shop and Mill	Utilitarian	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980	None	Port Production, Manufacturing, and Processing Plants	None	3D	A/1/1	The Cabinet Shop and Mill is a contributor to the Harbor Construction and Maintenance Yard District for its contribution to the long term development of the Port of Los Angeles and the City of Los Angeles.
Harbor Construction and Maintenance Yard	Berth 161	1962	Auto Repair Garage	Utilitarian	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980	None	Port Production, Manufacturing, and Processing Plants	None	3D	A/1/1	The Auto Repair Garage is a contributor to the Harbor Construction and Maintenance Yard District for its contribution to the long term development of the Port of Los Angeles and the City of Los Angeles.
Harbor Construction and Maintenance Yard	Berth 161	1920	Marine Ways	Utilitarian and industrial	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980	None	Port Production, Manufacturing, and Processing Plants	None	3D	A/1/1	The Marine Ways is a contributor to the Harbor Construction and Maintenance Yard District for its contribution to the long term development of the Port of Los Angeles and the City of Los Angeles.
Harbor Construction and Maintenance Yard	Berth 161	1930s	Drawbridge and Tower	Warren with verticals	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980	None	Port Production, Manufacturing, and Processing Plants	None	3D	A/1/1	The Drawbridge and Tower is a contributor to the Harbor Construction and Maintenance Yard District for its contribution to the long term development of the Port of Los Angeles and the City of Los Angeles.
Mormon Island Sewage Pumping Plant/Sewage Pump Station No. 666	647 Fries Ave.	1922	Pumping Station	Classical Revival	Public and Private Institutional Development, 1850–1980	Government Infrastructure and Services, 1850–1980	Municipal Water and Power, 1916–1980	None	Institutional-Infrastructure	Pump Station	3S	A/1/1 and C/3/3	The property possesses a strong association to the City Beautiful Movement and development of the City’s general infrastructure in the first part of the twentieth century. The Mormon Island Sewage plant is also significant for its association with the early development of the POLA. The pump station is an architecturally unique example of early twentieth century public works buildings and is the oldest, largest, and most ornate of the four harbor plants.
Berth 187 (Vopak Plant)	401 Canal Ave.	1950–1956	Chemical Plant	Industrial, Utilitarian	Industrial Development, 1850–1980	None	Port of Los Angeles, 1907–1980	None	Port Production, Manufacturing, and Processing Plants	None	6Z	None	The property does not appear significant for its association with important events or persons, nor does the building clearly illustrate distinctive characteristics of a type, period, or method of construction.