

Appendix I

Cultural Resources Investigation

Draft
Architectural Survey and Evaluation of
Berths 54-55
of the Port of Los Angeles

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Appendix A. DPR 523 Forms

INTRODUCTION

The Port of Los Angeles (the Port) contracted with Jones & Stokes to perform an updated survey and evaluation of built environment resources at Berths 54-55. The Port is planning a project involving removal of the transit shed at Berth 54-55 and associated structures. For the purposes of the California Environmental Quality Act (CEQA), the identification and evaluation of historic resources within the project area will support an assessment of the impact of the project on cultural resources. Both berths and associated warehouses have been occupied since the early 20th century by a variety of tenants, including the Outer Harbor Dock and Wharf Company and other shipping companies. The Port requested that Jones & Stokes provide a conclusive evaluation of properties at Berths 54-55 to determine whether they qualify as significant historical resources for the purposes of CEQA and applicable local cultural regulations.

This report documents Jones & Stokes' methods and findings of an intensive architectural survey and evaluation of Berths 54-55. Efforts included conducting archival research, surveying each of the buildings and structures at Berths 54-55, and applying the eligibility criteria for listing in the CRHR. Jones & Stokes historians Madeline Lanz and Mark Bowen, who meet the Secretary of the Interior's professional qualification standards for historian and architectural historian, conducted all survey and evaluation work. Ms. Lanz and Mr. Bowen also conducted all additional historical research.

METHODS

Archival Research

Archival research for the current evaluation of the structures at Berths 54-55 was conducted at the Port of Los Angeles and at the California State Library in Sacramento. Research efforts focused on the development of a broader context for the role of harbor storage facilities in the trade process, and on the construction history and evolution of historic resources at Berths 54-55.

Fieldwork

An intensive survey of Berths 54-55 was conducted on September 10, 2002. Photographs and written descriptions of the transit sheds and associated outbuildings were prepared as part of this survey and are included in Appendix A of this report.

HISTORIC SETTING

Early History

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

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

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

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

Initial Commercial Shipping, 1857–1897

Phineas Banning, one of the area's earliest residents, realized the promise of a commercial shipping port. In 1857, he constructed new docks to capitalize on the increasing trade coming in and out of Los Angeles. The endpoints of two primary routes to the southwest gold fields, the Gila River Trail and the Old Spanish Trail, stood at Los Angeles. With his base location up the bay at a spot called Wilmington, Banning shuttled materials on smaller boats to and from a second location on the Rancho San Pedro waterfront.

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

reliable means of moving cargo from the ships coming into San Pedro Harbor to the City of Los Angeles.

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

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

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

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

In preparation for the opening of the Panama Canal, and in conjunction with its annexation of San Pedro in 1906, the City of Los Angeles extended its boundaries to coastal tidewaters. The Port of Los Angeles and the Los Angeles Harbor Commission were officially created in December 1907. Numerous harbor improvements followed, including the completion of the 2.11-mile breakwater, the broadening and dredging of the main channel, the completion of the first major wharf by the Southern Pacific Railroad, the construction of the Angel's Gate lighthouse, and the construction of the city's first municipal pier and wholesale fish market. By 1909, both Wilmington and San Pedro were part of the City of Los Angeles (Matson 1920). Due to this citywide growth, the Port of Los Angeles became the world's largest lumber importer by 1913.

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

Wartime Changes, 1914–1950

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

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

Despite the previous use of the Port for the shipment of goods both into and out of California, it was not until 1915 that the Port completed its first warehouse. It was the completion of this building that symbolized the Port's transition from a small poorly equipped landing to a significant seaport able to handle deep-sea ships with varied cargo (Queenan 1986). The transshipment of cargo during this era was a very different process from the current system of containerization. The movement of cargo required a series of labor and space intensive steps that in turn required certain buildings and facilities to ensure the most efficient and economical process. Raw or finished goods would be transported via train or truck from the distributor to the port terminal. Cargo destined for international or West Coast markets arrived at the Port of Los Angeles from across the southeast and southwest, and via the Panama Canal from the entire eastern seaboard. If the goods arrived in sufficient quantity to justify immediate shipment, they would be loaded into one of the transit sheds located directly adjacent to the wharves. When the ship arrived, the goods would be manually transferred from the transit sheds into the cargo hold of the ship. The same process in reverse would occur at the destination.

The significant increase in trade at the Port was exhibited in the fact that many more distributors constructed a large number of new warehouses and sheds between 1917 and 1930. Improvements to transportation systems within the harbor area also facilitated the growth of the import and export trade. By 1917, a vast railroad network existed around the Harbor and Los Angeles, allowing for the efficient movement of goods throughout the country. This system had an advantage over the Port of San Francisco in that it did not have the Sierra Mountain Range posing as an impediment to cargo shipments en route to the East Coast (San Buenaventura Research Associates 1996).

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

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

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

World War II brought new life and distinction to San Pedro as it was one of the closest major American ports to the fighting in the Pacific Ocean. Between the years 1941 and 1945, ship and aircraft production facilities in the harbor area worked day and night to manufacture over 15 million tons of war equipment. In addition to serving as a location for the production of wartime materials, the Port witnessed the passage of hundreds of thousands of military personnel en route to and from war zones.

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

Containerization: 1950 to Present

The methods of shipping changed dramatically following World War II with the advent of containerization. Previously, cargo loading was labor intensive: individual pieces of cargo, drums, boxes, bags, or crates, were loaded into ships. The cargo was brought to the dock by truck or train, and the individual pieces of cargo unloaded into buildings, called transit sheds, that lined the wharf. Cargo was sorted and organized in these transit sheds and then moved to the wharf for loading. The cargo was loaded as individual packages into the ship's cargo holds

by either ship-based or shore-based cranes. Once in the ship's holds, the cargo was stowed by longshoremen. Some efficiency was achieved by placing several individual containers (e.g., drums, bags, or boxes) on a pallet and then loading the pallet into the cargo hold. Alternatively, longshoremen would place the individual pieces of cargo in cargo nets that were hoisted into the ship where the individual pieces of cargo were unloaded and stowed.

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

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

When the old loading method was used, cargo terminals were designed to maximize the "surface area" of the terminal by providing large berthing space at wharves with little backland (transit sheds) to service each wharf. This was done because the rate-limiting step in the shipment of cargo through ports was the loading and unloading of ships and the handling of cargo.

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

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

Worldwide shipments through the Port increased during the latter half of the 20th century, as oceangoing vessels grew to sizes no longer able to negotiate the Panama Canal. Using a “land-bridge” system, shippers wishing to pass materials from the Pacific Ocean to the Atlantic Ocean realized the more efficient prospect of unloading at the Port of Los Angeles, moving materials via truck or train, and subsequently loading the same materials onto ships waiting on the east coast. International users of the Port changed over time. The early users were industrialized nations such as Japan, Australia, and New Zealand. However, smaller developing countries of the Pacific Rim such as South Korea, Taiwan, Indonesia, Malaysia, and Hong Kong eventually became the most common users of the Port (Queenan 1986).

Port of Los Angeles Oil Production and Shipping

The oil production location known as Los Angeles basin encompasses the region of southern California surrounding the City of Los Angeles. The basin is approximately 22 miles wide and 42 miles long and sits in the southern portion of Los Angeles County and the northwestern portion of Orange County. The region is bounded by the Santa Ana Mountains on the east and the Pacific Ocean to the southwest. Although not the first to be discovered in California (that distinction goes to a well drilled in 1865 on the northern California coast near present day Petrolia), the oilfields of the Los Angeles basin played a significant role in California’s petroleum industry during the first two decades of the 20th century. California has historically been a key player in the industry and led the nation in oil production for many years during the first four decades of the 20th century (Franks and Lambert 1985).

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

Two overriding factors helped increase the desirability of crude oil from California following the turn of the century. The first was the fact that many railroads on the west coast (increasingly followed by other railroads nationwide) converted from coal (largely imported) to the cheaper, locally obtainable, and more plentiful oil as their fuel. This conversion also took place on many oceangoing vessels (Franks and Lambert 1985). The second factor driving the search for crude oil was the explosion of automobile use during the 1920s. Gasoline, considered a useless byproduct of the refineries and deemed an extreme nuisance, was difficult to dispose of at that time. However, in the new age of the internal combustion engine, gasoline became the most important ingredient in a barrel of oil and therefore a highly valued commodity (Rawls and Bean 1993).

Oil companies realized the need for port facilities able to handle the increasing quantities of oil and refined petroleum products leaving the Los Angeles area for the east coast and other world destinations. In 1909, the Union Oil Company authorized the financing of the Outer Harbor and Dock and Wharf Company. Union Oil helped organize the Outer Harbor and Dock

and Wharf Company in order to create a terminal at San Pedro Harbor adequate for accommodation of larger and heavier oceangoing steamers produced at the time. In addition to the terminal facility, the new company also provided other improvements such as new sea walls, wharves, and industrial sites (Welty and Taylor 1956).

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

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

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

Throughout the initial stages of the boom, when oil and petroleum products sold quickly, storage was not considered important. Some of the earliest tanks were simple, concrete-lined excavations covered with steel tops (Franks and Lambert 1985). Overproduction became a problem in the 1920s, and by 1930, California's oil wells were producing an unprecedented amount of crude oil. In that year, the industry put out an average of 887,000 barrels a day, whereas the market could absorb only 675,000 barrels a day (Welty and Taylor 1956). Worldwide, there was a lower demand for oil in the post-World War I era (Franks and Lambert 1985). Storage problems quickly became a primary concern as oil companies continued to pump out crude oil with the fear that if they stopped the competition would continue to collect oil regardless of whether anyone had a place to store it (Oil Age 1922).

Following the increased production in the Los Angeles Basin in the 1920s, many of the major oil companies drafted plans to increase their storage in the southern portion of the state. The relentless rates of production meant that any new storage only allowed for a reprieve of

approximately a year or two (Oil Age 1923). Many oil companies produced new terminals to counteract the problem, some costing as much as \$1 million (Oil Age 1924).

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

SIGNIFICANCE CRITERIA

California Register of Historical Resources Criteria

CEQA guidelines define three ways that a property can qualify as a significant historical resource for the purposes of CEQA review: 1) if the resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR), 2) if the resource is included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code unless the preponderance of evidence demonstrates that it is not historically or culturally significant, or 3) the lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (California Code of Regulations, Title 14, Division 6, Chapter 3, section 15064.5).

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

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

- (1) it is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- (2) it is associated with the lives of persons important to local, California, or national history;

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

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

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

Integrity

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

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data. (California Office of Historic Preservation 2001)

Local Regulations

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

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

Significant Resource Types

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

HISTORIC RESOURCES

Berths 54-55

History

Berths 54-55 were initially constructed and developed as two separate but connected terminals. Over the past 40 years, however, one or more tenants have operated the berths as a single terminal. The following is a discussion of Berths 54-55 and their associated resources.

Berths 54-55. Berths 54-55 were constructed on a portion of harbor fill completed between 1911 and 1912 by the Outer Harbor Dock & Wharf Company (OHDWC) and the City of San Pedro (Bureau of Harbor Improvement 1911; Port of Los Angeles 1912). The surrounding land remained largely vacant until the onset of World War II when the United States Navy increased its overall presence and port-wide storage capacity. The Naval Supply Depot, Naval Operating Base, San Pedro (Depot), established in December 1942, increased the demand for storage facilities within the Port and the Navy leased existing structures and built many new warehouses in the Outer Harbor area (U.S. Naval Supply Depot 1946). The earliest construction upon the land took place through private organizations, most notably the OHDWC. OHDWC constructed at least two warehouses as early as 1912 on the land west of the East Channel (generally located at modern Berths 51-53.) (Port of Los Angeles 1912).

While surrounding development continued at a slow pace, Berths 54-55 remained vacant until the early 1960s. Given the establishment of rail access past the berths as early as 1927, it is likely that the berths were intentionally left undeveloped by OHDWC in order to facilitate the storage of bulky items which did not require covered protection such as lumber and steel products (Harbor Department 1927).

In 1960, the Board of Harbor Commissioners authorized a 37 million-dollar development and improvement program for the Port. Under this program the Port undertook the construction of 15 new berths, and five new cargo terminals. In addition, the Port sought to modernize 13 existing berths (including Berths 54-55) and rehabilitate other various facilities. Some of the more notable additions to the port were new passenger-cargo terminals for Consolidated Marine Incorporated (a shipping company) at Berths 90-93 and the construction of the Vincent Thomas Bridge over the main channel (Queenan 1983; Board of Harbor Commissioners 1962).

The Los Angeles Harbor Department initially envisioned twin warehouses spanning the length of Berths 51-55, with each warehouse measuring 1008 feet by 160 feet. Officials indicated that the current warehouse at Berth 54-55 was to be constructed first with the second warehouse located to the south of Berth 54-55 to be constructed at a later (unknown) date (Port of Los Angeles Engineering Division 1960). In August of 1962, the Port's Engineering Division completed plans for a "Cargo Shed" at Berths 54-55, and contractors completed 2900 feet of new wharf (along Berths 51-55). The Port completed the cargo shed by the end of 1963. In order to provide the space required for the new five million dollar, 160-foot wide clear-span facility, Port officials realigned an adjacent segment of Miner Street to the west (Port of Los Angeles Engineering Division 1962; Board of Harbor Commissioners 1963). Occupants of the new facility included Grace Line, Bakke Steamship Company, and Bakke's numerous subsidiaries (including Columbus Line, Knutsen Line, and Shinto Shipping Corporation) all of which provided general shipping services (Board of Harbor Commissioners 1964).

The most recent modifications took place in the early 1990s when Stevedoring Services of America (SSA) added a fumigation "rubber room" to the northern end of the building. SSA began operations within the building sometime after 1969 occupied it (along with the associated structures) to the present day.

Description

Berths 54-55 are located immediately south of 22nd Street, east of Miner Street, and west of the East Channel. The two terminals are situated directly adjacent to each other with each occupying one half of a single warehouse building. Chain-link fencing limits access to the water-facing side of the building.

Berths 54-55. A transit shed, attached fumigation facility, and five portable office buildings are located at Berths 54-55. The immediate area is largely devoid of buildings, and the Berth 54-55 buildings are surrounded by pavement. Integrated railroad tracks are located parallel to each side of the transit shed.

Transit Shed. The transit shed is a long, rectangular one-story structure measuring approximately 1008 by 160 feet. The exterior of the concrete and steel-framed building is comprised almost entirely of tilt-up precast concrete wall panels held in place by the steel rigid frame assembly. The building features a shallow-pitch roof with a raised central section forming a winged-monitor. The east and west elevations of the monitor are lined with a continuous row of fixed-pane wire safety glass framed window units in aluminum. Larger tilt-up precast concrete wall panels flank the main building and form the end elevations. The north panel is obscured by the attached fumigation facility, and the south panel features raised lettering that reads “Port of Los Angeles.”

A row of numbered bays with steel roll-up doors and a two-foot high continuous concrete loading platform lines the west elevation. A ribbon of fixed-pane wire safety glass window units is located between the doors and the main roofline. Two roll-up doors located at the center of the west elevation form the division between Berth 54 and Berth 55 and are slightly larger than the remainder of adjacent doors. The center precast concrete panel also features lettering over the two doors denoting “Port of Los Angeles.” A twin set of corrugated aluminum-covered canopies protects the equipment doors with the exception of the two aforementioned centrally located units. The west elevation is similar in overall design to the east elevation with minor exceptions. The canopies over the western doors are absent from the east elevation and the equipment doors open to allow access at grade. Large metal roll-up equipment doors flanked by personnel doors are situated at the north and south elevations. Pilaster details and a simple cornice also appear on these two end elevations. Lettering that reads “Port of Los Angeles” is located on the center roofline of each end elevation. The lettering is topped by a set of fixed metal louvers. Windows located at the northern end of the building are a mix of fixed-pane, multi-light, steel-framed units.

Fumigation Facility. The fumigation facility (commonly referred to as the “rubber room”) is a fumigation storage area located to the north of the transit shed and is attached via a covered breezeway area. The large structure features a rectangular floorplan inside a steel-framed, twin-gambrel-roof design. Walls are comprised of a synthetic skin-like material. The approximately 200-foot by 160-foot foundation is comprised of concrete and sits approximately three feet above grade on the west elevation. Additional features include a row of metal roll-up equipment doors along the east and west elevations, a single personnel door at each elevation, and hooded vents along the northern elevation.

Portable Buildings. A set of five modern manufactured portable office buildings is located in a cluster at the northwest corner of the transit shed. Single-entry doors access the offices.

Evaluation

Berths 54-55. The transit shed and associated structures at Berths 54-55 do not appear to meet the criteria for listing in the CRHR. The transit shed was originally constructed in 1963 to meet the demands of industry at the Port. Although the building played a valuable role as one of many storage facilities at the Port, it does not appear to be directly associated with any important events at the Port and thus does not appear to meet Criterion 1 of the CRHR. The building is not known to have any associations to persons significant to the history of the area and therefore does not appear to qualify for the CRHR under Criterion 2.

Architecturally speaking, the Transit Shed is a concrete and steel-framed building comprised almost entirely of tilt-up precast concrete wall panels held in place by the steel rigid frame assembly. Using concrete tilt-up construction for warehouses was a generally accepted practice by the time of Berth 54-55's completion. Following the established procedure of the time the wall sections of considerable size were cast on the site in the flat position. Typically the completed concrete floor of a large building (such as a warehouse) served as a portion of the wall mold. Once finished the wall section was set into the foundation and "tilted" up using a crane or other hoisting device. The strength, speed and inexpensive cost of using concrete made the process a good choice for many military and industrial applications following World War II and then increasingly during the 1950s (Kurt Billig 1955; American Concrete Institute 1966; Thomas Jester 1995). Port officials contracted for at least four additional similarly styled structures during the 1960s harbor improvement program (Queenan 1983). The most prominent examples of this construction method were the passenger and cargo terminals completed at Berths 90-93 completed in 1963 and Berths 143-144 completed in 1960.

The relatively new warehouse at Berths 54-55 underwent one alteration since it was constructed in 1963. The original structure measured 1008 by 160 feet. In 1992, the building was extended at its northern end by approximately 200 feet through the addition of the fumigation facility. Because of the aforementioned alterations, and because the buildings do not embody a distinctive type, period, or method of construction, they therefore do not appear to be eligible under Criterion 3. The buildings at Berths 54-55 do not meet Criteria 1,2 or 3, and therefore do not appear to meet the criteria for listing in the CRHR.

Construction records are not available for the fumigation facility or portable office buildings, but building materials used indicate that they were constructed well after the initial structure's completion in 1963. Finally, neither the fumigation facility, nor the portable office buildings appear to meet the criteria for listing in the CRHR because they are recently constructed buildings and sufficient time has not passed to understand their potential historical importance.

For the same reasons stipulated above, the buildings do not appear to meet the designation criteria for City of Los Angeles historical and cultural monument status.

CONCLUSIONS

Neither the transit sheds nor the associated structures located at Berths 54-55 appear to meet the criteria for listing in the CRHR or for designation as a City of Los Angeles Historical and Cultural Monument.

RECOMMENDATIONS

Because neither of the transit sheds or the associated structures at Berths 54-55 appears to be eligible for listing in the CRHR or listing as a City of Los Angeles Historical and Cultural Monument, no assessment of impacts on historic buildings or structures is necessary.

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Appendix A. DPR 523 Forms

PRIMARY RECORD

Primary # _____
 HRI # _____
 Trinomial _____
 NRHP Status Code 6
 Other Listings _____
 Review Code _____ Reviewer _____ Date _____

Page 1 of 8 *Resource Name or #: (Assigned by Recorder) Berths 54 - 55

P1. Other Identifier: _____

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

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

*b. USGS 7.5' Quad San Pedro, CA Date 1981 T _____; R _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address South of 22nd Street, East of Miner Street City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

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

Berths 54 and 55

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

Berths 54-55 are located immediately south of 22nd Street, east of Miner Street, and west of the East Channel. The two terminals are situated directly adjacent to each other with each occupying one half of a single warehouse building. Chain-link fencing limits access to the water-facing side of the building.

A transit shed, attached fumigation facility, and five portable office buildings are located at Berths 54-55 (photograph1). The immediate area is largely devoid of buildings, and the Berth 54-55 buildings are surrounded by pavement. Integrated railroad tracks are located parallel to each side of the transit shed. (See Continuation Sheet)

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

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates,



P5b. Description of Photo: (View, date, accession #) _____
Berths 54-55, view to the southeast
9/10/02

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

Source: Building Records

*P7. Owner and Address: LAHD/POLA
425 Palos Verdes Street
San Pedro, CA 90733-3682

*P8. Recorded by: (Name, affiliation, and address) _____
M. Lanz, M. Bowen, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 9/10/02

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2002. Architectural Survey and Evaluation of Berths 54 - 55 of the Port of Los Angeles, Los Angeles County, California, Sacramento, CA.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 8

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Berths 54- 55

B1. Historic Name: Berth 54-55

B2. Common Name: _____

B3. Original Use: Storage Building

B4. Present Use: Storage Building

*B5. Architectural Style: Utilitarian

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

Constructed 1963; Rubber Room added circa 1992

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

*B8. Related Features:

railroad tracks

B9a. Architect: W. Blake Irvin: Port of Los Angeles Engineering

b. Builder: Unknown

*B10. Significance: Manufacture and Trade

Area: Southern California

Period of Significance: 1963

Property Type: Commercial Building

Applicable Criteria: N/A

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

The transit shed and associated structures at Berths 54-55 do not appear to meet the criteria for listing in the CRHR. The transit shed was originally constructed in 1963 to meet the demands of industry at the Port. Although the building played a valuable role as one of many storage facilities at the Port, it does not appear to be directly associated with any important events at the Port and thus does not appear to meet Criterion 1 of the CRHR. The building is not known to have any associations to persons significant to the history of the area and therefore does not appear to qualify for the CRHR under Criterion 2.

Architecturally speaking, the Transit Shed is a concrete and steel-framed building comprised almost entirely of tilt-up precast concrete wall panels held in place by the steel rigid frame assembly. Using concrete tilt-up construction for warehouses was a generally accepted practice by the time of Berth 54-55's completion. (See Continuation Sheet)

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

*B12. References:

See Jones & Stokes 2002. *Architectural Survey and Evaluation of Berths 54-55 of the Port of Los Angeles County, California* 2002. Sacramento, CA.

B13. Remarks:

*B14. Evaluator: M. Lanz, M. Bowen, Jones & Stokes

*Date of Evaluation: 9/10/02

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

SEE
LOCATION
MAP

CONTINUATION SHEET

Primary # _____

HRI # _____

Trinomial _____

Page 3 of 8

*Resource Name or # (Assigned by recorder) _____

Berths 54- 55

*Recorded by M. Lanz, M. Bowen, Jones & Stokes

*Date 9/10/02

 Continuation Update**Description (Continued)**

The transit shed is a long, rectangular one-story structure measuring approximately 1008 by 160 feet (**photographs 2-4**). The exterior of the concrete and steel-framed building is comprised almost entirely of tilt-up precast concrete wall panels held in place by the steel rigid frame assembly. The building features a shallow-pitch roof with a raised central section forming a winged-monitor. The east and west elevations of the monitor are lined with a continuous row of fixed-pane wire safety glass framed window units in aluminum. Larger tilt-up precast concrete wall panels flank the main building and form the end elevations. The north panel is obscured by the attached fumigation facility, and the south panel features raised lettering that reads "Port of Los Angeles."

A row of numbered bays with steel roll-up doors and a two-foot high continuous concrete loading platform lines the west elevation. A ribbon of fixed-pane wire safety glass window units is located between the doors and the main roofline. Two roll-up doors located at the center of the west elevation form the division between Berth 54 and Berth 55 and are slightly larger than the remainder of adjacent doors. The center precast concrete panel also features lettering over the two doors denoting "Port of Los Angeles." A twin set of corrugated aluminum-covered canopies protects the equipment doors with the exception of the two aforementioned centrally located units. The west elevation is similar in overall design to the east elevation with minor exceptions. The canopies over the western doors are absent from the east elevation and the equipment doors open to allow access at grade. Large metal roll-up equipment doors flanked by personnel doors are situated at the north and south elevations. Pilaster details and a simple cornice also appear on these two end elevations. Lettering that reads "Port of Los Angeles" is located on the center roofline of each end elevation. The lettering is topped by a set of fixed metal louvers. Windows located at the northern end of the building are a mix of fixed-pane, multi-light, steel-framed units.

The fumigation facility (commonly referred to as the "rubber room") is a fumigation storage area located to the north of the transit shed and is attached via a covered breezeway area. The large structure features a rectangular floorplan inside a steel-framed, twin-gambrel-roof design (**photographs 5 and 6**). Walls are comprised of a synthetic skin-like material. The approximately 200-foot by 160-foot foundation is comprised of concrete and sits approximately three feet above grade on the west elevation. Additional features include a row of metal roll-up equipment doors along the east and west elevations, a single personnel door at each elevation, and hooded vents along the northern elevation.

A set of five modern manufactured portable office buildings is located in a cluster at the northwest corner of the transit shed. Single-entry doors access the offices (**photograph 7**).

Evaluation (Continued)

Following the established procedure of the time the wall sections of considerable size were cast on the site in the flat position. Typically the completed concrete floor of a large building (such as a warehouse) served as a portion of the wall mold. Once finished the wall section was set into the foundation and "tilted" up using a crane or other hoisting device. The strength, speed and inexpensive cost of using concrete made the process a good choice for many military and industrial applications following World War II and then increasingly during the 1950s (Kurt Billig 1955; American Concrete Institute 1966; Thomas Jester 1995). Port officials contracted for at least four additional similarly styled structures during the 1960s harbor improvement program (Queenan 1983). The most prominent examples of this construction method were the passenger and cargo terminals completed at Berths 90-93 completed in 1963 and Berths 143-144 completed in 1960.

The relatively new warehouse at Berths 54-55 underwent one alteration since it was constructed in 1963. The original structure measured 1008 by 160 feet.

CONTINUATION SHEET

Page 4 of 8 *Resource Name or # (Assigned by recorder) _____ Berths 54 -55
*Recorded by M. Lanz, M. Bowen, Jones & Stokes *Date 9/10/02 Continuation Update

Evaluation (Continued)

In 1992, the building was extended at its northern end by approximately 200 feet through the addition of the fumigation facility. Because of the aforementioned alterations, and because the buildings do not embody a distinctive type, period, or method of construction, they therefore do not appear to be eligible under Criterion 3. The buildings at Berths 54-55 do not meet Criteria 1,2 or 3, and therefore do not appear to meet the criteria for listing in the CRHR.

Construction records are not available for the fumigation facility or portable office buildings, but building materials used indicate that they were constructed well after the initial structure's completion in 1963. Finally, neither the fumigation facility, nor the portable office buildings appear to meet the criteria for listing in the CRHR because they are recently constructed buildings and sufficient time has not passed to understand their potential historical importance.

For the same reasons stipulated above, the buildings do not appear to meet the designation criteria for City of Los Angeles historical and cultural monument status.

CONTINUATION SHEET

Primary # _____

HRI # _____

Trinomial _____

Page 5 of 8

*Resource Name or # (Assigned by recorder) _____

Berths 54-55

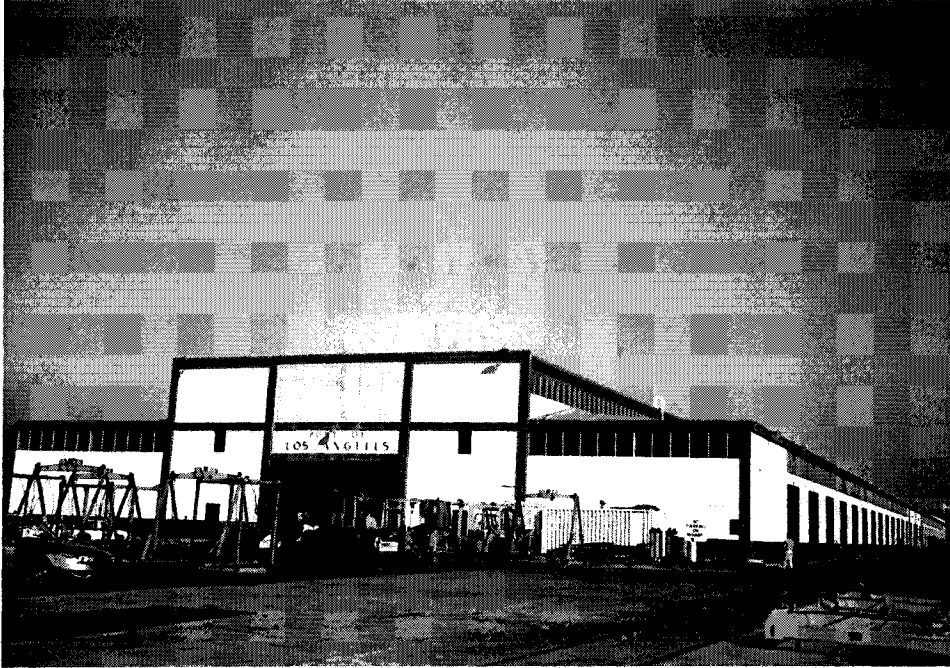
*Recorded by M. Lanz, M. Bowen, Jones & Stokes

*Date 9/10/02

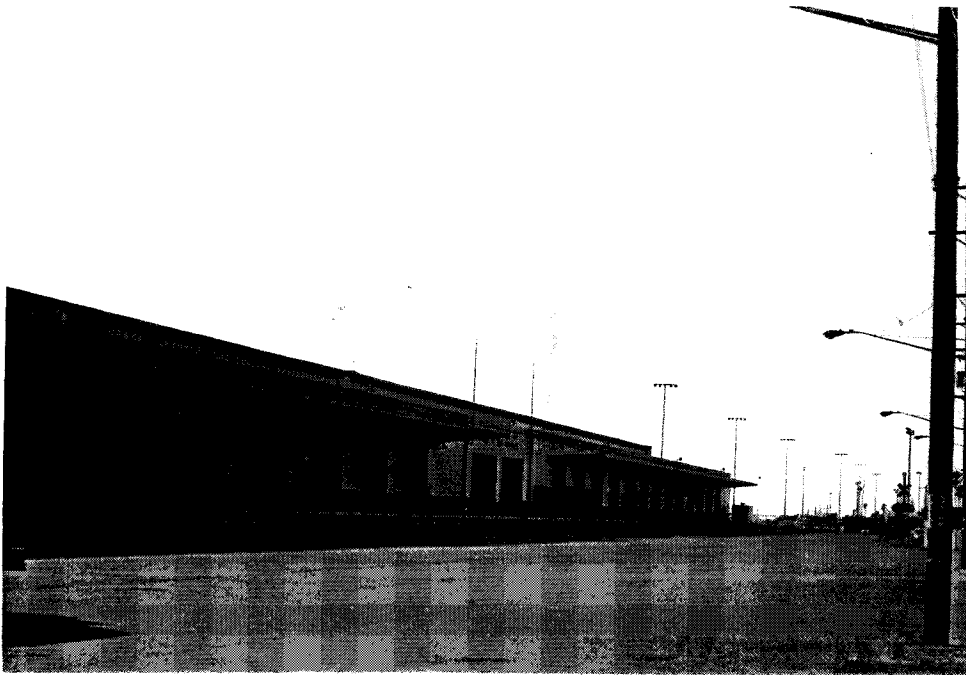
Continuation

Update

Photographs (Continued)



Photograph 2. Transit Shed, Southern elevation

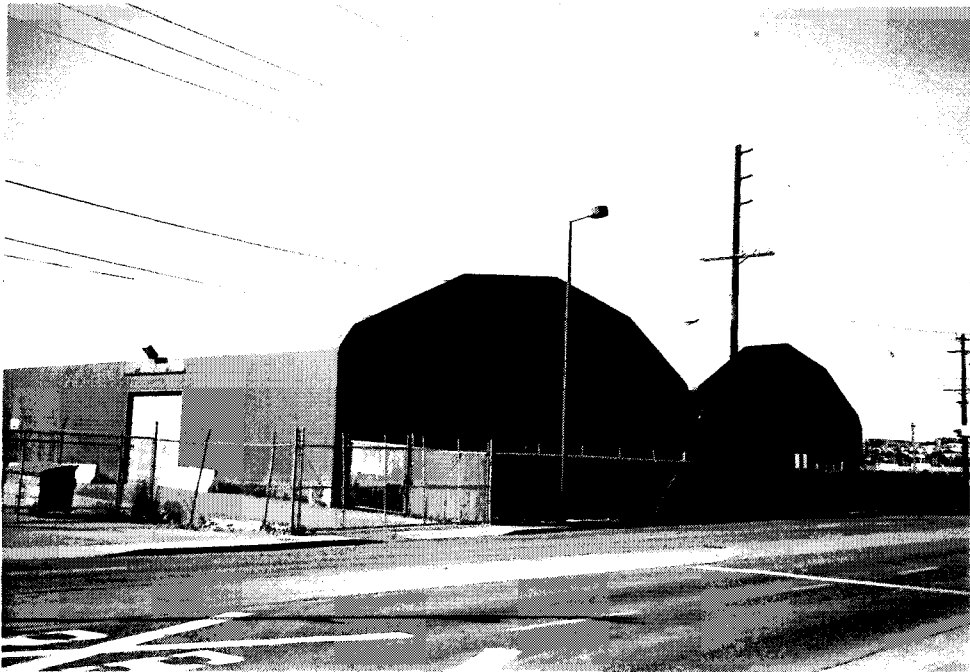


Photograph 3. Transit Shed, Western elevation

Photographs (Continued)



Photograph 4. Transit Shed, East elevation



Photograph 5. Fumigation Facility, North elevation

CONTINUATION SHEET

Page 7 of 8

*Resource Name or # (Assigned by recorder) _____

Berths 54-55

*Recorded by M. Lanz, M. Bowen, Jones & Stokes

*Date 9/10/02

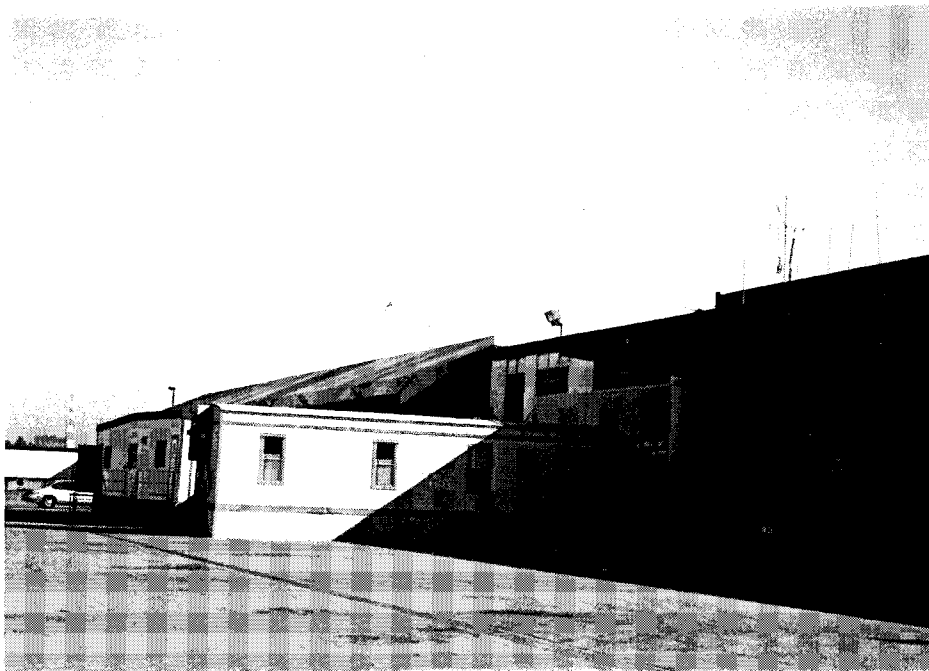
Continuation

Update

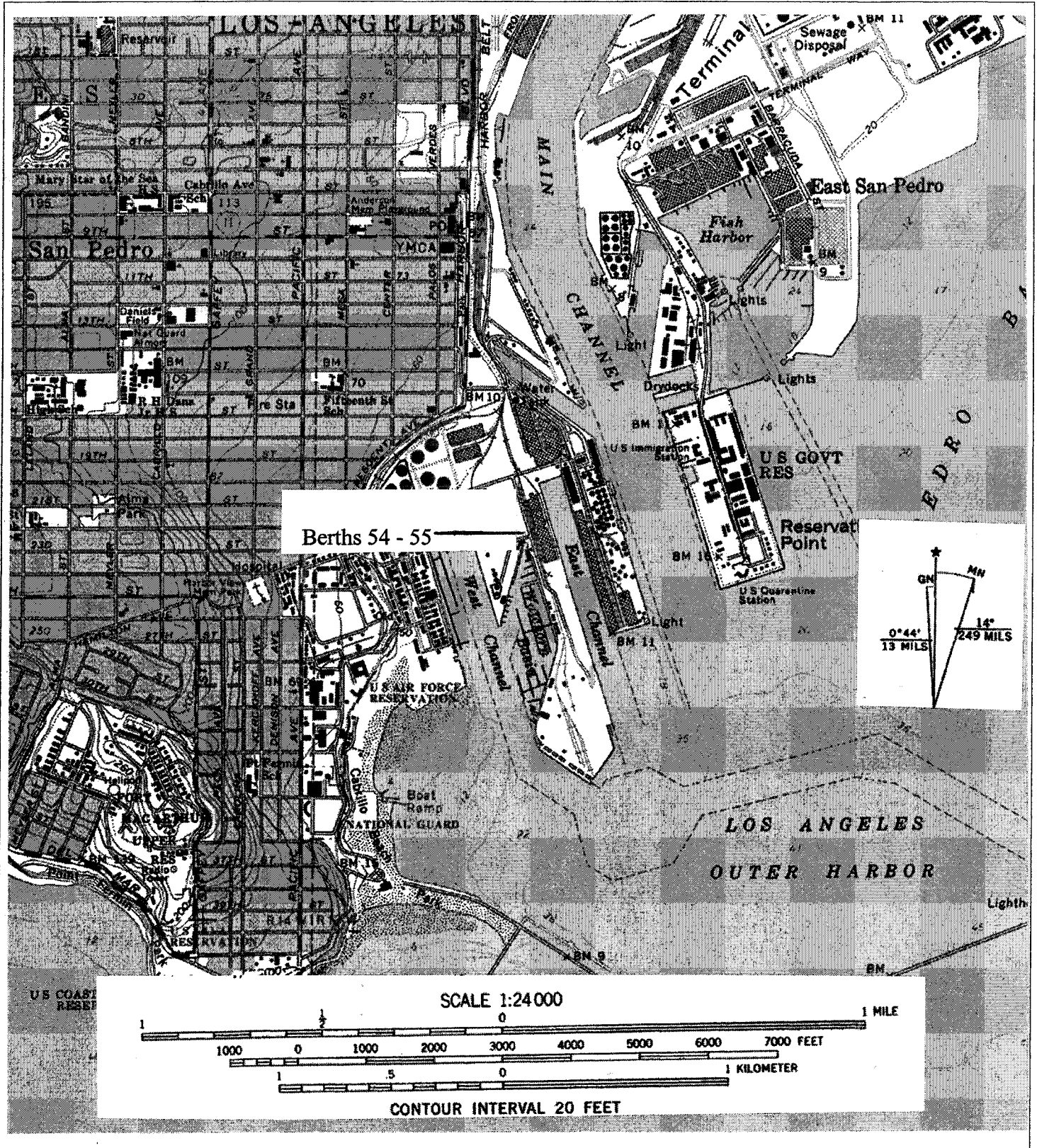
Photographs (Continued)



Photograph 6. Fumigation Facility, West elevation



Photograph 7. Portable buildings, facing Northeast.



Draft
Architectural Survey and Evaluation of
Warehouses 6, 9, and 10
of the Port of Los Angeles

Prepared for:

Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90733-0151
Contact: Dennis Hagner
310/732-3682

Prepared by:

Jones & Stokes
2600 V Street
Sacramento, CA 95818-1914
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916/737-3000

October 2002

This document should be cited as:

Jones & Stokes. 2002. Draft architectural survey and evaluation of warehouses 6, 9, and 10 of the Port of Los Angeles. October. (J&S 02-358.) Sacramento, CA. Prepared for Los Angeles Harbor Department, San Pedro, CA.

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Appendix A. DPR 523 Forms

INTRODUCTION

The Port of Los Angeles (the Port) contracted with Jones & Stokes to perform a survey and evaluation of Warehouses 6, 9, and 10. Addresses for Warehouses 6, 9, and 10 are listed as 111, 110, and 112 East 22nd Street (respectively). However, for the purposes of this report, each warehouse is identified by its “warehouse” number. The Port is planning a project involving removal of the three warehouses and associated buildings and structures. For the purposes of the California Environmental Quality Act (CEQA), the identification and evaluation of historic resources within the project area will support an assessment of the impact of the project on cultural resources. Two primary tenants, including the United States Navy and Crescent Warehouse Company (through various subsidiaries) have occupied all three warehouses since 1944. The Port requested that Jones & Stokes provide a conclusive evaluation of Warehouses 6, 9, and 10 to determine whether they qualify as significant historical resources for the purposes of CEQA and applicable local cultural regulations.

This report documents Jones & Stokes’ methods and findings of an intensive architectural survey and evaluation of Warehouses 6, 9, and 10. Efforts included conducting archival research; surveying Warehouses 6, 9, and 10 and associated structures; and applying the eligibility criteria for listing in the CRHR. Jones & Stokes historians Madeline Lanz and Mark Bowen, who meet the Secretary of the Interior’s professional qualification standards for historian and architectural historian, conducted all survey and evaluation work. Ms. Lanz and Mr. Bowen also conducted all additional historical research.

METHODS

Archival Research

Archival research for the current evaluation of Warehouses 6, 9, and 10 was conducted at the Port of Los Angeles and at the California State Library in Sacramento. Research efforts focused on the development of a broader context for the role of harbor storage facilities in the trade process, and on the construction history and evolution of Warehouses 6, 9, and 10 and associated structures.

Fieldwork

An intensive survey of Warehouses 6, 9, and 10 was conducted on August 6, 2002. Photographs and written descriptions of the warehouses and associated outbuildings were prepared as part of this survey and are included in Appendix A of this report.

HISTORIC SETTING

Early History

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

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

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

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

Initial Commercial Shipping, 1857–1897

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

gold fields, the Gila River Trail and the Old Spanish Trail, stood at Los Angeles. With his base location up the bay at a spot called Wilmington, Banning shuttled materials on smaller boats to and from a second location on the Rancho San Pedro waterfront.

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

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

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

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

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

In preparation for the opening of the Panama Canal, and in conjunction with its annexation of San Pedro in 1906, the City of Los Angeles extended its boundaries to coastal tidewaters. The Port of Los Angeles and the Los Angeles Harbor Commission were officially created in December 1907. Numerous harbor improvements followed, including the completion of the 2.11-mile breakwater, the broadening and dredging of the main channel, the completion of the first major wharf by the Southern Pacific Railroad, the construction of the Angel's Gate lighthouse, and the construction of the city's first municipal pier and wholesale fish market. By 1909, both Wilmington and San Pedro were part of the City of Los Angeles (Matson 1920). Due

to this citywide growth, the Port of Los Angeles became the world's largest lumber importer by 1913.

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

Wartime Changes, 1914–1950

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

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

Despite the previous use of the Port for the shipment of goods both into and out of California, it was not until 1915 that the Port completed its first warehouse. It was the completion of this building that symbolized the Port's transition from a small poorly equipped landing to a significant seaport able to handle deep-sea ships with varied cargo (Queenan 1986). The transshipment of cargo during this era was a very different process from the current system of containerization. The movement of cargo required a series of labor and space intensive steps that in turn required certain buildings and facilities to ensure the most efficient and economical process. Raw or finished goods would be transported via train or truck from the distributor to the port terminal. Cargo destined for international or West Coast markets arrived at the Port of Los Angeles from across the southeast and southwest, and via the Panama Canal from the entire eastern seaboard. If the goods arrived in sufficient quantity to justify immediate shipment, they would be loaded into one of the transit sheds located directly adjacent to the wharves. When the ship arrived, the goods would be manually transferred from the transit sheds into the cargo hold of the ship. The same process in reverse would occur at the destination.

The significant increase in trade at the Port was exhibited in the fact that many more distributors constructed a large number of new warehouses and sheds between 1917 and 1930. Improvements to transportation systems within the harbor area also facilitated the growth of the import and export trade. By 1917, a vast railroad network existed around the Harbor and Los

Angeles, allowing for the efficient movement of goods throughout the country. This system had an advantage over the Port of San Francisco in that it did not have the Sierra Mountain Range posing as an impediment to cargo shipments en route to the East Coast (San Buenaventura Research Associates 1996).

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

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

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

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

World War II brought new life and distinction to San Pedro as it was one of the closest major American ports to the fighting in the Pacific Ocean. Between the years 1941 and 1945, ship and aircraft production facilities in the harbor area worked day and night to manufacture over 15 million tons of war equipment. In addition to serving as a location for the production of wartime materials, the Port witnessed the passage of hundreds of thousands of military personnel and tons of equipment en route to and from war zones. The U.S. Government acquired some 400 acres of Terminal Island for Navy uses by September 1942 (Queenan 1986).

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

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

Containerization: 1950 to Present

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

Containerization is a mode of cargo transport in which appropriate cargo is shipped in standard-size (20- or 40-foot-long) sealable metal boxes. These boxes are designed to be placed on special trailers and are transported to and from the Port by trucks or rail. Movement of goods occurs when an empty container is delivered by truck to a location (manufacturer, warehouse, or other enterprise) where the box is loaded with cargo and sealed. The box is then transported by

truck or train to the Port, where primarily shore-based cranes lift the container from the trailer and place it on the ship's deck or in its cargo hold. Once the container is delivered to the destination port, the process is repeated in reverse. This consolidation of cargo in standard-size containers reduces the labor force necessary to load cargo, decreases loading and unloading times, decreases loss via theft or damage, and improves the overall efficiency of transport. In addition, containerizing cargo in this manner allows greater integration of transport by truck, train, and ship, leading to further efficiencies. After the introduction of containerization, shippers gradually adopted this manner of transport for most cargo that could be placed economically in containers.

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

When the old loading method was used, cargo terminals were designed to maximize the "surface area" of the terminal by providing large berthing space at wharves with little backland (transit sheds) to service each wharf. This was done because the rate-limiting step in the shipment of cargo through ports was the loading and unloading of ships and the handling of cargo.

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

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

Worldwide shipments through the Port increased during the latter half of the 20th century, as oceangoing vessels grew to sizes no longer able to negotiate the Panama Canal. Using a "land-bridge" system, shippers wishing to pass materials from the Pacific Ocean to the Atlantic Ocean realized the more efficient prospect of unloading at the Port of Los Angeles, moving materials via truck or train, and subsequently loading the same materials onto ships waiting on the east coast. International users of the Port changed over time. The early users were industrialized nations such as Japan, Australia, and New Zealand. However, smaller developing countries of the Pacific Rim such as South Korea, Taiwan, Indonesia, Malaysia, and Hong Kong eventually became the most common users of the Port (Queenan 1986).

Port of Los Angeles Oil Production and Shipping

The oil production location known as Los Angeles basin encompasses the region of southern California surrounding the City of Los Angeles. The basin is approximately 22 miles wide and 42 miles long and sits in the southern portion of Los Angeles County and the northwestern portion of Orange County. The region is bounded by the Santa Ana Mountains on the east and the Pacific Ocean to the southwest. Although not the first to be discovered in California (that distinction goes to a well drilled in 1865 on the northern California coast near present day Petrolia), the oilfields of the Los Angeles basin played a significant role in California's petroleum industry during the first two decades of the 20th century. California has historically been a key player in the industry and led the nation in oil production for many years during the first four decades of the 20th century (Franks and Lambert 1985).

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

Two overriding factors helped increase the desirability of crude oil from California following the turn of the century. The first was the fact that many railroads on the west coast (increasingly followed by other railroads nationwide) converted from coal (largely imported) to the cheaper, locally obtainable, and more plentiful oil as their fuel. This conversion also took place on many oceangoing vessels (Franks and Lambert 1985). The second factor driving the search for crude oil was the explosion of automobile use during the 1920s. Gasoline, considered a useless byproduct of the refineries and deemed an extreme nuisance, was difficult to dispose of at that time. However, in the new age of the internal combustion engine, gasoline became the most important ingredient in a barrel of oil and therefore a highly valued commodity (Rawls and Bean 1993).

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

In 1919, about two-thirds of California's oil came from the lower San Joaquin Valley, and the major refineries were concentrated in the San Francisco Bay Area. However, in the 1920s predominance in all aspects of the oil industry passed to the Los Angeles region. In 1923, the production of oil from Signal Hill, Santa Fe Springs, and Huntington Beach, combined with the remaining smaller pools of the Los Angeles Basin, accounted for 20% of the world's total production of crude oil (Franks and Lambert 1985). Only the state of Oklahoma rivaled

California in terms of total production numbers at the time (Federal Trade Commission 1921). Exports of oil from the Port of Los Angeles made it the largest oil port in the world. In 1925, the value of oil refinery products was twice the value of the output of California's second-largest branch of manufacturing: the canning and preserving of fruits and vegetables (Rawls and Bean 1993).

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

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

Throughout the initial stages of the boom, when oil and petroleum products sold quickly, storage was not considered important. Some of the earliest tanks were simple, concrete-lined excavations covered with steel tops (Franks and Lambert 1985). Overproduction became a problem in the 1920s, and by 1930, California's oil wells were producing an unprecedented amount of crude oil. In that year, the industry put out an average of 887,000 barrels a day, whereas the market could absorb only 675,000 barrels a day (Welty and Taylor 1956). Worldwide, there was a lower demand for oil in the post-World War I era (Franks and Lambert 1985). Storage problems quickly became a primary concern as oil companies continued to pump out crude oil with the fear that if they stopped the competition would continue to collect oil regardless of whether anyone had a place to store it (Oil Age 1922).

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

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

SIGNIFICANCE CRITERIA

California Register of Historical Resources Criteria

CEQA guidelines define three ways that a property can qualify as a significant historical resource for the purposes of CEQA review: 1) if the resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR), 2) if the resource is included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code unless the preponderance of evidence demonstrates that it is not historically or culturally significant, or 3) the lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (California Code of Regulations, Title 14, Division 6, Chapter 3, section 15064.5).

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

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

- (1) it is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- (2) it is associated with the lives of persons important to local, California, or national history;
- (3) it embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
- (4) it has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

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

Integrity

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

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data. (California Office of Historic Preservation 2001)

Local Regulations

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

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

Significant Resource Types

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

HISTORIC RESOURCES

Warehouses 6, 9, and 10

History

Warehouses 6, 9, and 10.

Warehouses 6, 9, and 10 are constructed on a portion of harbor fill completed between 1911 and 1912 by the Outer Harbor Dock & Wharf Company and the City of San Pedro (Bureau of Harbor Improvement 1911; Port of Los Angeles 1912). The land remained largely vacant until the onset of World War II when the United States Navy increased its overall presence and port-wide storage capacity. The Naval Supply Depot, Naval Operating Base, San Pedro (Depot), established in December 1942, increased the demand for storage facilities within the Port. Previously inadequate storage of military supplies within public and private warehouses necessitated the construction of new warehouses by the Depot.

Following the formal establishment of the Depot in 1942, the "Stores Division" retained the use of various existing structures for the storage of paint for ships and other supplies. The scattered location of these structures meant that Navy personnel spent much time moving supplies between them. The Navy soon decided on a more centralized set of buildings to meet storage needs.

By 1943, the Depot leased a former Richfield fuel storage property and developed new storage buildings. The overwhelming demand for wartime storage quickly pointed out the need for further construction. The Navy sought relief through the construction of five temporary storage facilities set upon two leased open areas along 22nd Street in San Pedro (Three of these original five structures are the subject of this report). Between 1943 and 1944, the Navy Bureau of Yards and Docks drafted plans for what became Storehouses 4, 5, 6, 7, and 8. The new construction of the warehouses resulted in the addition of 310,000 square-feet of covered

storage. At that time, the Navy already occupied Municipal Warehouse 1 and two other adjacent warehouses located along the Main Channel. The Navy re-numbered these existing warehouses Storehouses 1, 2, and 3 (respectively) (Naval Supply Depot, San Pedro 1943a; Naval Supply Depot, San Pedro 1944a; U.S. Naval Supply Depot 1946; U.S. Naval Supply Depot, San Pedro 1946). Shortly after completion of Storehouses 4 - 8, three Depot divisions: Provisions, Ships Stores, and Ordnance moved into the newly completed warehouses. This move made room available in other storehouses, which immediately filled with materials not previously made available due to the overall lack of space at the Port. In 1944 the Navy also acquired the use of the adjacent cotton compress building which it labeled as Storehouse 9 (U.S. Naval Supply Depot 1946).

The cessation of wartime hostilities caused the Navy to immediately reorganize (and thereby reduce) funding regarding their port-wide leased properties. The Navy moved materials within the adjacent leased cotton compress (Storehouse 9) to Storehouses 1 and 2. Resulting from the reappointment of this money, the Depot ordered the departure of Navy stored materials and personnel within all storehouses (including Storehouses 4, 5, 6, 7, and 8) by June 1946 (U.S. Naval Supply Depot 1946).

For clarification purposes, it should be noted that during the time between the Navy's construction of the subject warehouses in 1944 and the year 1958, authorities assigned various numbers to identify the buildings. This change in numbering likely took place following the withdrawal of the Navy, the destruction of a number of warehouses, and the conversion of facilities to private sector use. Design plans drafted in late 1943, indicate that the Navy initially planned three storehouses (modern day Warehouse 6 and two former warehouses located directly southwest of, and parallel to, modern day Warehouses 9 and 10), and identified them as "Storehouse X (modern Warehouse 6), Y, and Z (no longer extant)." A few months later in 1944, the Navy added two more storehouses (modern Warehouses 9 and 10), located northeast of Storehouses Y and Z. Following the addition of these last two storehouses, the Navy renumbered the buildings along with the entire Depot complex. Thus, Storehouse X became Storehouse 4 (now modern Warehouse 6), Storehouse Z became Storehouse 5 (now gone), and Storehouse Y became Storehouse 6 (now gone). The last two constructed storehouses were Storehouse 7 (modern Warehouse 9) and Storehouse 8 (modern Warehouse 10). The Navy also apparently used their own two and three digit numbering system (which generally added the numerals "10" to the beginning of the warehouse numbers to make 104, 105, etc.) to identify the buildings. This system is depicted on a 1946 map of the complex (See Figure 1, Building Identification and Numbers). In addition, to these five larger storehouses, the facility included five Quonset storage structures and at least 24 "refrigerators," all of which were removed by 1950 (Naval Supply Depot, San Pedro 1943a; Naval Supply Depot, San Pedro 1943b; Naval Supply Depot, San Pedro 1944b; Naval Supply Depot, San Pedro 1946; Pacific Air Industries 1948; Spence 1950).

Following the Navy's submission of the Depot facility, the property reverted back to the Outer Harbor Dock and Wharf Company, a subsidiary of Crescent Wharf and Warehouse Company. Crescent Wharf, located in the Port since 1899 (and at that time based on Terminal Island), assumed responsibility for the operation of a number of warehouses in the Outer Harbor area in 1958. That same year, Port officials conducted a reorganization and renumbering of Port

warehouses. Warehouse numbers 4 and 5 were given to new buildings at Berth 134 and the Warehouse number 9 designation formerly assigned to the cotton compress was removed. Thus, the former Storehouses 4 - 8 were renamed Warehouses 6 -9 (respectively) (Board of Harbor Commissioners 1959). From that date forward, Crescent Wharf (later changed to Crescent Warehouse Company) continued to operate the warehouses for the Los Angeles Harbor Department (Board of Harbor Commissioners 1962; Board of Harbor Commissioners 1969; Donald Hiniker 2002). By the 1970s, Port officials removed Warehouses 7 and 8 (Port of Los Angeles 1977).

Description

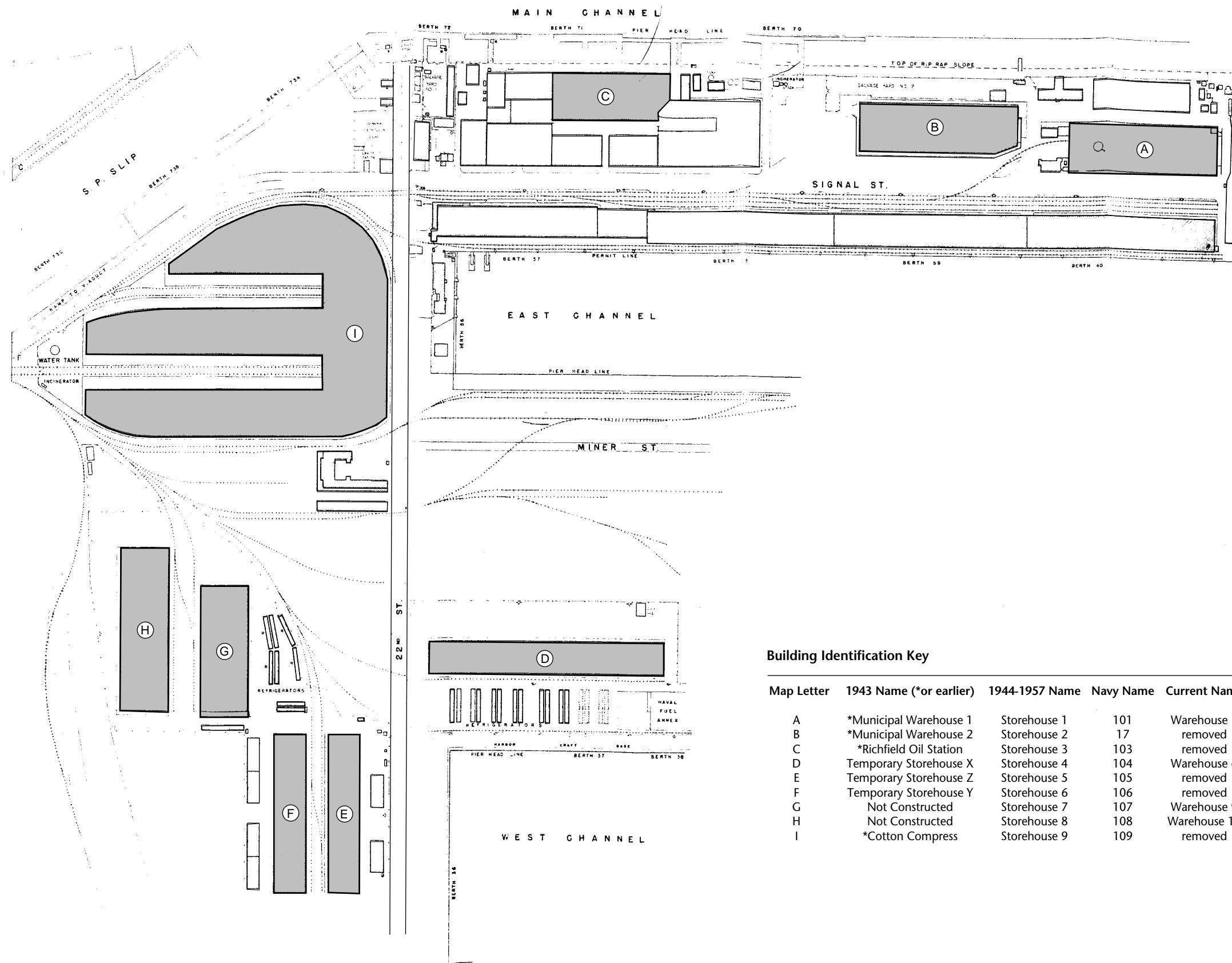
While the three main warehouses were constructed together, Warehouse 6 is located north of, and across 22nd Street from, Warehouses 9 and 10. Furthermore, Warehouse 6 is oriented in a north-to-south direction as opposed to 9 and 10, which are generally oriented east-to-west. A chain-link fence surrounds each group of warehouses. These factors give the warehouses an overall appearance and feeling of being separate facilities. Thus, the three warehouses (and associated structures) are characterized in this “Description” section as forming two separate facilities. Warehouse 6 is located immediately south of 22nd Street and directly east of Berths 37 and 38 in the West Channel. Warehouses 9 and 10 are situated adjacent and parallel to each other, with Warehouse 9 sitting south of Warehouse 10. Both 9 and 10 are bounded by Crescent Avenue to the north, Miner Street to the east, and 22nd Street to the south. A chain-link fence accessed by a driveway on 22nd Street encloses the warehouses located on either side of the road.

Warehouse 6. A warehouse, small guard station, and storage shed are located at Warehouse 6. The structures are predominantly surrounded by pavement with the exception of the western elevation of the main warehouse, which is adjacent to a grassy field. A chain-link security fence encircles the three structures.

Warehouse. The warehouse is a long, rectangular one-story wood-framed structure measuring approximately 741 by 100 feet. The structure is clad with simple wood drop siding and features a low pitch side-gabled roof covered with built-up tar covering. The north end of the structure features two wooden personnel ramps to access a set of four personnel doors, which provide access to the internal offices. First story windows are a combination of wood-framed 1/1 double-hung types of various sizes. A pair of 4-light casement type windows sit at the second story level. An equipment door top railing (left over following the apparent removal of the equipment door) remains attached to the northern elevation. Security screens cover the majority of windows on the structure. The building’s concrete foundation is approximately three feet in height.

A row of 23 unevenly spaced bays featuring both newer steel roll-up and original wooden sliding equipment doors line the east elevation. A row of 16 evenly spaced original wooden sliding equipment doors line the west elevation. Both the east and west elevations feature a small number of wood-framed 1/1 double-hung windows.

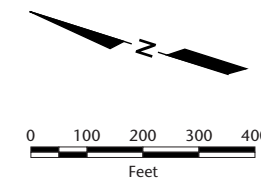
Figure 1
Building Identification and Numbers



Legend
 Building

Building Identification Key

Map Letter	1943 Name (*or earlier)	1944-1957 Name	Navy Name	Current Name
A	*Municipal Warehouse 1	Storehouse 1	101	Warehouse 1
B	*Municipal Warehouse 2	Storehouse 2	17	removed
C	*Richfield Oil Station	Storehouse 3	103	removed
D	Temporary Storehouse X	Storehouse 4	104	Warehouse 6
E	Temporary Storehouse Z	Storehouse 5	105	removed
F	Temporary Storehouse Y	Storehouse 6	106	removed
G	Not Constructed	Storehouse 7	107	Warehouse 9
H	Not Constructed	Storehouse 8	108	Warehouse 10
I	*Cotton Compress	Storehouse 9	109	removed



Source: U.S. Naval Supply Depot
 San Pedro, CA
 Record Map
 Office of Labor and Transportation, April 2, 1946.

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Equipment doors on both elevations are fronted by a three-foot high concrete loading platform and are protected by 10-foot wide wooden-framed awnings extending from the roofline.

A flat-roofed square building that functions as an office is located inside the warehouse. This structure features wooden-sided walls, metal-framed windows, and personnel doors.

Guard Station. The guard station is located at the northeastern corner of Warehouse 6. The Station is a square, flat-roofed one-story structure. Walls are comprised of sheet metal. Additional features include metal-framed fixed window units, which are angled outward. The station is set upon a six-inch concrete base.

Storage Shed. The wood-framed storage shed is located directly southeast of the main Warehouse 6. The one-story, rectangular-shaped building has a shed roof covered with composite shingles. The walls are comprised of board-and-batten siding and feature a number of wood-frame window openings. The windows have been removed. A single-entry door provides access to the building.

Warehouses 9 and 10. Two warehouses, a storage shed, and a hoist frame are located at Warehouses 9 and 10. The parallel structures are completely surrounded by pavement. Railroad tracks are set within the pavement along the northern and southern elevations of both Warehouses 9 and 10. A cyclone security fence encircles the four structures.

Warehouse 9. Warehouse 9 is a rectangular one-story wood-frame structure measuring approximately 390 by 150 feet. The roof of the structure is essentially flat with a raised midsection forming a monitor. Siding is primarily wooden drop type with board-and-batten used on the westernmost end of the building. Wood framed 1/1 double-hung windows are located on three elevations (northern, southern and western) at the west-end of the building. Metal security screens cover the windows and a single personnel door is located at the southwest corner of the structure. The structure is set upon a three-foot high concrete foundation.

A row of four bays with wooden suspended sliding equipment doors line the north and south elevations. Equipment doors on both elevations are fronted by a three-foot high concrete loading platform and are protected by 10-foot wide wooden-framed awnings extending from the roofline. Rail tracks have been partially removed along the southern elevation, but are extant on the northern elevation.

Storage Shelter. A wood-framed, shed-roofed shelter is located directly south of Warehouse 9. Sided in vertical flushboard, the structure features a single personnel door and four covered windows.

Hoist Frame. A metal hoist frame is located directly between Warehouse 9 and the storage shelter. The frame is mounted into a concrete base and features a sliding block and tackle.

Warehouse 10. Warehouse 10 is a rectangular, one-story, wood-frame structure measuring approximately 507 by 150 feet. The roof of the structure is essentially flat with a raised midsection forming a monitor. Wooden drop siding is present on all elevations of the building. A single personnel door is located on the southern elevation at the west-end of the building.

The structure is set upon a three-foot high concrete foundation. A row of five bays with wooden suspended sliding equipment doors lines the north and south elevations. The equipment doors on both elevations are fronted by a three-foot high concrete loading platform and are protected by 10-foot wide wooden-framed awnings extending from the roofline. Rail tracks have been removed or covered over along the southern and northern elevations.

Evaluation

Warehouses 6, 9, and 10. Warehouses 6, 9, and 10 do not appear to meet the criteria for listing in the CRHR. Under Criterion 1 both the wartime and peacetime themes associated with the warehouses must be addressed. The warehouses were originally constructed in 1944, to meet the demands of Navy storage at the Port. Prior to the attack on Pearl Harbor in late 1941, only one Navy supply depot (Navy Supply Depot, San Diego) existed within California. By the end of the war, the Navy had major supply depot facilities throughout northern and southern California. The vast majority of supply depots within California played minor roles in comparison to two core facilities: Oakland Supply Depot and the annex on Rough and Ready Island in Stockton. These two aforementioned facilities played critical roles in the Navy's war effort and the Stockton complex gained additional significance for the role it played in the Navy's adoption of palletization methods for cargo handling. On balance, the other remaining supply depots located within California (including the Naval Supply Depot, Naval Operating Base, San Pedro) played relatively minor roles during the World War II period (JRP 2000).

As peacetime facilities, Crescent Wharf and Warehouse Company (through its various subsidiaries) and later Crescent Warehouse Company operated the warehouses as storage facilities for simple bulk goods (Board of Harbor Commissioners 1962). Thus, they do not appear to be directly associated with any important events at the Port and thus do not appear to meet Criterion 1 of the CRHR. The buildings are not known to have any associations to persons significant to the history of the area and therefore do not appear to qualify for the CRHR under Criterion 2.

Warehouses 6, 9, and 10 were constructed as "temporary warehouses" for use upon land leased by the Navy for the duration of the war. As such, they were the later result of the military's program to construct thousands of new structures needed for World War II. Beginning with the Army in 1940, all branches of the military devised temporary (and permanent) building designs to facilitate the flood of new personnel, training, and supplies. A study of World War II

construction noted that “Temporary” constructions consisted of wooden-frame buildings, typically built according to standardized plans and were not intended for use after the war. Warehouses 6, 9, and 10 fit within this description and also fit within a larger federal Programmatic Memorandum of Agreement (PMOA) “World War II Temporary Buildings” theme. Under the PMOA (executed in 1986, by officers of the Department of Defense (DOD), the Advisory Council on Historic Preservation, and the National Conference of State Historic Preservation Officers), the DOD consulted with the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) to document the history and most representative examples of World War II temporary buildings. While not directly relevant to this CEQA evaluation, the PMOA was prompted by (and helped facilitate) the Federal Government’s need to dispose of the large number of temporary buildings that remained following the conclusion of the war (JRP 2000). Because of the routine nature of the buildings; their various alterations; and the fact that the buildings lack architectural merit, they do not appear to be eligible under Criterion 3. In summary, Warehouses 6, 9, and 10 and their associated structures do not meet Criteria 1, 2 or 3, and therefore do not appear to meet the criteria for listing in the CRHR.

For the same reasons stipulated above, the buildings do not appear to meet the designation criteria for City of Los Angeles historical and cultural monument status.

Conclusions

Neither the main warehouse buildings nor the associated structures located at Warehouses 6, 9, and 10 appear to meet the criteria for listing in the CRHR or for designation as a City of Los Angeles Historical and Cultural Monument.

RECOMMENDATIONS

Because Warehouses 6, 9, and 10 and the associated structures do not appear to be eligible for listing in the CRHR or listing as a City of Los Angeles Historical and Cultural Monument, no assessment of impacts on historic buildings or structures is necessary.

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Personal Communication

Hiniker, Donald. Vice President. Crescent Warehouse Company, Ltd., Port of Los Angeles. August 4, 2002 – personal meeting.

Appendix A. DPR 523 Forms

Primary # _____
 HRI # _____
 Trinomial _____
 NRHP Status Code 6

Other Listings _____
 Review Code _____ Reviewer _____ Date _____

Page 1 of 13 *Resource Name or #: (Assigned by Recorder) Warehouses 6, 9, and 10

P1. Other Identifier: _____

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

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

*b. USGS 7.5' Quad San Pedro, CA Date 1981 T _____; R _____; _____ ¼ of _____ ¼ of Sec _____; _____ B.M.

c. Address 111,110,112 East 22nd Street City San Pedro Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

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

Warehouse 6,9, and 10

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

While the three main warehouses were constructed together, Warehouse 6 is located north of, and across 22nd Street from, Warehouses 9 and 10. Furthermore, Warehouse 6 is oriented in a north-to-south direction as opposed to 9 and 10, which are generally oriented east-to-west. A chain-link fence surrounds each group of warehouses. These factors give the warehouses an overall appearance and feeling of being separate facilities. Thus, the three warehouses (and associated structures) are characterized in this "Description" section as forming two separate facilities. Warehouse 6 is located immediately south of 22nd Street and directly east of Berths 37 and 38 in the West Channel. (See Continuation Sheet)

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

*P4. Resources present: Building Structure Object Site District Element of District Other (isolates,



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

Warehouse 6; Northwest Elevation
11/15/01

*P6. Date Constructed/Age and

Sources: Historic Prehistoric Both

Warehouse 6: 1943

Warehouses 9 and 10: 1944

Source: Building Records

*P7. Owner and Address:

LAHD/POLA

425 Palos Verdes Street

San Pedro, CA 90733-3682

*P8. Recorded by: (Name,

affiliation, and address)

M. Lanz, M. Bowen, Jones & Stokes

2600 V Street

Sacramento CA, 95818

*P9. Date Recorded: 8/6/02

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2002. Architectural Survey and Evaluation of Warehouses 6, 9, and 10 of the Port of Los Angeles, Los Angeles County, California, Sacramento, CA.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 13

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Warehouses 6, 9, and 10

B1. Historic Name: Naval Supply Depot, San Pedro Temporary Warehouses

B2. Common Name: Warehouse 6, 9, and 10

B3. Original Use: Storage Building

B4. Present Use: Storage Building

*B5. Architectural Style: Utilitarian

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

Warehouse 6 Constructed 1943

Warehouse 9 and 10 Constructed 1944

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

*B8. Related Features:

railroad tracks

B9a. Architect: Navy Bureau of Yards and Docs

b. Builder: Unknown

*B10. Significance: Manufacture and Trade

Area: Southern California

Period of Significance: 1943-1944

Property Type: Commercial Building

Applicable Criteria: N/A

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

Warehouses 6, 9, and 10 do not appear to meet the criteria for listing in the CRHR. Under Criterion 1 both the wartime and peacetime themes associated with the warehouses must be addressed. The warehouses were originally constructed in 1944, to meet the demands of Navy storage at the Port. Prior to the attack on Pearl Harbor in late 1941, only one Navy supply depot (Navy Supply Depot, San Diego) existed within California. By the end of the war, the Navy had major supply depot facilities throughout northern and southern California. The vast majority of supply depots within California played minor roles in comparison to two core facilities: Oakland Supply Depot and the annex on Rough and Ready Island in Stockton. These two aforementioned facilities played critical roles in the Navy's war effort and the Stockton complex gained additional significance for the role it played in the Navy's adoption of palletization methods for cargo handling. On balance, the other remaining supply depots located within California (including the Naval Supply Depot, Naval Operating Base, San Pedro) played relatively minor roles during the World War II period.

As peacetime facilities, Crescent Wharf and Warehouse Company (through its various subsidiaries) and later Crescent Warehouse Company operated the warehouses as storage facilities for simple bulk goods (Board of Harbor Commissioners 1962). (See Continuation Sheet)

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

*B12. References:

See Jones & Stokes 2002. *Architectural Survey and Evaluation of Warehouses 6, 9, and 10 of the Port of Los Angeles County, California* 2002. Sacramento, CA.

B13. Remarks:

*B14. Evaluator: M. Lanz, M. Bowen, Jones & Stokes

*Date of Evaluation: 8/6/02

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

SEE LOCATION MAP

Description (Continued)

Warehouses 9 and 10 are situated adjacent and parallel to each other, with Warehouse 9 sitting south of Warehouse 10. Both 9 and 10 are bounded by Crescent Avenue to the north, Miner Street to the east, and 22nd Street to the south. A chain-link fence accessed by a driveway on 22nd Street encloses the warehouses located on either side of the road.

Warehouse 6. A warehouse, small guard station, and storage shed are located at Warehouse 6. The structures are predominantly surrounded by pavement with the exception of the western elevation of the main warehouse, which is adjacent to a grassy field. A chain-link security fence encircles the three structures.

The warehouse is a long, rectangular one-story wood-framed structure measuring approximately 741 by 100 feet (**Photographs 1 and 2**). The structure is clad with simple wood drop siding and features a low pitch side-gabled roof covered with built-up tar covering. The north end of the structure features two wooden personnel ramps to access a set of four personnel doors, which provide access to the internal offices. First story windows are a combination of wood-framed 1/1 double-hung types of various sizes. A pair of 4-light casement type windows sit at the second story level. An equipment door top railing (left over following the apparent removal of the equipment door) remains attached to the northern elevation. Security screens cover the majority of windows on the structure. The building's concrete foundation is approximately three feet in height.

A row of 23 unevenly spaced bays featuring both newer steel roll-up and original wooden sliding equipment doors line the east elevation (**Photograph 3**). A row of 16 evenly spaced original wooden sliding equipment doors line the west elevation (**Photograph 4**). Both the east and west elevations feature a small number of wood-framed 1/1 double-hung windows. Equipment doors on both elevations are fronted by a three-foot high concrete loading platform and are protected by 10-foot wide wooden-framed awnings extending from the roofline.

A flat-roofed square building that functions as an office is located inside the warehouse (**Photograph 5**). This structure features wooden-sided walls, metal-framed windows, and personnel doors.

The guard station is located at the northeastern corner of Warehouse 6 (**Photograph 6**). The Station is a square, flat-roofed one-story structure. Walls are comprised of sheet metal. Additional features include metal-framed fixed window units, which are angled outward. The station is set upon a six-inch concrete base.

The wood-framed storage shed is located directly southeast of the main Warehouse 6 (**Photograph 7**). The one-story, rectangular-shaped building has a shed roof covered with composite shingles. The walls are comprised of board-and-batten siding and feature a number of wood-frame window openings. The windows have been removed. A single-entry door provides access to the building.

Warehouses 9 and 10. Two warehouses, a storage shed, and a hoist frame are located at Warehouses 9 and 10. The parallel structures are completely surrounded by pavement. Railroad tracks are set within the pavement along the northern and southern elevations of both Warehouses 9 and 10. A cyclone security fence encircles the four structures.

CONTINUATION SHEET

Page 4 of 13

*Resource Name or # (Assigned by recorder)

Warehouses 6, 9, and 10

*Recorded by M. Lanz, M. Bowen, Jones & Stokes

*Date 8/6/02

 Continuation Update**Description (Continued)**

Warehouse 9 is a rectangular one-story wood-frame structure measuring approximately 390 by 150 feet (**Photographs 8 and 9**). The roof of the structure is essentially flat with a raised midsection forming a monitor. Siding is primarily wooden drop type with board-and-batten used on the westernmost end of the building (**Photographs 10 and 11**). Wood framed 1/1 double-hung windows are located on three elevations (northern, southern and western) at the west-end of the building. Metal security screens cover the windows and a single personnel door is located at the southwest corner of the structure. The structure is set upon a three-foot high concrete foundation.

A row of four bays with wooden suspended sliding equipment doors line the north and south elevations. Equipment doors on both elevations are fronted by a three-foot high concrete loading platform and are protected by 10-foot wide wooden-framed awnings extending from the roofline. Rail tracks have been partially removed along the southern elevation, but are extant on the northern elevation.

A wood-framed, shed-roofed shelter is located directly south of Warehouse 9 (**Photograph 12**). Sided in vertical flushboard, the structure features a single personnel door and four covered windows.

A metal hoist frame is located directly between Warehouse 9 and the storage shelter (**Photograph 13**). The frame is mounted into a concrete base and features a sliding block and tackle.

Warehouse 10 is a rectangular, one-story, wood-frame structure measuring approximately 507 by 150 feet (**Photographs 14 and 15**). The roof of the structure is essentially flat with a raised midsection forming a monitor. Wooden drop siding is present on all elevations of the building. A single personnel door is located on the southern elevation at the west-end of the building.

The structure is set upon a three-foot high concrete foundation. A row of five bays with wooden suspended sliding equipment doors lines the north and south elevations. The equipment doors on both elevations are fronted by a three-foot high concrete loading platform and are protected by 10-foot wide wooden-framed awnings extending from the roofline. Rail tracks have been removed or covered over along the southern and northern elevations.

Evaluation (Continued)

Thus, they do not appear to be directly associated with any important events at the Port and thus do not appear to meet Criterion 1 of the CRHR. The buildings are not known to have any associations to persons significant to the history of the area and therefore do not appear to qualify for the CRHR under Criterion 2.

Warehouses 6, 9, and 10 were constructed as "temporary warehouses" for use upon land leased by the Navy for the duration of the war. As such, they were the later result of the military's program to construct thousands of new structures needed for World War II. Beginning with the Army in 1940, all branches of the military devised temporary (and permanent) building designs to facilitate the flood of new personnel, training, and supplies. A study of World War II construction noted that "Temporary" constructions consisted of wooden-frame buildings, typically built according to standardized plans and were not intended for use after the war. Warehouses 6, 9, and 10 fit within this description and also fit within a larger federal Programmatic Memorandum of Agreement (PMOA) "World War II Temporary Buildings" theme.

CONTINUATION SHEET

Page 5 of 13

*Resource Name or # (Assigned by recorder) _____

Warehouses 6, 9, and 10

*Recorded by M. Lanz, M. Bowen, Jones & Stokes

*Date 8/6/02

Continuation

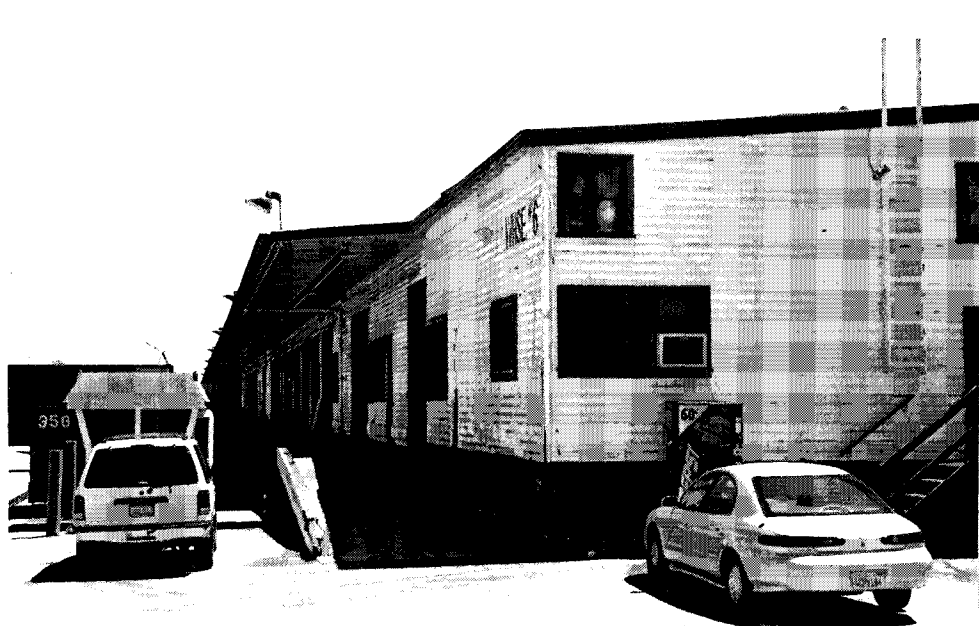
Update

Evaluation (Continued)

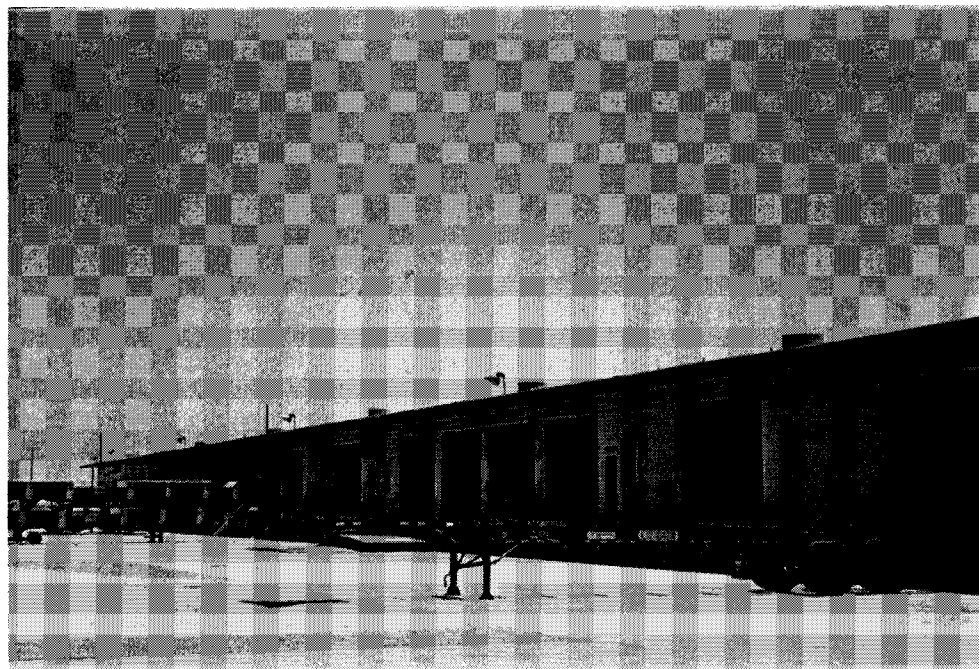
Under the PMOA (executed in 1986, by officers of the Department of Defense (DOD), the Advisory Council on Historic Preservation, and the National Conference of State Historic Preservation Officers), the DOD consulted with the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) to document the history and most representative examples of World War II temporary buildings. While not directly relevant to this CEQA evaluation, the PMOA was prompted by (and helped facilitate) the Federal Government's need to dispose of the large number of temporary buildings that remained following the conclusion of the war. Because of the routine nature of the buildings; their various alterations; and the fact that the buildings lack architectural merit, they do not appear to be eligible under Criterion 3. In summary, Warehouses 6, 9, and 10 and their associated structures do not meet Criteria 1, 2 or 3, and therefore do not appear to meet the criteria for listing in the CRHR.

For the same reasons stipulated above, the buildings do not appear to meet the designation criteria for City of Los Angeles historical and cultural monument status.

Photographs (Continued)



Photograph 2. Warehouse 6, East elevation

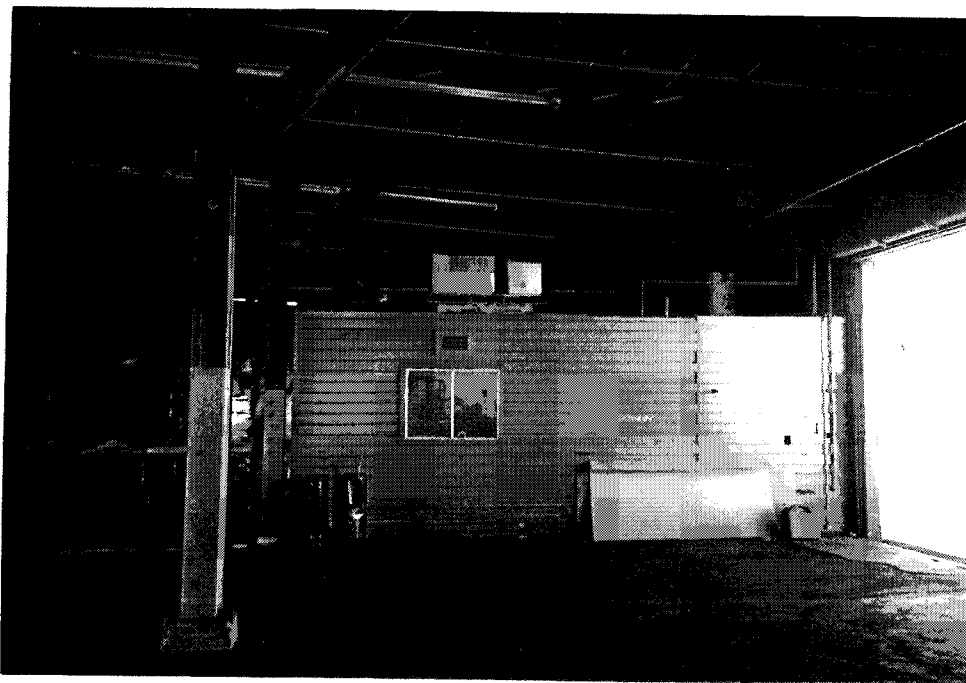


Photograph 3. Warehouse 6, East elevation; detail of added equipment doors

Photographs (Continued)



Photograph 4. Warehouse 6, West elevation



Photograph 5. Warehouse 6, internal office building, South elevation

Photographs (Continued)

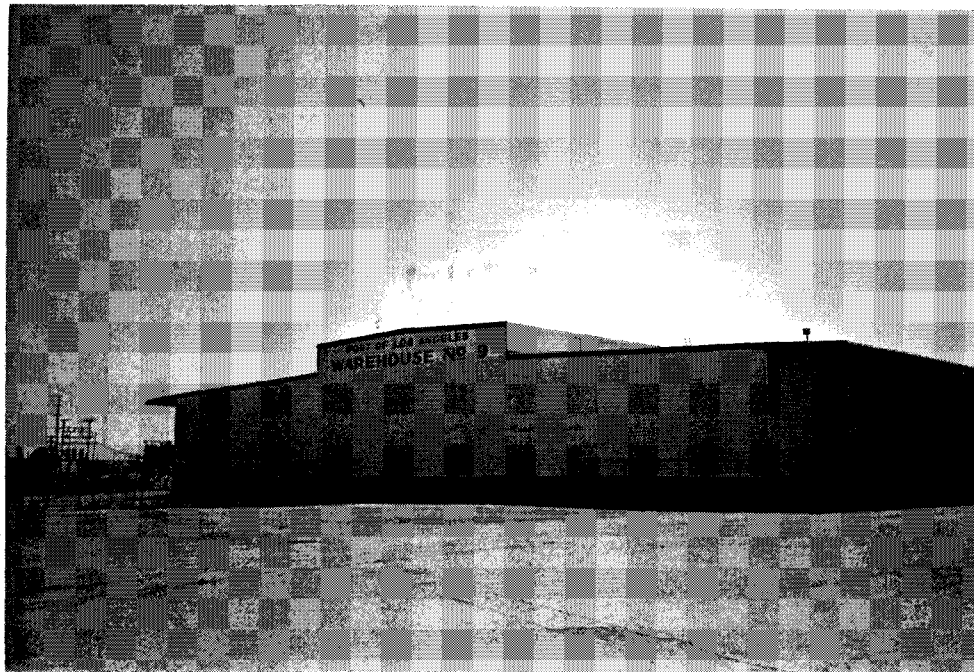


Photograph 6. Guard station adjacent to warehouse 6, East elevation

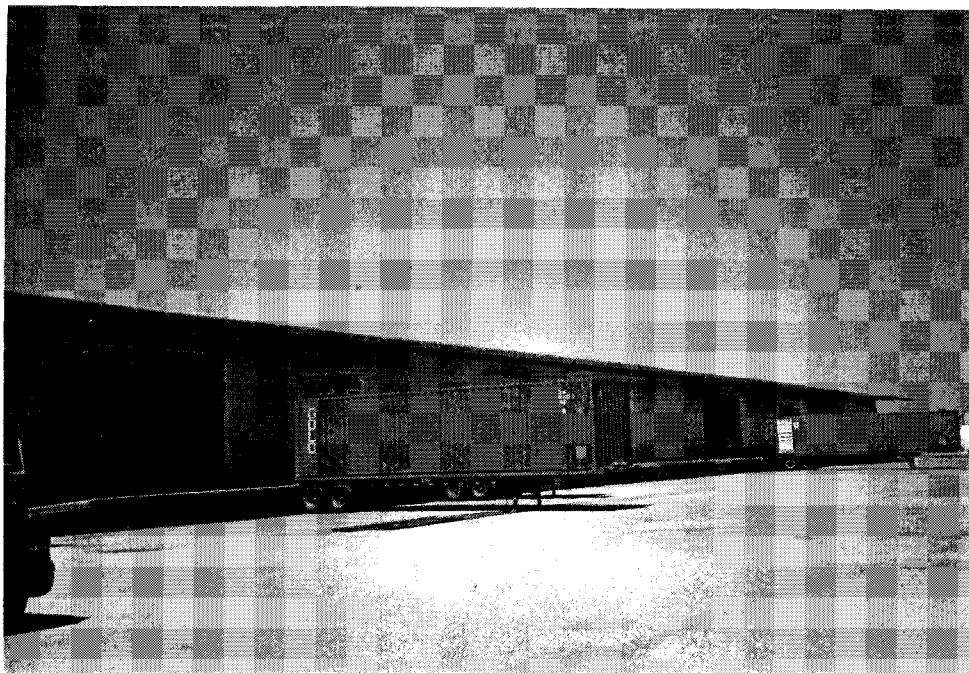


Photograph 7. Storage shed adjacent to Warehouse 6, North elevation

Photographs (Continued)



Photograph 8. Warehouse 9, East elevation



Photograph 9. Warehouse 9, East elevation

CONTINUATION SHEET

Page 10 of 13

*Resource Name or # (Assigned by

Warehouses 6, 9, and 10

*Recorded by M. Lanz, M. Bowen, Jones & Stokes

*Date 8/6/02

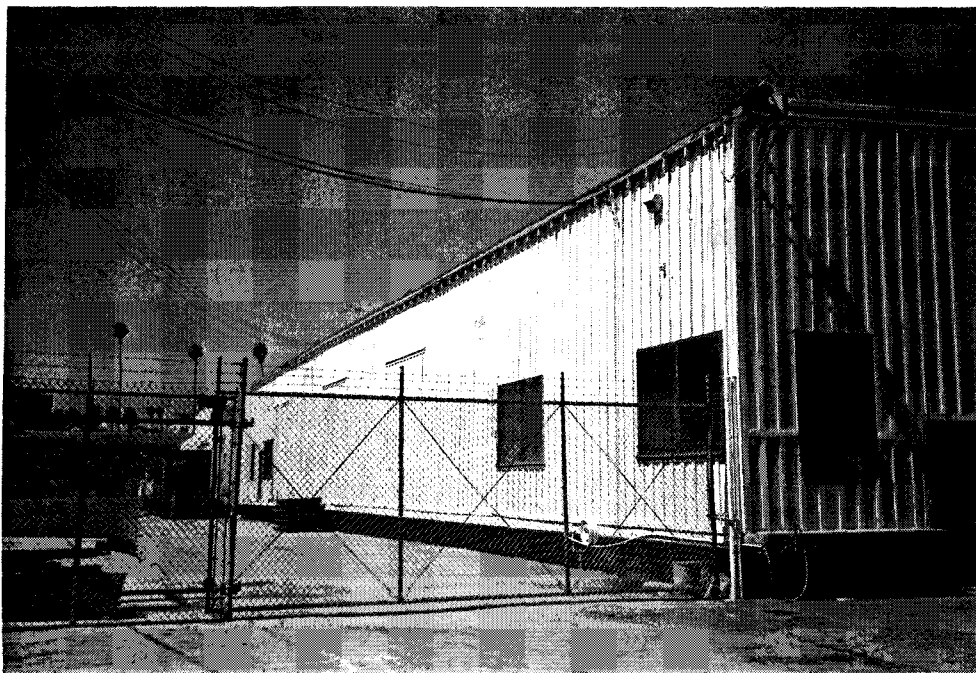
Continuation

Update

Photographs (Continued)



Photograph 10. Warehouse 9, Southwest corner



Photograph 11. Warehouse 9, West elevation

Photographs (Continued)

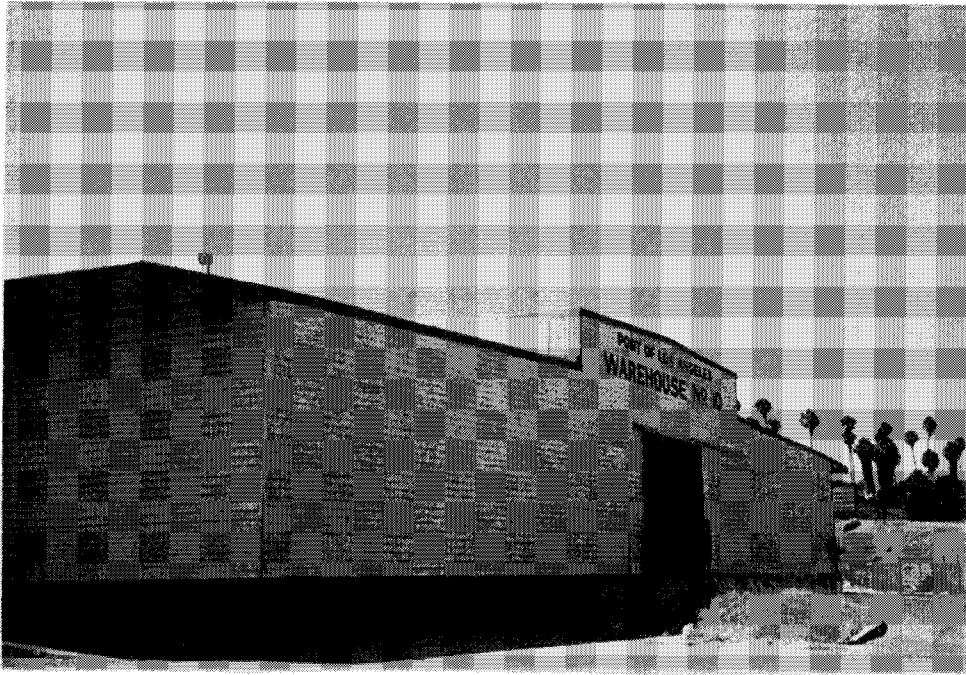


Photograph 12. Storage shelter adjacent to warehouse 9

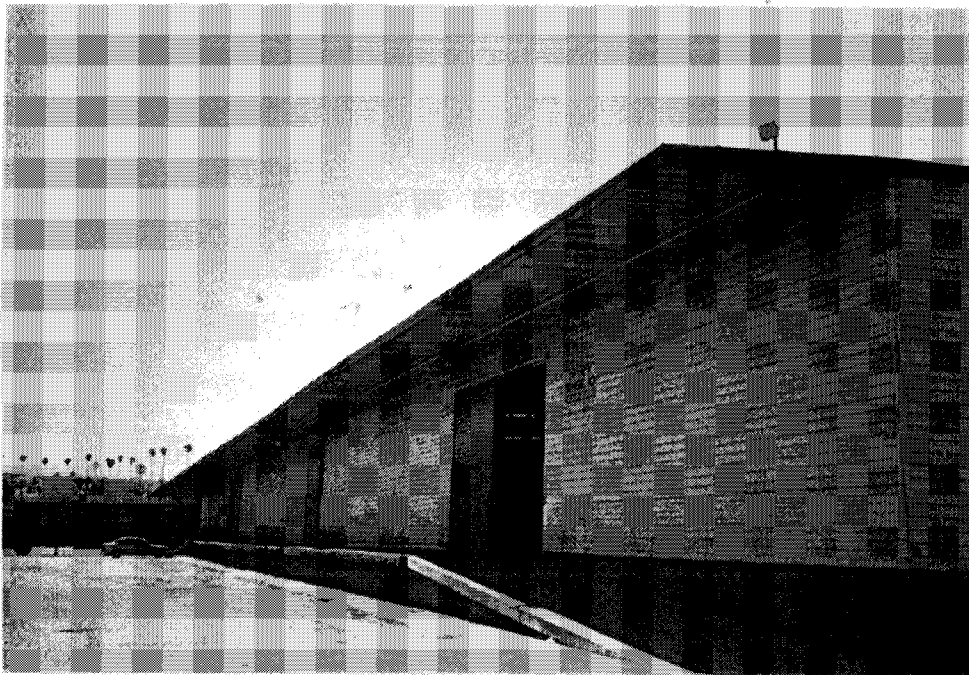


Photograph 13. Hoist frame, facing east

Photographs (Continued)



Photograph 14. Warehouse 10, East elevation



Photograph 15. Warehouse 10, South elevation

