Addendum to the Fisherman's Pride Processor's Inc. Final Initial Study and Mitigated Negative Declaration

APP No. 190904-120

SCH No. 2013121027

Prepared By:

City of Los Angeles Harbor Department
Environmental Management Division 425 S.
Palos Verdes St.
San Pedro, CA 90731

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THE PORT OF LOS ANGELES

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1. Introduction

The Fisherman's Pride Processor's Inc. Final Initial Study/Mitigated Negative Declaration (MND) was adopted by the Los Angeles Board of Harbor Commissioners (Board) on January 28, 2014 (SCH# 2013121027 and APP No. 130417-062). On February 6, 2014, the Board also adopted Permit No. 905 to Fisherman's Pride Processors, Inc. doing business as Neptune Foods (FPP) and approved the project to construct and operate modernized seafood processing at the former Chicken of the Sea facility, including minor facility upgrades and improvements to the Permit 905 premises. Such construction of facility upgrades was completed in 2017, and FPP has been operating a fish processing facility on the FPP site since. On February 23, 2015, the Executive Director authorized Revocable Permit 15-01 (RP 15-01) to FPP, for 19,116 square feet in Building 14 at 338 Cannery Street, for activities of equipment storage incident to seafood processing. In August 2018, Space Assignment No. 18-16 was issued to FPP for storage use at 888 Ways Street, pursuant to a CEQA exemption under Los Angeles City CEQA Guidelines Article III, Class 4 (6), for temporary use of land having no permanent effects on the environment.

In 2019, FPP desires to further expand the FPP site premises under a proposed revised project and proposed new revocable permit that would replace SA 18-16 and terminate RP 15-01. The premises associated with RP 15-01 was vacated in early September 2019. The overall purpose of the proposed revised project would allow FPP to continue to conduct seafood packaging and product and equipment storage in an expanded premises area into other adjacent buildings and pavement. This proposed revised project includes the issuance of a new revocable permit, expansion to the FPP site boundary, and continued maintenance of the FPP site for 6 months. Additional information on the Project's completed construction and maintenance activities can be found in Section 2.1.2. The Final MND was prepared by the City of Los Angeles Harbor Department (LAHD) as Lead Agency under the California Environmental Quality Act (CEQA) to address the potential environmental effects of the proposed project and recommend mitigation measures to avoid or minimize the significant effects.

This Addendum was prepared pursuant to CEQA and revises the Project description by changes to the FPP premises boundaries by adding space beyond the Permit 905 premises, with new RP space into the adjacent building areas on the site that are no longer eligible for listing in the National Register of Historic Places (NRHP) or under any criterion the California Register of Historic Places (CRHR) or as a City of Los Angeles Historical Cultural Monument (HCM) under any criterion, as documented in the 2019 Final Historical Re-Evaluation of the Cannery Block (formerly Chicken of the Sea) conducted by Margaret Roderick, Architectural Historian, ICF (the "ICF Historical Re-Evaluation"). Accordingly, this Addendum is being prepared pursuant to the requirements of CEQA Guidelines Section 15164 and confirms that no new significant impacts or increases in severity of previously- identified impacts or changes to mitigation occur as a result of the Proposed Revised Project.

2. Background

2.1.1 Facility Overview

FPP, doing business as Neptune Foods, offers processed seafood of salmon; pollock; cod; orange roughy; and breaded fish fillets; and breaded marinated skewer, scampi, breaded mini, cooked, easy peel, raw peel, deveined, raw headless shell-on, and breaded shrimp. The company was founded in 1956 (Fisherman's Pride Processor's, Inc. 2013). FPP operates a fish processing facility in Fish Harbor under Permit 905, which was granted in 2014 for a 10-year term with two, five-year options. As explained below, FPP has also operated on the site in additional areas under RP 15-01 and SA 18-16 (which subsumed SA 17-17).

2.1.2 Previously Assessed and Approved Project Footprint

The Board adopted the Final MND, adopted a Mitigation Monitoring and Reporting Program, and approved the proposed Project. The approved proposed Project contained the following components at 338 Cannery Street:

Construction Activities
Upgrades proposed for the site included the following:

- Convert approx. 91,500 sq. ft. of industrial space into a seafood processing facility
- Convert approx. 56,700 sq. ft. of vacant land into parking and ancillary facilities
- Demolish unsafe and unsanitary interior office and restroom spaces
- Construct new office, restroom shower, lounge space, mechanical and storage spaces
- Repave parking and loading areas
- Enhance the exterior of the existing buildings
- Add a new compressor room to the south side of Building 9

Such construction of facility upgrades was completed in 2017, and FPP has been operating a fish processing facility on the FPP site since.

On February 23, 2015, the Executive Director authorized Revocable Permit 15-01 (RP 15-01) to FPP, for 19,116 square feet in Building 14 at 338 Cannery Street, for activities of equipment storage incident to seafood processing pursuant to a CEQA exemption under Los Angeles City CEQA Guidelines Article III, Class 1(14) for issuance of permit to use existing facility involving negligible or no expansion of use. In August 2018, SA. 18-16 was issued to FPP for storage use at 888 Ways Street, pursuant to a CEQA exemption under Los Angeles City CEQA Guidelines Article III, Class 4 (6), for temporary use of land having no permanent effects on the environment.

As will be discussed below, FPP requested a modification to the footprint of the FPP site by terminating RP 15-01 and replacing SA 18-16 with a new proposed Revocable Permit that would entitle FPP to conduct seafood packaging and product and equipment storage in designated areas consisting of approximately 39,000 square feet of warehouse space and approximately 16,000 square feet of paved land, totaling approximately 55,000 square feet. The proposed RP will be retroactive to September 27, 2019. Figure 1 below highlights the Permit 905 Premises, RP-15-01 Premises and 2014 Approved Project. Figure 2 below highlights the Proposed 2019 Revocable Permit Premises. Figure 3 highlights the Revised Proposed Project.

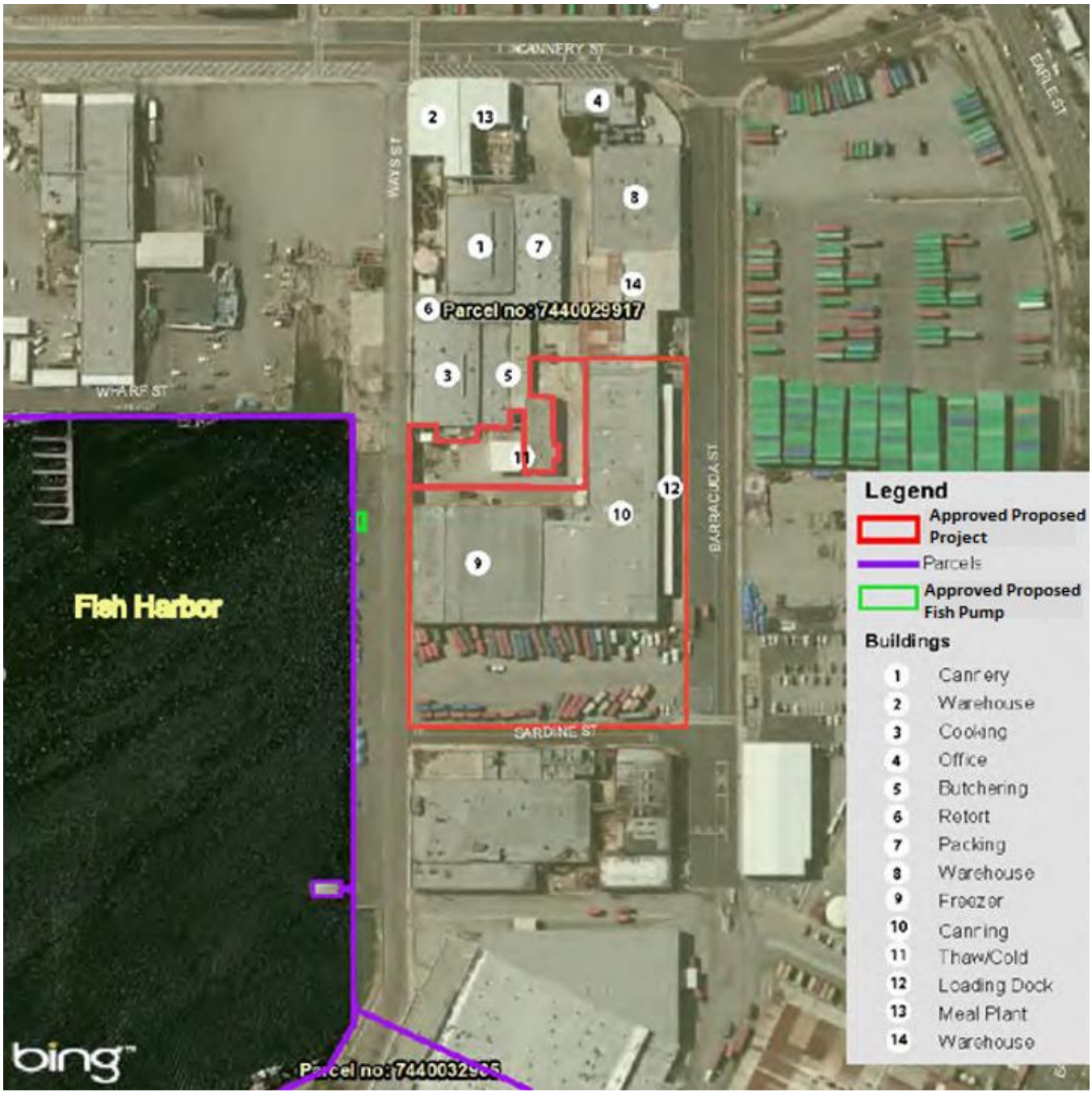

Figure 1 – Previously Assessed and Approved Project

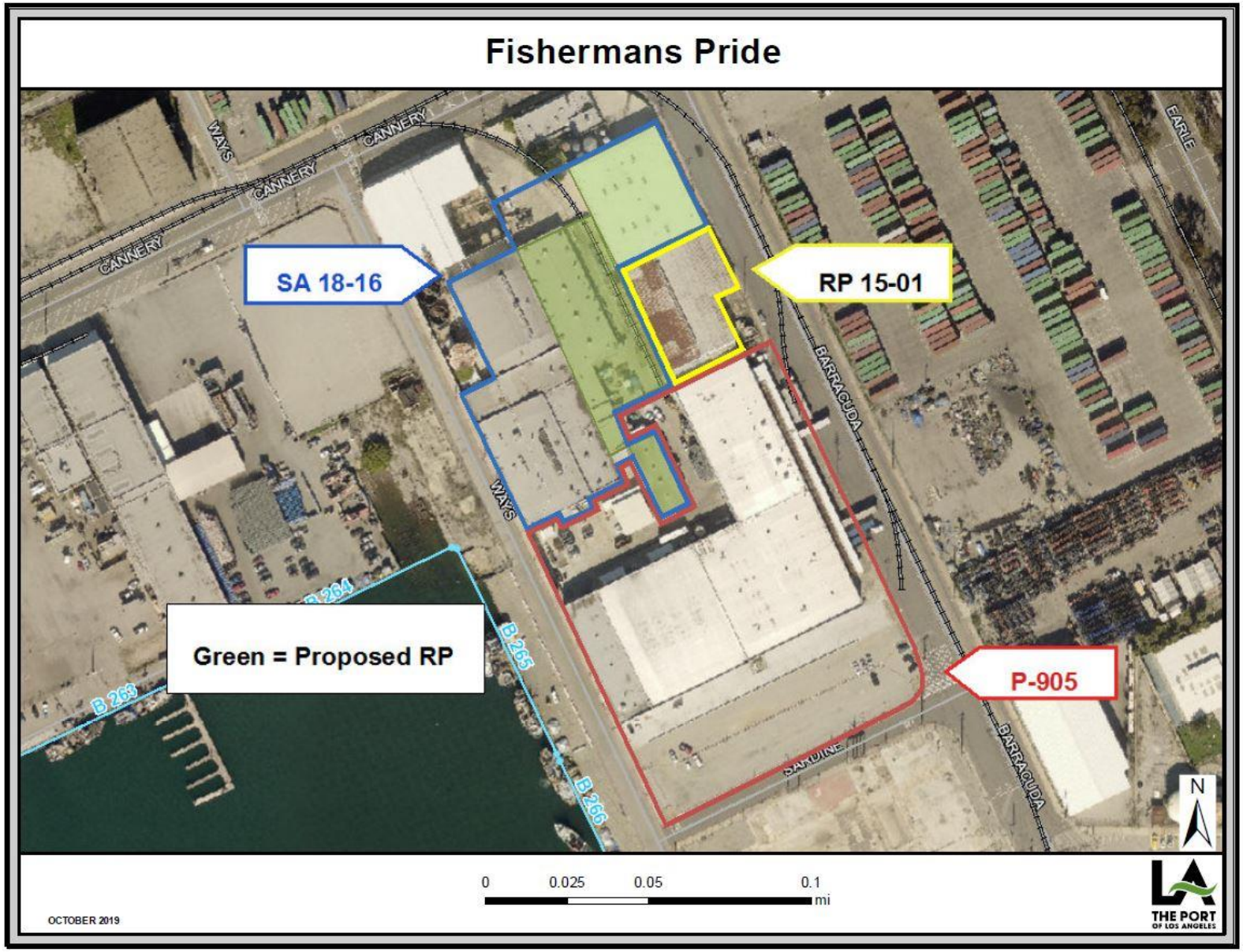

Figure 2 – Proposed Revocable Permit Premises

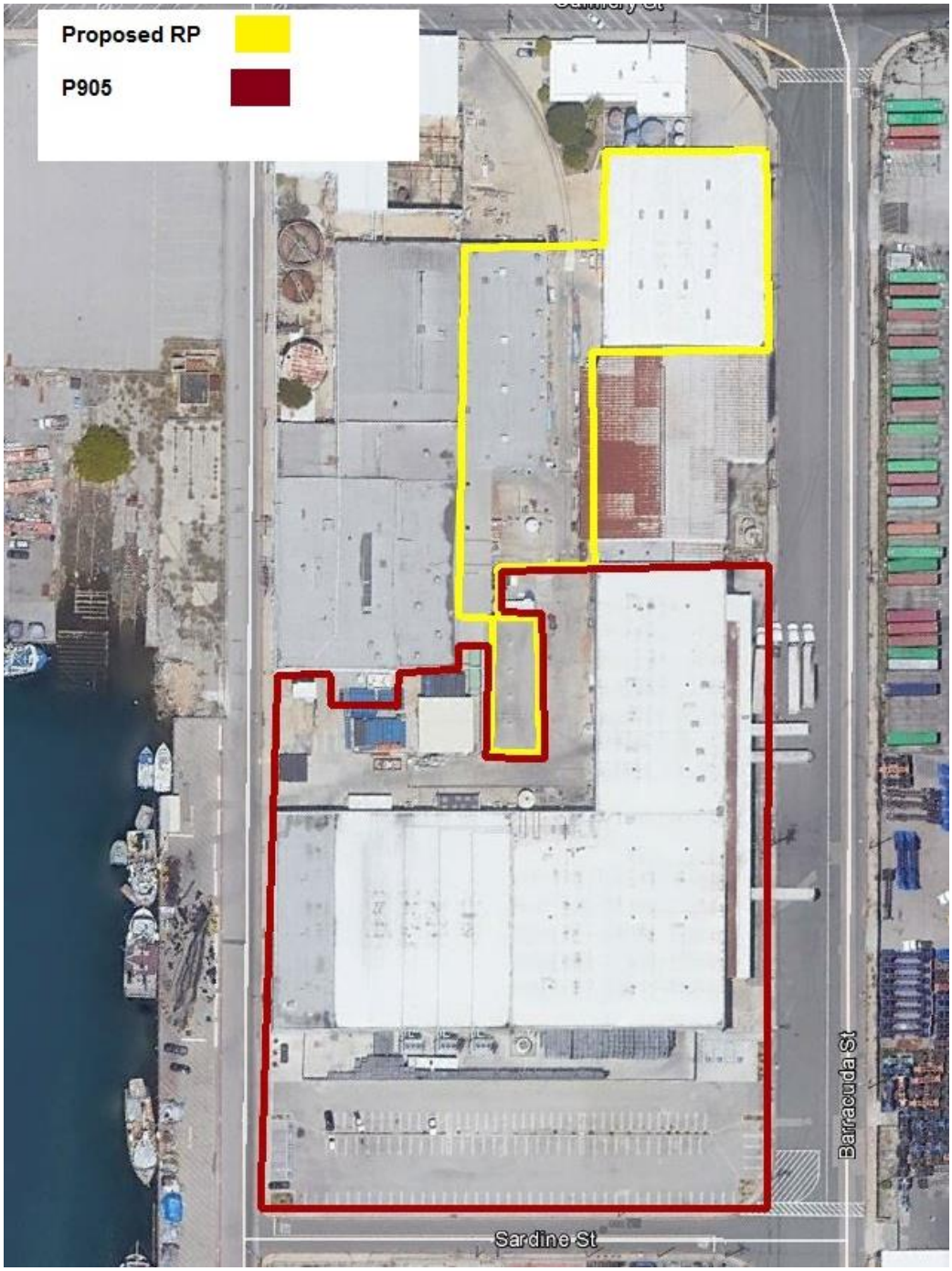

Figure 3 –Proposed Revised Project Footprint

3. Proposed Revised Project

This Addendum serves to clarify the property boundaries and that FPP will be occupying areas of the property that are no longer eligible for listing in the NRHP, CRHR or local HCM as analyzed in the 2019 Final Historical Re-Evaluation of the Cannery Block (Formerly Chicken of the Sea or "COS") (ICF 2019). The Final MND assessed a Project footprint totaling approximately 160,000 square feet (sf) in former COS Buildings 9, 10 and 12 with additional parking lot and courtyard space at 338 Cannery Street in a lease term of ten-years with two, five-year extension options (Figure 1). FPP currently occupies a 179,570 square foot area (Figure 1 and 3 – red area) under Permit 905, occupied 19,116 sf in Building 14 under RP 15-01 until September 2019, and approximately 105,000 sf in under Space Assignment 18-16 until September 26, 2019, which were previously assessed as described in section 2.1.2, above. The Proposed Revised Project includes the issuance of a Revocable Permit to occupy approximately 55,000 sf of property for seafood packaging and product and equipment storage for six months, extending the boundary of FPP's existing P905 (Figure 2). Figure 3 depicts the approximately 180,000 square foot area (red area) under Permit 905 plus the proposed revocable permit's additional approximately 55,000 square feet (yellow area), totaling approximately 235,000 square feet, which will replace the need for SA 18-16 and terminate RP 15-01. The proposed RP will be retroactive to September 27, 2019. This additional proposed revocable permit space is for continuity of their permit area and is now needed due to FPP's growing business operations.

Previously, buildings 1 and 3-8 were found to be eligible for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) and designation as a Los Angeles Historic Cultural Monument (HCM) in a 2008 Final Architectural Survey and Evaluation of the Chicken of the Sea Plant prepared by Jones and Stokes. Per Los Angeles Harbor Department Resolution No. 13-579, Built Environment Historic Architecture and Cultural Resource Policy, historic buildings should be reevaluated if the previous evaluation is greater than five years old. Because the evaluation was more than 10 years old, the Harbor Department commissioned a 2019 Final Historical Re-Evaluation of the Cannery Block (formerly Chicken of the Sea) conducted by Margaret Roderick, Architectural Historian, ICF (the "ICF Historical Re-Evaluation"). Under the ICF Historical Re-Evaluation, the ICF Architectural Historian considered additional historical context, revised site history, and changes to integrity since the 2008 survey. As a result, this evaluation concludes that the Cannery Block is not eligible for listing in the NRHP or CRHR or as a local HCM under any criterion because the property lacks sufficient integrity to convey significance as a cannery block and/or associations with any specific canning companies. A period of significance was not assigned for these reasons, but dates considered important in the evaluation include 1936–1970 (California Marine Curing and Packing Company; Pacific Processing Company; South Coast Fisheries, and French Sardine Company) and 1970–1995 (Pan-Pacific Fisheries). Although the canning and tuna industries played a vital role in our history, the Cannery Block does not convey any associations with the five aforementioned companies that operated at the block historically. The evaluation concluded that Pan-Pacific Fisheries' period of operation at the Cannery Block significantly altered the prior, multi-use function and configuration of the Cannery Block. Moreover, Pan-Pacific Fisheries did not develop important associations with the property but rather operated at a time when the canning industry and Fish Harbor were beginning to decline. In addition to alterations to the Block in the 1970s and 1980s by Pan-Pacific Fisheries, which redeveloped approximately 30-percent of the Block, key process engineering equipment such as retorts and a conveyor system have been removed since 2008. This Tenant-owned equipment was removed pursuant to its Tenant rights at time of premises vacation after the 2008 survey date. For these reasons, the Cannery Block lacks sufficient integrity to be eligible for the NRHP, CRHR, or as an HCM (ICF Communication, 10-28-19). These additional parcels of land would be developed into seafood packaging and product and equipment storage; the same usage identified for a portion of the current parcel previously included in the Final MND.

4. Purpose

This Addendum has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] 21000 et seq.), and the State CEQA Guidelines (California Code of Regulation Title 14, Section 15000 et seq.), and focuses on changes to the original project description and any impacts that would occur as a result of the Proposed Revised Project. The scope of analysis contained within this Addendum addresses all environmental resource areas. All previously identified mitigation measures for the Final MND will be incorporated into the Proposed Revocable Permit. Pursuant to State CEQA Guidelines Section 15164, this analysis has determined that none of the conditions set forth in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred. There are no new significant environmental effects and no substantial increase in the severity of previously identified significant effects as a result of the Proposed Revised Project. There are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment previously identified in the Final MND. Similarly, there are no known mitigation measures or alternatives that are considerably different than those required by the adopted Final MND that would substantially reduce one or more significant effects on the environment identified in the adopted Final MND. Therefore, neither a subsequent EIR nor subsequent negative declaration, as defined under California Environmental Quality Act (CEQA) Section 15162 is required. An Addendum to the Final MND, as permitted under Section 15164, is appropriate.

An Addendum need not be circulated for public review but can be included in or attached to the adopted Final MND. The decision-making body considers the Addendum prior to making a decision on the project along with the previously adopted MND.

Specifically, Section 15162 of the State CEQA Guidelines states that, for a project covered by a certified EIR or adopted negative declaration, no subsequent EIR or negative declaration shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1) Substantial changes are proposed in the project that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2) Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR, was certified as complete or the negative declaration was adopted, shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

5. Scope and Content

This Addendum describes all of the affected environmental resources and evaluates the changes in the impacts that were previously described in the 2014 Final MND with respect to the changes to the approved project.

For purposes of determining whether new or substantially more severe "significant effects" would occur under CEQA Guidelines Section 15162, the criteria for determining whether environmental effects would be significant in this analysis are the same as the significance thresholds contained within the adopted MND.

The analysis in this Addendum focuses on the changes to the impacts that would occur as a result of the Proposed Revised Project. The following resource topics were evaluated in the preparation of the Final MND. As such, the following resources areas have been re-evaluated as part of this Addendum:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

The following resource topic area has been recently added to the CEQA Guidelines Checklist and was not evaluated in the preparation of the Final MND. As such, the following resource area has been evaluated as part of this Addendum:

- Wildfire

6. Previous Environmental Documents Incorporated by Reference

Consistent with Section 15150 of the California State CEQA Guidelines, the following document, available for review at the Port of Los Angeles Environmental Management Division, was used in preparation of this Addendum and is incorporated herein by reference:

- **Final Historical Re-evaluation of the Cannery Block (formerly Chicken of the Sea), 338 Cannery Street, Terminal Island** (APP No. 190320-512). This document was prepared as over 10 years had passed since the 2008 Final Architectural Survey and Evaluation. This document includes an evaluation that considers additional historical context, revised site history, and changes to integrity. As a result, this evaluation concludes that the Cannery Block is not eligible for listing in the CRHR under any criterion because the property lacks sufficient integrity to convey significance as a cannery block and/or associations with any specific canning companies.
- **Final Architectural Survey and Evaluation of the Chicken of the Sea Plant 338 Cannery Street, Terminal Island Port of Los Angeles** (APP No. 060131-563). This document includes the methods and findings of an intensive architectural survey and evaluation of the property at 338 Cannery Street. Architectural Historians who meet the Secretary of the Interior's professional qualification standards for historian and architectural historian, conducted survey and evaluation work at the site. The 2008 evaluation determined that the property was eligible for listing in the NRHP and CRHR and as a local HCM under Criterion A/1 for its association with the canning industry and the economic development of the Port of Los Angeles' (the Port) Terminal Island's Fish Harbor, with a period of significance from 1950 to 1967 that represented the property's height of operation.
- **Fisherman's Pride Processor's Inc. Final Initial Study/Mitigated Negative Declaration** (SCH No. 2013121027 and APP No. 130417-062). This document addressed all potential environmental impact areas from the original project and included the full project description, existing setting, and the environmental checklist. This document determined that all areas were considered less than significant with the incorporation of mitigation measures. This document is incorporated by reference as all environmental analyses contained therein are being utilized for a comparison against the Revised Proposed Project change to ensure that no new impact is created. This document was circulated for a 30-day public review and comment period. This document can be accessed through the Environmental Management Division at 222 West 6th Street, 9th Floor, San Pedro, CA or via the LAHD website under the Environmental Documents tab.

7. Required Permits and Approvals

The following permits and approvals would be required for the Proposed Revised Project:

- LAHD Revocable Permit

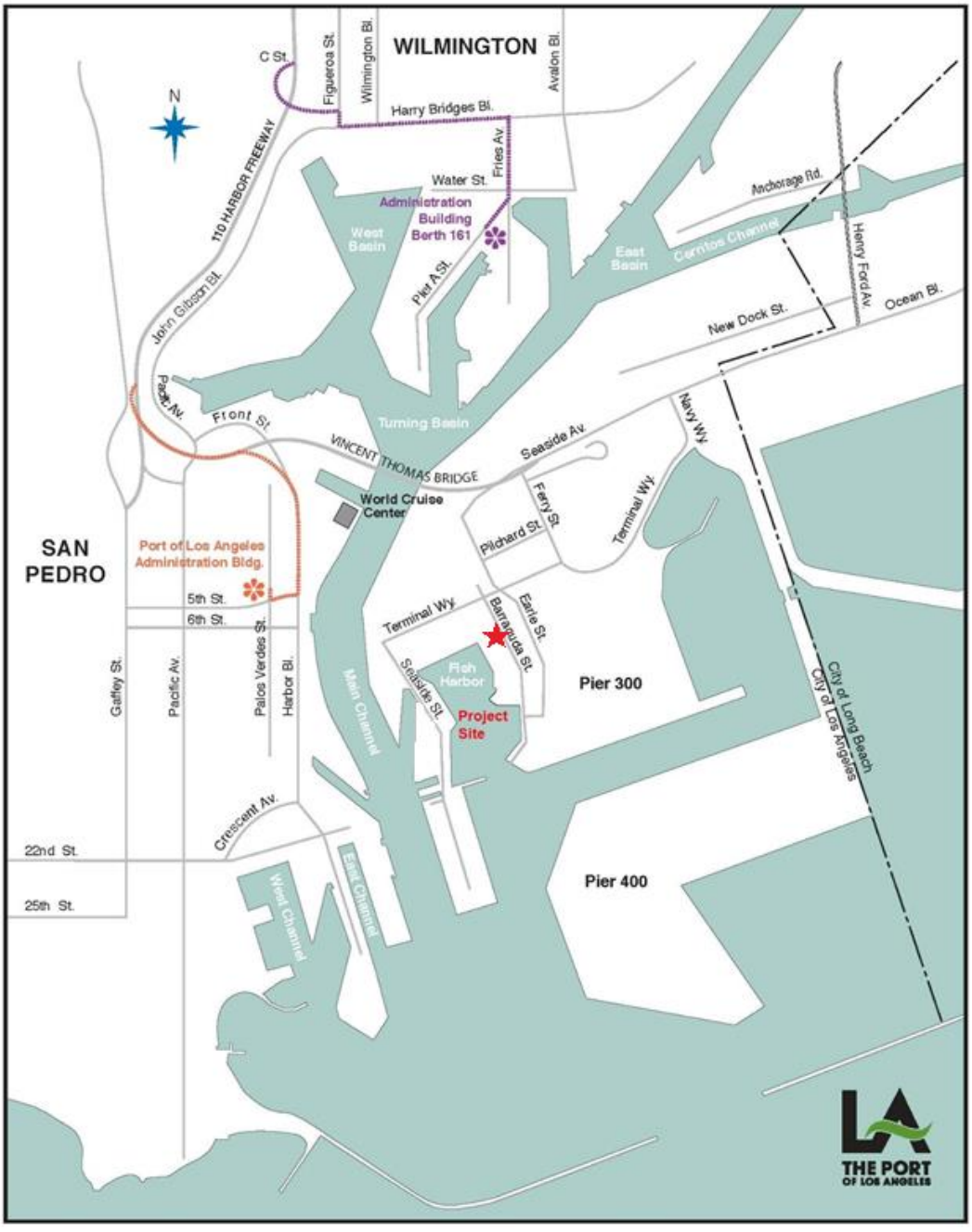

Figure 4 - Regional Location of the Proposed Project

8. Environmental Analysis

The analysis contained herein demonstrates and provides substantial evidence that no significant impacts are present, nor would the severity of other impact areas be increased by the Revised Proposed Project. Below is a discussion of all resource areas analyzed in the Final MND and a discussion of why the impact determinations made in the MND would not be affected by the Revised Proposed Project.

8.1 Aesthetics

In the Final MND for the FPP Project, the buildings that the tenant would like to now occupy, appeared to meet the criteria for NRHP and CRHR and as a local HCM. A 2019 Re-Evaluation of the Cannery Block (former Chicken of the Sea site) was completed and the findings determined that all of the buildings no longer hold any historic status. Therefore, there are no significant impacts related to the existing visual character and quality of the site.

8.2 Agriculture and Forestry Resources

The Revised Proposed Project would not have any impact on Agriculture and Forestry resources as the project area is not located in any area zoned for agricultural use and does not change the existing use of the surrounding area in any way.

8.3 Air Quality

The Final MND for the FPP Project conservatively assessed a 4.12 acre parcel for the full operation of a fish processing facility. The Revised Proposed Project includes the addition of approximately 1.61 acres of area to be used for product and equipment storage only (Figure 2). The additional acres of land being added to the original permit area is comprised of 1.06 acres of warehouse space and 0.55 acres of paved and uncovered land. It is not anticipated that this increase will require any construction or increase in truck trips, employee trips, or boat trips. The space will only be used as an expansion of the facility to allow for more storage space and area for packaging. The additional space in the Revised Proposed Project does not create air emissions greater than what was previously evaluated in the Final MND for the FPP Project.

8.4 Biological Resources

The Revised Proposed Project would not cause any change in impact determinations from the Final FPP MND. Interaction with threatened or endangered species as a result of this project is highly unlikely and foraging, resting, and breeding habitat is unlikely to be present at the proposed project site because the buildings were built in the early 1900s. Access to the buildings has been closed off since 2001 and do not offer habitat for organisms. Therefore, there are no impacts to biological resources.

8.5 Cultural Resources

In the Final IS/MND for the FPP Project, the buildings that the tenant would like to now occupy, appeared to meet the criteria for NRHP and CRHR and as a local HCM based on a 2008 Jones & Stokes Survey. Per Los Angeles Harbor Department Resolution No. 13-579, Built Environment Historic Architecture and Cultural Resource Policy, historic buildings should be reevaluated if the previous evaluation is greater than five years old. Because the 2008 evaluation was more than 10 years old, the Harbor Department commissioned a 2019 Final Historical Re-Evaluation of the Cannery Block (formerly Chicken of the Sea) conducted by Margaret Roderick, Architectural Historian, ICF (the "ICF Historical Re-Evaluation"). Under the ICF Historical Re-Evaluation, the ICF Architectural Historian considered additional historical context, revised site history, and changes to integrity since the 2008 survey. As a result, this evaluation concludes that the Cannery Block is not eligible for listing in the NRHP or CRHR or as a local HCM under any criterion because the property lacks sufficient integrity to convey significance as a cannery block and/or

associations with any specific canning companies. A period of significance was not assigned for these reasons, but dates considered important in the evaluation include 1936–1970 (California Marine Curing and Packing Company; Pacific Processing Company; South Coast Fisheries, and French Sardine Company) and 1970–1995 (Pan-Pacific Fisheries). Although the canning and tuna industries played a vital role in our history, the Cannery Block does not convey any associations with the five aforementioned companies that operated at the block historically. The evaluation concluded that Pan-Pacific Fisheries' period of operation at the Cannery Block significantly altered the prior, multi-use function and configuration of the Cannery Block. Moreover, Pan-Pacific Fisheries did not develop important associations with the property but rather operated at a time when the canning industry and Fish Harbor were beginning to decline. In addition to alterations to the Block in the 1970s and 1980s by Pan-Pacific Fisheries, which redeveloped approximately 30-percent of the Block, key process engineering equipment such as retorts and a conveyor system have been removed since 2008. This Tenant-owned equipment was removed pursuant to its Tenant rights at time of premises vacation after the 2008 survey date. For these reasons, the Cannery Block lacks sufficient integrity to be eligible for the NRHP, CRHR, or as an HCM (ICF Communication, 10-28-19).

The Proposed Revised Project is located on Terminal Island, which is made mostly of manmade fill material and is paved. The MND identified that the entire project site is fully developed and that the site has been extensively disturbed. Because the site is comprised of fill and is extensively disturbed, there is extremely low potential for discovering archaeological or ethnographic cultural resources. Further, the proposed revised project does not include construction plans. As such, it is unanticipated and highly unlikely that cultural resources will be discovered during the use of this site for the Proposed Revised Project. Therefore, impacts to cultural resources remain less than significant and are also less than significant in the new areas of FPP site footprint.

8.6 Energy

In the Revised Proposed Project, there will be no new construction on the premises. There will be a nominal increase in energy consumption considering the added warehouse space will need basic utility connection. The energy usage needed for the Proposed Revised Project will not result in an excess amount that should require any mitigation. As such, there are no impacts to energy consumption.

8.7 Geology and Soils

The Revised Proposed Project would not result in exposure of people or structures to substantial adverse effects, substantial soil erosion or loss of topsoil, or located on a geological unit that is unstable or would become unstable. The approximately 1.62 acres of development is already fully paved and is not anticipated to create any additional impacts to those assessed in the Final MND for the FPP Project.

8.8 Greenhouse Gas Emissions

Since there will not be any new development, the Revised Proposed Project would not result in any major changes to what was previously analyzed in the Final MND for the FPP Project. As was explained in Section 8.3 above, operations for the area under the revocable permit only include increased space for storage and product packaging. Therefore, there will not be a significant increase in GHG emissions generated as a result of the Revised Proposed Project and there is no increase in annual GHG emissions compared to what was previously analyzed. Therefore, there would be no change in impact determination.

8.9 Hazards and Hazardous Materials

The Revised Proposed Project does not change the impacts previously assessed in the Final MND for the FPP. Project because there is to be no new development and all premises are paved. The additional area will not be used for any fish processing and will therefore, not increase the production of any organic waste or byproducts. Any soil disturbance or development of the site must go through the Application for Port Permit process and will require Harbor Department Environmental Management Division consultation and oversight. As such, no change in impact determinations are anticipated as a result of the Revised Proposed Project.

8.10 Hydrology and Water Quality

The Revised Proposed Project would not violate any water quality standards or waste discharge requirements because the proposed project site is already fully developed with structures and pavement. Although additional warehouse and paved area is proposed in the Revised Proposed Project, all necessary regulations such as: Standard Urban Stormwater Mitigation Plan (SUSMP), appropriate Best Management Practices (BMPs), Storm Water Pollution Prevention Plan (SWPPP), and National Pollution Discharge Elimination System (NPDES) would not change from what was previously assessed. Therefore, impacts to hydrology and water quality would remain less than significant.

8.11 Land Use and Planning

The Revised Proposed Project would not cause a physical divide to an established community, as the construction and operation of this land would not cause a disruption of access between land use types. Additionally, the Revised Proposed Project would not conflict with any plan, policy, or regulation as the site is consistent with City zoning and the Port Master Plan's land use. Furthermore, this area is not located within any habitat conservation plan or natural community conservation plan. Therefore, the Revised Proposed Project would have no impact to land use and planning.

8.12 Mineral Resources

There are no known mineral resources near the Revised Proposed Project that would be impacted due to this development. Therefore, the Revised Proposed Project would continue to have no impact to mineral resources.

8.13 Noise

The Revised Proposed Project does not include any use of large equipment or expansion that would require heavy machinery. The space included in the revocable permit is paved land and warehouse facility that will be used for storage of equipment and product, and product packaging. There will not be a significant increase in noise compared to what was previously assessed in the Final IS/MND. Therefore, the revised proposed project would have a less than significant impact on noise.

8.14 Population and Housing

The Revised Proposed Project would not induce population growth, displacement of existing housing or a substantial number of people. Therefore, the Revised Proposed Project would not create an impact to population and housing.

8.15 Public Services

The Revised Proposed Project would not result in any impacts to the performance of fire protection, police protection, schools, parks, or other public facilities.

8.16 Recreation

The Revised Proposed Project would not increase demand on existing recreational facilities nor require the construction of new recreational facilities. As such, the Revised Proposed Project would have no impact on recreation.

8.17 Transportation

The Revised Proposed Project would not require any additional employees than what was previously analyzed in the Final MND for the FPP Project. The increased site boundary under the Revised Proposed Project, is to be used for equipment and product storage and fish packaging. There is no anticipation of the additional area to be used for parking, nor is there an anticipation for increased truck trips. As such, the Revised Proposed Project would remain less than significant.

8.18 Tribal Cultural Resources

See discussion under Cultural Resources. Additionally, no development impacting the soils is proposed and therefore the potential to encounter tribal cultural resources as a result of the Revised Proposed Project is unlikely. Therefore, there would be no impact to tribal cultural resources.

8.19 Utilities and Service Systems

The Revised Proposed Project would not have any impact on the current wastewater treatment facilities nor would it require the construction of an additional wastewater facility. No new demands on water supply are anticipated. Additionally, minimal solid waste would be generated from the development of the site.

8.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The Port of Los Angeles is not located in or near a state responsibility area or lands classified as very high fire hazard severity zones (California Fire, 2016; Los Angeles Fire Department, 2019). Therefore, this section of the CEQA Guidelines checklist does not apply. However, the Revised Proposed Project would not impair an adopted emergency response plan or emergency evacuation plan or exacerbate wildfire risks. Therefore, the Revised Proposed Project would have no impact on wildfire.

9. Conclusions

The Revised Proposed Project clarifies the property boundaries and that FPP will be occupying areas of the property that are no longer eligible for the CRHR under any criterion as conveyed in the 2019 Final Historical Re-Evaluation of the Cannery Block (Formerly Chicken of the Sea). None of the conditions as described under Section 15162 of the State CEQA Guidelines requiring a subsequent EIR or negative declaration have occurred under the Revised Proposed Project. No substantial changes to impact areas previously analyzed in the Final IS/MND would occur as a result of the Revised Proposed Project. Furthermore, there are no known mitigation measures or project alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment identified in the adopted Final IS/MND. For these reasons, the proposed modifications would create no potential adverse impacts or substantial changes to impact areas previously analyzed in the Final IS/MND.

10. References

California Fire. 2016. State Responsibility Area Viewer. http://www.fire.ca.gov/firepreventionfee/sraviewer_launch [Accessed 10 October 2019].

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Jones & Stokes. 2008. Final Architectural Survey and Evaluation of the Chicken of the Sea Plant, 338 Cannery Street, Terminal Island, Port of Los Angeles. Los Angeles, CA. Prepared for Los Angeles Harbor Department, San Pedro, CA.

Los Angeles Fire Department. 2019. Fire Zone Map. https://www.lafd.org/fire-prevention/brush/fire-zone/fire-zone-map [Accessed 10 October 2019].

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Roderick, Margaret. (ICF) (Personal communication, October 28, 2019)

Appendix A –
Historic Re-Evaluation

Memorandum

To: Daniella Caccavalla

From: Margaret Roderick
Architectural Historian, ICF

Date: July 19, 2019

Re: Final Historical Re-evaluation of the Cannery Block (formerly Chicken of the Sea), 338 Cannery Street, Terminal Island

Executive Summary

The Cannery Block, formerly identified as "Chicken of the Sea," was evaluated in 2008 for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) and designation as a Los Angeles Historic-Cultural Monument (HCM) in a report titled *Final Architectural Survey and Evaluation of Chicken of the Sea Plant, 338 Cannery Street, Terminal Island, Port of Los Angeles* (2008 evaluation). The 2008 evaluation determined that the property was eligible for listing in the NRHP and CRHR and as a local HCM under Criterion A/1 for its association with the canning industry and the economic development of the Port of Los Angeles's (the Port) Terminal Island's Fish Harbor, with a period of significance from 1950 to 1967 that represented the property's height of operation.

The 2008 evaluation is now more than 10 years old, and the Los Angeles Harbor Department (LAHD) has requested re-evaluation of the property. The current evaluation considers additional historical context, revised site history, and changes to integrity. As a result, this evaluation concludes that the Cannery Block is not eligible for listing in the NRHP or CRHR or as a local HCM under any criterion because the property lacks sufficient integrity to convey significance as a cannery block and/or associations with any specific canning companies. Dates considered important in the evaluation include 1936–1970 (California Marine Curing and Packing Company; Pacific Processing Company; South Coast Fisheries, and French Sardine Company) and 1970–1995 (Pan-Pacific Fisheries). A period of significance was not assigned because the property is not eligible.

Regulatory Setting

Regulations and policies that govern historic and historical resources include NRHP, CRHR, California Environmental Quality Act (CEQA), Los Angeles (HCM), Historic Preservation Overlay Zone (HPOZ), and LAHD regulations.

For information on these regulations, see Attachment B, pages 11–14.

City of Los Angeles Historic Preservation Overlay Zone

Adopted by the Los Angeles City Council on April 25, 2017, Section 12.30.3 of the Los Angeles Municipal Code, Ordinance No. 184903, details the requirements for an HPOZ. The ordinance includes goals, definitions, the role of the Historic Preservation Board, development and function of preservation plans, procedures for establishing and changing boundaries, project review, exemptions, conforming work on contributing and non-contributing elements, approving projects, standards compliance, and enforcement.

For detailed regulatory information on HPOZs, see Attachment C.

Los Angeles Harbor Department

LAHD adopted the Built Environment Historic Architecture and Cultural Resources Policy (Resolution No. 13-7479) on April 24, 2013. This policy includes the identification of historical resources early in the planning process, provides a framework for the identification of historical resources according to CEQA, and supports preservation and re-use of historical resources. Four sections make up the policy: Inventory, Evaluation, Preservation, and Documentation of Historic Resources.

For detailed regulatory information on LAHD, see Attachment D.

Research and Field Methods

Margaret Roderick, professionally qualified architectural historian, and Katrina Castaneda completed a field survey on April 10, 2019. The purpose of the survey was to inspect and digitally photograph the Cannery Block complex at 338 Cannery Street. The visual inspection noted alterations, integrity considerations, architectural details, and character-defining features.

In addition to the field survey, Ms. Roderick and Ms. Castaneda conducted additional research on the Cannery Block to supplement the historic context. The following sources were consulted:

- 2008 evaluation (Attachment B)
- Calisphere: University of California Digital Archives
- Historicaerials.com
- Los Angeles Department of Building and Safety Online Permit Archive
- LAHD Archives
- Los Angeles Public Library
- *Los Angeles Times* Historical Archives (ProQuest)
- Newspapers.com database
- Sanborn Fire Insurance Company maps
- San Pedro Historical Society
- Tessa: Digital Collection of the Los Angeles Public Library

A records search from the South Central Coastal Information Center was not completed for the purposes of this evaluation.

On June 12, 2019, Ms. Roderick, Colleen Davis, and Andrew Bursan, professionally qualified architectural historians, and Ms. Castaneda reviewed the research to establish this report's findings through consensus.

2008 Evaluation and Updated Resource Information

The 2008 evaluation identified the subject property as "Chicken of the Sea" and determined that the property was eligible for listing in the NRHP and CRHR and as a local HCM under Criterion A/1 for its association with the canning industry and the economic development of Fish Harbor. The 2008 evaluation assigned a period of significance of 1950–1967, which reflected the property's height of operation.

The current evaluation renames the property the "Cannery Block" because, historically, multiple canning companies and an associated business operated from the property, including California Marine Curing and Packing Company, Pacific Processing Company, South Coast Fisheries, French Sardine Company, and Pan-Pacific Fisheries. The Chicken of the Sea company did not operate in the building historically; its operations were between circa 1997 and 2001.[1]

[1] Jones & Stokes, "Final Architectural Survey and Evaluation of Chicken of the Sea Plant, 338 Cannery Street, Terminal Island, Port of Los Angeles" (Los Angeles, CA: Jones & Stokes, 2008), 30.

Architectural Description

The Cannery Block is located at the Port's Fish Harbor on Terminal Island near San Pedro and Wilmington in the City of Los Angeles. LAHD developed Fish Harbor in 1915 for use by the fishing and canning industries to separate them from other Port-related industries.[2] The Cannery Block is bound by Cannery Street to the north, Ways Street to the west, Sardine Street to the south, and Barracuda Street to the east (Map 1). Buildings surround open concrete expanses that form courtyards at the Cannery Block, including an unfenced asphalt parking lot south of the complex, adjacent to Sardine Street. Tanks, storage boxes, and shelters dot the concrete expanses. Entrances to the property are on the north, west, and east elevations; the east elevation, accessed directly from Barracuda Street, serves as a loading dock for trucks. Common building materials include concrete, stucco, and metal. Some sections of the property are constructed of concrete and clad with stucco, while metal frames are clad with metal. Flat or low-pitched gabled roofs of composition cladding or metal cap the buildings. One of the older buildings contains a monitor-top roof, while many roofs feature skylights.

Descriptions of the Cannery Block include the site, exterior, and interior. Descriptions start at the west elevation (formerly associated with the California Marine Curing and Packing Company and Pan-Pacific Fisheries) and proceed clockwise north to east, then south.

Map 1: Aerial Map showing subject property. ICF and Google, 2019.

[2] Hadley Meares, "San Pedro: Off the Coast of San Pedro, a Japanese Community Erased," *CurbedLA* (March 30, 2018), np, accessed 6/28/2019, https://la.curbed.com/2018/3/30/17147942/san-pedro-history-terminal-island-internment.

Site

For most parts of the site that are not occupied with buildings, the Cannery Block features concrete driveways, walkways, and courtyards, either open or dotted with infrastructure elements (Figures 1 to 6). At the pocket between the 1950s buildings and the 1970s buildings is a wood tuna import tower, which is covered with sheet metal (Figure 1). At the northwestern pocket of the block, east of the fence at Ways Street, is an array of large tanks and pipes (Figure 2). Here, an open concrete culvert appears to drain fluid into a circular opening in the ground. At the northern entrance of the site, at Cannery Street, the former Chicken of the Sea office building is surrounded by a cluster of trees and tanks (Figure 3). A railroad spur line cuts through the Cannery Street entrance as well as an open concrete courtyard, continuing south through the open driveway until it disappears at roughly mid-block (Figures 4 to 6).

Figure 1: Cannery Block, tuna import tower, located adjacent to Ways Street at western side of block, camera facing west. ICF, 2019.

Figure 2: Cannery Block, pipes, tanks, and infrastructure elements, located at the northwest portion of block between a fence at Ways Street and a warehouse (shown on left), camera facing south. ICF, 2019.

Figure 3: Cannery Block, open courtyard, and a railroad track spur line (foreground) with warehouse buildings (background), detail showing west elevation of office at the northeast portion of the Cannery Block, camera facing south. ICF, 2019.

Figure 4: Cannery Block, open courtyard, and a railroad track spur line (foreground) with warehouse buildings (background), located at the north portion of block south of Cannery Street, camera facing south. ICF, 2019.

Figure 5: Cannery Block, driveway at a north–south axis, running south from open courtyard between two sets of warehouse buildings, camera facing south. ICF, 2019.

Figure 6: Cannery Block, driveway at an east–west axis, located in the southern portion of the block, camera facing west. ICF, 2019.

In addition, an enclosed storage area separates the buildings on the Cannery Block from a surface parking lot at its southernmost portion, as noted above. The parking lot is approximately 100 feet by 400 feet, and was formerly the site of the French Sardine Company's Plant No. 2 (demolished 1980s). The lot contains approximately five parkways with young trees.

Exterior

West Elevation (Ways Street)

The west elevation runs approximately 840 feet along Ways Street, from Cannery Street to the north and Sardine Street to the south. This elevation originally contained façades from multiple companies: the California Marine Curing and Packing Company, Pacific Processing Company, South Coast Fisheries, and the French Sardine Company (Plant No. 2). Today it contains facades of buildings associated with the California Marine Curing and Packing Company and Pan-Pacific Fisheries, in addition to walls that have been positioned to enclose operations space (Figures 7 to 11). Construction along this length began as early as 1936 and continued until the late 1990s through a series of projects that included new construction, alterations, demolition, and reconstruction.

The northern portion of the west elevation features a metal wall that forms a corner warehouse and an extended wall (Figures 7 and 8). This building, constructed in the late 1990s, is clad in

vertical standing-seam metal siding with a low-pitched roof. The building itself extends approximately 100 feet along Ways Street, from Cannery Street, and wraps around the corner. The vertical standing-seam metal wall, which matches the cladding on the building, runs approximately 200 feet along Ways Street. The wall is approximately two feet shorter than the building.

The center section of the west elevation features a two-story stucco clad building that appears to have Moderne-style features, such as ribbon windows and a bezel frame (Figures 9 and 10). This building is associated with the California Marine Curing and Packing Company, which was located at the Cannery Block as early as 1936. However, the extent of its original Moderne features is unclear because of alterations. A raised parapet highlights the center of the west street-facing façade. A recessed entrance with a concrete stairway and a loading door entrance provides access to this section of the west elevation. The façade also features a row of non-original aluminum-frame windows and plywood-covered windows. A narrow horizontal band of squared molding runs parallel to the window rows, which emphasizes horizontality common to the Moderne style. A metal vertical standing-seam wall separates this older building from a tall concrete warehouse to the south (Figure 11). The metal wall contains a swinging garage door that provides vehicular access to open space within the Cannery Block. The concrete warehouse façade lacks windows but contains two metal roll-up loading doors. South of the west elevation, a driveway leads to a surface parking within the Cannery Block.

Figure 7: Cannery Block, west elevation, view from Cannery Street looking south down Ways Street, camera facing south. ICF, 2019

Figure 8: Cannery Block, west elevation, view showing middle of elevation, camera facing south. ICF, 2019

Figure 9: Cannery Block, west elevation, detail showing a middle portion of the elevation with Moderne-esque features, camera facing southeast. ICF, 2019

Figure 10: Cannery Block, west elevation, detail showing entrance and windows of the middle portion of the elevation with Moderne-esque features, camera facing east. ICF, 2019

Figure 11: Cannery Block, west elevation, showing southern portion of elevation, camera facing south. ICF, 2019

North Elevation (Cannery Street)

A shallow-pitched, front-gabled Utilitarian-style warehouse with a corrugated metal façade and limited fenestration is also located at the northwest end of the complex. The building, which is largely rectangular in plan and two stories in height, features a northern façade that is almost completely unadorned beyond a metal vent. There is a clipped corner to the building at the intersection of Cannery Street and Ways Street (Figure 12).

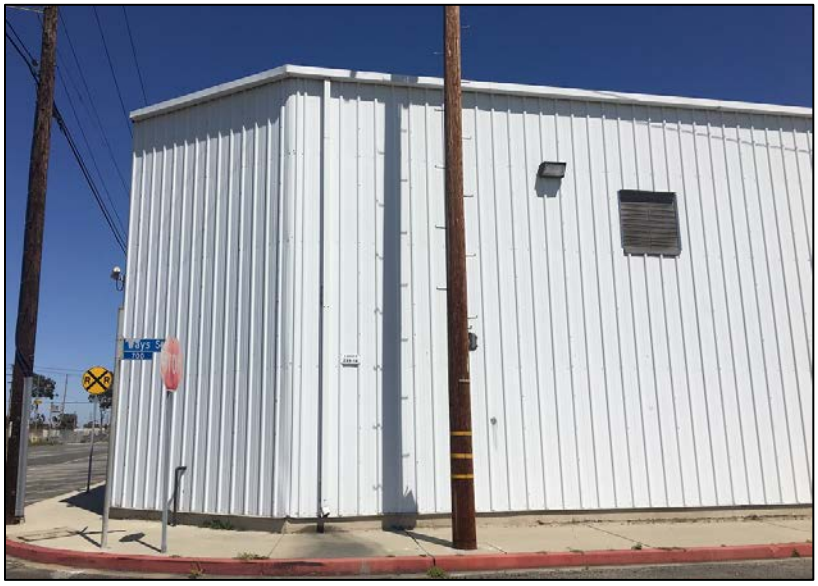

Figure 12: Cannery Block, west elevation, warehouse located at northern corner of west elevation, camera facing east. ICF, 2019

Located on the northernmost end of the Cannery Block, facing Cannery Street, the primary office building for the California Marine Curing and Packing Company, constructed in 1953, is rectangular in plan and exhibits some characteristics of Late Moderne architecture and some elements of the Vernacular Modern style (Figures 13 to 17). A flat parapet roof tops the building, and smooth textured stucco finishes the exterior surfaces. The primary façade is highlighted by a large, angled pylon sign at the center of the elevation that extends from the base of the building to roughly 10 feet above the building (Figures 13 and 14). The original mounted lettering on the sign has been removed. A ribbon of non-original fixed-pane metal-frame windows extends along the primary façade, with a non-original blue awning affixed above the windows. A base course of brick masonry, which runs directly below this window ribbon, is fronted by a brick planter feature that runs the entirety of the elevation. An integrated solid awning with curved corners, typical of the Moderne style, is supported by rectangular brick columns above the metal-frame plate-glass door with side lighting at the main entrance. Both

the entrance awning and brick veneer on the primary façade wrap around the east elevation, with the awning extending all the way to the rear of the building. A recessed secondary entrance door and two fixed-pane metal-frame windows punctuates the west elevation of the office building while the east elevation is characterized by four fixed-pane metal-frame windows that have been topped with awnings. The rear of the building exhibits a series of rectangular fixed-pane windows of varying sizes, with planter features below some of the windows. Six metal storage tanks and tree plantings are located directly to the rear (south) of the building. A cinderblock wall with an metal gate connects the office building to the metal-clad warehouse at the corner of Cannery Street and Ways Street; a railroad spur runs perpendicular to the building (Figure 17).

Figure 13: Cannery Block, north elevation, detail showing gate and office building in foreground and warehouse in background, camera facing west. ICF, 2019.

Figure 14: Cannery Block, north elevation, detail showing office building in foreground and warehouse in the background, camera facing west. ICF, 2019.

Figure 15: Cannery Block, north elevation, detail showing office building with signage pylon, camera facing southeast. ICF, 2019.

Figure 16: Cannery Block, north elevation, detail showing office building with curved cantilevered porch hood, camera facing west. ICF, 2019.

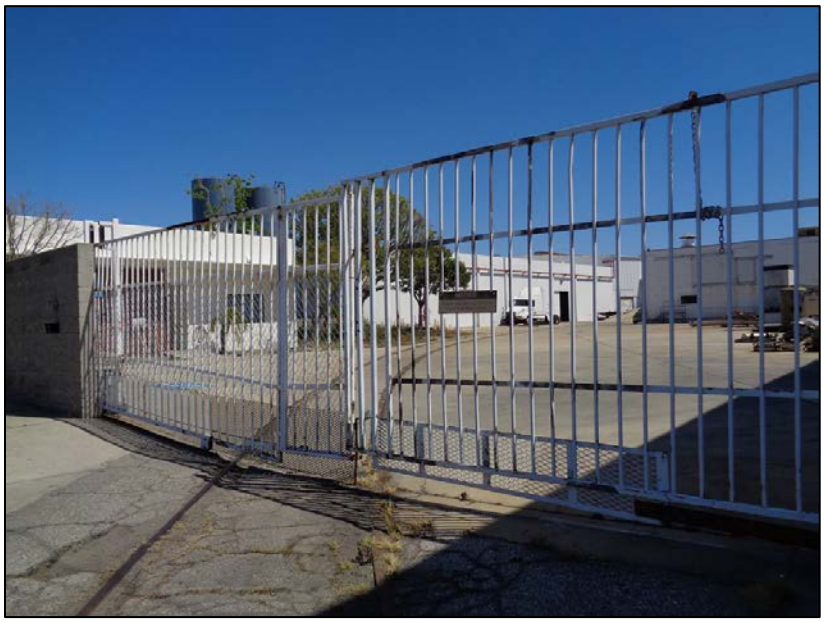

Figure 17: Cannery Block, north elevation, detail showing gate between office building to the east and warehouse to the west, camera facing southeast. ICF, 2019.

East Elevation (Barracuda Street)

The eastern elevation of the Cannery Block reveals a long, contiguous façade of three connected buildings, developed from circa 1960 through the early 1980s, that runs approximately 840 feet along Barracuda Street (Figures 18 to 21). A flat parapet roof tops most of the buildings along the east elevation, although a low-pitched side gable with a narrow monitor top caps the warehouse, which is from the early 1980s. The southern portion of the east elevation contains concrete walls, with an almost full-length loading dock (Figures 18 and 19). Metal roll-up doors secure the loading bays, and a metal porch hood shades the loading dock. Eight non-original, irregularly placed clerestory windows punctuate the wall above the porch hood. Corrugated metal clads the connected middle section of this elevation (Figure 20). A cantilevered roof shelters the entrance bays, which have a fronting concrete platform. The recessed southeastern portion of the building has a freight entrance near a circular storage tank. Smooth-textured stucco clads the northernmost building section, which is buttressed by simple squared pilasters that are evenly spaced on all sides of the building (Figures 20 and 21). This northern portion of the east elevation lacks fenestration. Completing this elevation, a metal fence curves alongside a railroad spur (Figure 21).

Figure 18: Cannery Block, east elevation with loading dock, showing southern corner of elevation, camera facing west. ICF, 2019.

Figure 19: Cannery Block, east elevation with loading dock, showing center of elevation, camera facing northwest. ICF, 2019.

Figure 20: Cannery Block, east elevation with warehouses, showing northern portion of elevation, camera facing northwest. ICF, 2019.

Figure 21: Cannery Block, east elevation with loading dock, showing northern corner, camera facing west. ICF, 2019.

South Elevation (Sardine Street)

The south elevation, running approximately 370 feet along Sardine Street, consists of an L-shape building that displays tilt-up concrete construction; the building is separated from the street by a surface parking lot (Figures 22 to 24). Except for at the east corner, the concrete walls lack fenestration and a tall fence encloses an outdoor storage area (Figures 22 and 23). Pipes connect the rear of the building to three large air-conditioning units that extend the height of the building (Figure 23). The east corner of this elevation has one freight entrance and a pedestrian, double-door entrance (Figure 24). Landscaping is limited to trees near the northern office section of the complex and the surface parking lot at the far southern end of the parcel.

Figure 22: Cannery Block, south elevation, showing western corner of elevation, camera facing north. ICF, 2019.

Figure 23: Cannery Block, south elevation, center of elevation obscured by storage, camera facing north. ICF, 2019.

Figure 24: Cannery Block, south elevation, showing eastern corner of elevation, camera facing north. ICF, 2019.

Interior

Building walls and standalone walls form a perimeter that encompasses the Cannery Block's components, such as the buildings, open walkways, driveways, courtyards, and tanks and related infrastructure, discussed below.

One cluster of attached buildings composes the western portion of the site, adjacent to Ways Street (Figures 25 to 28). A warehouse, constructed circa 1950, contains an enclosed mezzanine level that bisects the building (corresponds to the two-story Moderne-esque building along the west elevation) (Figure 25). Wood posts support the mezzanine level. Drop ceilings cover an exposed wood-rafter truss system in the southwestern portion of the interior. Plywood panels cover the former fish drainage system in the concrete floor. North of the mezzanine level, remnants of a raised conveyor system connect the mezzanine through an opening in the building's northern wall to the 1953 building (Figure 26). Supported by metal posts and a metal truss, the conveyor spans this building, terminating just outside an opening in this building's wall adjacent to an array of outdoor tanks. The building also contains multiple curved concrete foundations that once held retort tanks (Figure 27). The 1950 building is characterized by a wood truss system and barrel-roofed ceilings, with a thin monitor exposing sunlight on the east (Figure 27). Machinery, such as a tall, spiral conveyor, is scattered throughout the building. Bands of windows on the western wall were closed off because of a building addition to the east in 1953.

Figure 25: Cannery Block, 1951 warehouse interior, centered between Cannery Street and Sardine Street, just east of Ways Street, camera facing north. ICF, 2019.

Figure 26: Cannery Block, 1951 warehouse interior, centered between Cannery Street and Sardine Street, just east of Ways Street, camera facing southwest. ICF, 2019.

Figure 27: Cannery Block, 1953 warehouse interior, centered between Cannery Street and Sardine Street, just east of Ways Street, camera facing southwest. ICF, 2019.

Figure 28: Cannery Block, 1950 warehouse interior, northwest portion of Cannery Block, camera facing southwest. ICF, 2019.

An L-shaped cluster of buildings to the east and south are oriented to Barracuda Street and Sardine Street (Figures 29 to 32). A warehouse constructed circa 1960 features polished concrete floors, square concrete posts, blank concrete walls, and an exposed wood ceiling with skylights (Figure 29). Connected to its southern wall is a warehouse, constructed circa 1983. Two thin skylights span the length of this building. Metal siding and metal ceilings characterize this space. A large L-shaped warehouse to the south, constructed in 1972, is lit by skylights that punch through a wood ceiling (Figures 30 and 31). Spanning the center length of the building, a metal gate covers a former fish drainage system in the concrete floor. A two-story structure containing offices and restrooms has been added inside the building's southeast portion. A freezer section completes the 1972 warehouse portion of the Cannery Block. The westernmost interior of the 1972 building features a small storage area, with a second two-story building adjacent to a loading door (Figure 32).

Figure 29: Cannery Block, c. 1960 warehouse interior, northeast portion of Cannery Block, camera facing north. ICF, 2019.

Figure 30: Cannery Block, 1972 warehouse interior, southeast portion of Cannery Block, camera facing north. ICF, 2019.

Figure 31: Cannery Block, 1972 warehouse interior, southeast portion of Cannery Block, camera facing south, detail showing interior office construction (left). ICF, 2019.

Figure 32: Cannery Block, 1972 warehouse interior, southwest portion of Cannery Block, camera facing south. ICF, 2019.

Integrity

A period of significance was not formally assigned for this evaluation because the property lacks sufficient integrity to convey any significance. As noted above, dates considered important in the evaluation include 1936–1970 (California Marine Curing and Packing Company, Pacific Processing Company, South Coast Fisheries, and French Sardine Company) and 1970–1995 (Pan-Pacific Fisheries). However, the dates from 1970-1995 do not appear to be important in either the history of Fish Harbor and the canning industry nor the history of Pan-Pacific Fisheries. For more information, see the following section on Context.

Location

The Cannery Block has not been moved from its original location. Therefore, it retains integrity of location.

Setting

When initially improved in the mid-1930s, and for several decades after, the areas north and west of the Cannery Block contained other canneries and associated storage, boating, and fish-related business (See Site History, Figure 33). Restaurants and shops that supported the concentrated worker population were also located in the vicinity. With the demise of the canning

industry in the United States and the rise of containerization, Fish Harbor experienced drastic changes, resulting in the demolition of many buildings.

In 1950, the Port reclaimed land south and east of the Cannery Block. Star-Kist constructed its Plant No. 4 to the south in 1952. Land to the east remained unimproved until circa 1970 when the Port once again expanded Terminal Island's land mass (See Site History, Figures 35 and 37).

Today, Fish Harbor consists of a few buildings, which are now interspersed among dirt or paved parcels (See Map 1 above). Large container terminals are to the north and east. Fish Harbor no longer operates as a center to the fishing or canning industries. Associations with Fish Harbor, as a vibrant fishing community, were important aspects to the buildings along the harbor, including those within the Cannery Block.

The Cannery Block does not retain integrity of setting.

Design

The California Marine Curing and Packing Company, Pacific Processing Company, South Coast Fisheries, and the French Sardine Company operated at the Cannery Block between 1936 and 1970. It is this period in which Fish Harbor reigned within the canning industry. Major changes to the site after 1970 have had a major impact on the block's integrity of design. Pan-Pacific Fisheries was in decline in the 1970s, along with the tuna business in the United States at large. Changes to the building made during Pan-Pacific Fisheries' tenure on the Cannery Block have not gained significance in their own right.

Since the time when the Cannery Bock was recorded in Sanborn Fire Insurance Company maps in 1950, a year that is representative of both Fish Harbor's importance to the industry and the Cannery Block's function and plan, the design of the property has changed substantially (See Site History, Figures 34 and 36). Historically, the Cannery Block was not a cohesive building, design, or plan: in 1950, three canneries and an associated fish business operated at the Cannery Block, each with its own office, packing/canning rooms, warehouses, cold storage rooms, net storage rooms, and/or tanks.[3] Historical maps and imagery identifies that blocks at Fish Harbor were commonly subdivided and used by multiple business.[4] Indeed, Star-Kist's Plant No. 4, built in 1952, appears to be the only anomaly whereby a single company built out an entire block at Fish Harbor. As such, the subdivided cannery block (prior to c. 1970) exemplified plan, design, and construction at Fish Harbor. The design of each company's space

[3] Sanborn Fire Insurance Map, "San Pedro," Volume 19 (1950), sheets 1910 & 1938.
[4] Sanborn Fire Insurance Map, "San Pedro," Volume 19 (1921), sheets 1910 & 1912; Port of Los Angeles Photograph Archive (1951- 1980); and "Terminal Island," Historicaerials.com (1952, 1963, 1972, 1980).

followed common light industrial design, with office space delineated and placed at the front of a warehouse-like facility.

Permits, historic aerial images, and visual inspections note alterations, demolitions, redevelopment, and new construction which have destroyed the subdivided nature of the Cannery Block in favor of a more cohesive design which supported the operation of a single company at the Cannery Block. However, not constructed at once, even the Cannery Block during Pan-Pacific Fisheries' operation lacked a linear production line, common for light industrial buildings of the era such as Star-Kist's Plant No. 4 to the south.

Major alterations to the overall design of the block include the: construction of a new office and warehouse between 1953 and 1960 and the demolition of the Pacific Processing Company between 1965 and 1967, South Coast Fisheries between 1969 and 1972, and the French Sardine Company's Plant No. 2 after 1980.[5] Redevelopment took place in the 1970s.[6] To quantify these changes: demolition after 1965 affected approximately 55 percent of the Cannery Block. Of that 55 percent, approximately 70 percent was redeveloped (between 1972 and 1983) and 30 percent contains a surface parking lot.

Cannery operations not only determined organization of a subdivided block, but also interior forms, plans, spaces, and machinery, which have also been lost through demolition and alteration at the Cannery Block. Necessary elements of any tuna canning process include flumes and conveyors for transporting goods (i.e., tuna and cans) throughout the facility; areas for cleaning raw fish prior to cooking; tube-like metal retorts for the cooking process; large tuna preparation rooms, which often contained multi-level conveyors; and canning machinery.[7] Moreover, the manufacturing process required additional infrastructure, such as tanks, pipes, and wires. Today, the Cannery Block contains only minimal references to the necessary elements of a tuna cannery or fish related business. Remnants remain, but lack context: the non-operational fish import tower is missing its conveyor system (Figure 1); a raised conveyor segment is no longer connected to the larger system of conveyors (Figure 26); and retorts have been removed, as evidenced by the marks on the curved concrete foundation (Figure 27). These features are necessary to operation of a tuna cannery.

Through demolition, alteration, and the removal of necessary machinery, the Cannery Block does not retain integrity of design.

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[5] 1953SP05767; Port of Los Angeles Photograph Archive (1951- 1980); and "Terminal Island," Historicaerials.com (1952, 1963, 1972, 1980).
[6] 1953SP05767; Port of Los Angeles Photograph Archive (1951- 1980); and "Terminal Island," Historicaerials.com (1952, 1963, 1972, 1980).
[7] James Phelan, "How to Put a 100-Pound Tuna in a 7-Ounce Can," *Independent Press Telegram* (July 11, 1954), 4.

Materials

Although several buildings date to the 1950s and retain some original materials, such as wood, concrete, metal, and glass, demolition has resulted in the wholesale loss of many materials (wood, concrete, metal, and glass) installed at the Cannery Block between 1936 and 1970, which correspond to an important era in the Cannery Block's history. For example, interior materials used for the canning process, such as metal and wire, are very important to the design and operation of the light industrial property. In addition to removed construction materials, interior materials used for the conveyor system and retorts have also been removed (See Site History, Figures 38 and 39).

In addition, exterior materials have been lost due to alteration and demolition. As noted above (see Design discussion), demolition after 1965 affected approximately 55 percent of the Cannery Block. Of that 55 percent, approximately 70 percent was redeveloped (between 1972 and 1983); 30 percent contains a surface parking lot. Historic aerials show that the South Coast Fisheries and French Sardine Company facilities at the Cannery Block contained rolled-steel, multi-light casement-type windows, which are no longer extant. The rolled steel and glass, which was most likely wired, have been completely removed from the property.

The Cannery Block does not retain integrity of materials.

Workmanship

Although several buildings date to the 1950s—representative of the height of Fish Harbor and the canning industry—and retain some original aspects of workmanship, demolition resulted in wholesale loss of human and machined workmanship such that the Cannery Block no longer displays sufficient integrity of workmanship from 1936 to 1970. As noted above (see Design and Materials discussions), demolition after 1965 affected approximately 55 percent of the Cannery Block. Of that 55 percent, approximately 70 percent was redeveloped (between 1972 and 1983); 30 percent contains a surface parking lot.

The Cannery Block does not retain integrity of workmanship.

Feeling

Because of alterations to the exterior and the interior of the Cannery Block buildings after 1970, the Cannery Block does not convey its historic character representative of the height of Fish Harbor or the canning industry. Pan-Pacific Fisheries was in decline in the 1970s, along with the tuna business in the United States at large. Changes to the building made during the company's tenure of the Cannery Block have not gained significance in their own right.

The California Marine Curing and Packing Company, Pacific Processing Company, South Coast Fisheries, and the French Sardine Company operated from the Cannery Block between 1936 and 1970. It is this period in which Fish Harbor reigned within the canning industry. As such, major changes to the site after 1970 have had a major impact on the block's integrity of feeling because it no longer feels like neither a pre-1970 light industrial property nor a fish cannery.

The Cannery Block contains warehouse buildings, an office building, and a loading dock, but it lacks many of the other key features of light industrial canning facilities that represent an aesthetic or historic sense of the canning industry at Fish Harbor. In particular, retort tanks, conveyor systems, and other pieces of machinery are no longer extant (See Site History, Figures 38 and 39). Without these elements, the Cannery Block appears as though it could have served any number of light industrial functions. Moreover, it appears as a single property today, whereas between 1936 and 1970, four business operated at the Cannery Block.

The Cannery Block does not retain integrity of feeling.

Association

Because of alterations to the exterior and the interior, demolition, and rebuilding, as well as the removal of process engineering elements such as conveyors and retorts, the Cannery Block does not convey a direct link with the California Marine Curing and Packing Company, Pacific Processing Company, South Coast Fisheries, French Sardine Company (Star-Kist), or even Pan-Pacific Fisheries. Moreover, it does not convey sufficient associations with the tuna canning industry at Fish Harbor. For example, although there are minor remnants of elements that were once used in tuna canning, such as a non-operational tower and partial supports for a conveyor, these elements lack clear associations with the tuna industry and appear as though they could have served any number of light industrial functions.

The Cannery Block does not retain integrity of association.

Context

The following historic context statements were developed to identify important character-defining features of the Cannery Block complex and re-evaluate its significance. These historic context statements include Post-World War II: The Port of Los Angeles and the Rise of Containerization (1945–1989); Pan-Pacific Fisheries; Light Industrial Architecture; Moderne Architecture (1925–1959); and Site History.

The 2008 evaluation (Attachment B, pages 5–10 and 14–21) contains previously developed historic context statements for the evaluation of the Cannery Block complex.

Post–World War II: The Port of Los Angeles and the Rise of Containerization (1945–1989)

At the conclusion of World War II in late 1945, the U.S. Navy relinquished control of the Port, which triggered a period of unparalleled growth.[8] During the war, military needs had dominated the Port's shipbuilding capacity and prevented LAHD from maintaining and improving the Port.[9] At the end of the war, LAHD promptly embarked on deferred-maintenance and improvement projects.[10] Among these projects, construction of a 13,360-foot detached breakwater proved to be most essential to the Port's postwar growth. Although the Port contained some breakwaters prior to World War II, this new breakwater was also essential infrastructure for the Port. Without adequate breakwaters, waves and turbulent conditions would have prevented the safe passage of seafaring vessels at the Port.

Trade through the Port increased in the postwar era. Although numerous businesses operated at the Port in the late 1940s, including the fishing and tuna canning industry, lumber imports experienced the most dramatic increase during the decade. Parallel with the postwar construction boom in Southern California, lumber imports through the Port more than doubled from 1947 to 1948.[11] The Cannery Block was one of many areas in Fish Harbor that supported this boom. Terminal Island, noted as "the greatest fishing port in the world," led in canned tuna production by 1946.[12] A Foreign Trade Zone charter, bestowed upon the Port in 1949, supported exponential growth in the postwar era by lessening or lifting U.S. Customs duties, fees, and taxes on traded merchandise at this and other chartered locations.[13] Port-related commerce increased by 6 percent, or approximately three million tons, from 1949 to 1950,

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[8] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81.

[9] Port of Los Angeles, *History*, *Wartime Efforts (no date), np, accessed 4/10/2019,* https://www.portoflosangeles.org/about/history.

[10] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 93.

[11] Ibid., 94.

[12] James Phelan, "How to Put a 100-pound Tuna in a 7-ounce Can," *Independent Press Telegram* (July 11, 1954), 4, 18; Tim Grobaty, "The Boom and Bust of Fish Harbor Canneries," *Long Beach Post* (October 5, 2018), np, accessed 6/28/2019, https://lbpost.com/local-history/the-boom-and-bust-of-the-fish-harbor-canneries/; Louis Sahagun, "Commercial Fishing Industry Is a Waning Force in L.A. Harbor," *Los Angeles Times* (June 3, 2001), np, accessed 6/28/2019, http://articles.latimes.com/2001/jun/03/local/me-6015.

[13] "Foreign-Trade Zones in the United States," *Federal Register: The Daily Journal of the United States Government* (February 28, 2012), np, accessed 4/10/2019, https://www.federalregister.gov/documents/2012/02/28/2012-4249/foreign-trade-zones-in-the-united-states; Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81.

which allowed Los Angeles to eclipse the Port of San Francisco for the first time in history.[14] Implementation of infrastructure projects in the 1950s supported expansion of both imports and exports through the Port.

Throughout the 1950s, LAHD continued to address deferred maintenance and install new improvements. It also expanded Terminal Island. A new passenger/cargo terminal opened in 1950 at Berth 154 in the West Basin, while another was under construction at Berths 195–199 in the East Basin.[15] These passenger/cargo terminals allowed LAHD to incorporate leisure travel services at the Port, taking advantage of the lifting of World War II's travel restrictions.[16]

During the 1950s, the tuna industry at Terminal Island's Fish Harbor remained a significant aspect of Port operations. For example, in 1954, approximately 65 percent of canned tuna consumed in the United States was produced by Star-Kist and Van Camp Company (Chicken of the Sea), both operating out of Fish Harbor.[17] So important was the tuna industry in Los Angeles, the County of Los Angeles's second seal incorporated a tuna into its design in 1957.[18] However, global trade, bolstered by the development of containerization, lead to a decline in Tuna canning production at Terminal Island's Fish Harbor and in the United States as a whole.

In the aftermath of World War II, LAHD developed trade relationships with foreign governments. Furthermore, the Japanese Peace Pact of 1951 reopened avenues of international trade through specified provisions regarding trade and commerce.[19] The effect of the Japanese Peace Pact was immediate and profound. Imports and exports, recorded in tonnage, increased 163 percent between the Port and Japan from September 1951 to December 1952. Trade with Japan continued to increase through the 1950s.[20] By the end of the 1950s, LAHD had opened two foreign offices, one in Oslo, Norway, and another in Tokyo, Japan, to support overseas clients. Gaining recognition as a global port during the 1950s, 114 out of 122 of the world's countries sold American wares exported from the Port by the close of the decade.[21]

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[14] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 96.
[15] Ibid., 96.
[16] Ibid., 96.
[17] James Phelan, "How to Put a 100-pound Tuna in a 7-Ounce Can," *Independent Press Telegram* (July 11, 1954), 4, 18.
[18] Louis Sahagun, "Commercial Fishing Industry Is a Waning Force in L.A. Harbor," *Los Angeles Times* (June 3, 2001), np, accessed 6/28/2019, http://articles.latimes.com/2001/jun/03/local/me-6015.
[19] *United States Senate, Committee on Foreign Relations, Japanese Peace Treaty and Other Treaties Relating to Security in the Pacific* (Washington, D.C.: United States Government Printing Office, 1952), np, accessed 4/3/2019, https://www.cia.gov/library/readingroom/docs/CIA-RDP58-00453R000100300001-1.pdf.
[20] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 97.
[21] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81; Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 100.

After the 1950s, a major shift in port operations occurred worldwide. Specifically, the method by which goods were packed and loaded onto ships was evolving. In the late 1950s, Malcom McLean developed the concept of containerized shipping, or "containerization," after realizing that shipping by container could cut down on time and therefore cost.[22] McLean modified trucking trailers for use as the first containers.[23]

Before the advent of containerization, cargo loading required intensive labor operations. Using the breakbulk method, longshoremen first unloaded individual pieces of cargo (such as drums, boxes, bags, crates, or raw materials) from trains, trucks, or other modes of transportation onto the wharf. From the wharf, longshoremen repetitively moved each of these individual cargo items onto ships. Once aboard the ship, ship hands would stow the cargo in the ship's hold. Longshoremen occasionally used nets or pallets to move a group of packages by crane or by hand, but even then, the process was laborious and time consuming.[24]

Containerization uses large metal containers as an intermediate storage medium. Companies initially created and used a variety of container sizes, which created issues between modes of transportation. Shippers, ship builders, ports, railroads, and trucking companies reached an agreement on the global standardization of container sizes approximately two decades after the advent of containerization, with 20-foot and 40-foot containers widely accepted across the different transportation industries (although Matson Navigation Company, for example, continued to use a 24-foot container).[25] Multiple committees in the United States and abroad decided that containers would be eight feet wide and eight feet, six inches tall.[26] The standard measurement for containers today is the 20-foot-equivalent unit (TEU), because the

[22] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.
[23] Bill Sharpsteen, *The Docks* (Berkeley, Los Angeles, and London: University of California Press, 2011), 36; Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.
[24] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 50; Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 30, 32, 41, 55–56, 62, 65, and 68.
[25] Marc Levinson, *The Box: How the Shipping Container Made the World Smaller and the World Economy Bigger* (Princeton and Oxford: Princeton University Press, 2006), 137; Arthur Donovan and Joseph Bonney, *The Box that Changed the World: Fifty Years of Container Shipping—An Illustrated History* (New Jersey: Commonwealth Business Media, 2006), 121.
[26] In the earliest years of containerization, the container height facilitated between eight feet tall and eight and a half feet tall. Today, containers can also be nine feet, six inches tall, which is not the industry standard. Levinson, 134; Arthur Donovan and Joseph Bonney, 121.

standardized container was originally 20 feet long.[27] The TEU measures the quantity rather than the weight of the goods.[28]

An intermodal system, with standardized containers, transports cargo by multiple modes (e.g., ship, train, truck) from the originating location to the final location, without needing to unload or move items around inside the container. With this system, large gantry cranes move containers from one mode of transportation to another without requiring intensive labor. As such, a packaged container can travel from a warehouse in Taiwan to a distribution center in the Inland Empire in California by way of truck, seafaring vessel, and train, all without opening the container or repacking the goods.

Pre-containerization designs of ships and port infrastructure, including cargo warehouses, did not support this new intermodal approach. With containerization, ships required a flatbed on which to stack containers, while ports required gantry cranes to move containers on and off carrier ships. In addition, ports needed open space on which to stack containers as well as trucking and train hubs to move containers in and out of a port's boundaries. As such, ships required retrofits or entirely new construction, and ports required extensive amounts of new infrastructure to move and accommodate containers—both at the exporting and importing ports of a shipment.[29] Not all ports, shipping companies, and manufacturers could afford the cost of containerization. A newly constructed container ship cost as much as $32 million in 1969.[30] This price did not include the containers or gantry cranes that were also required for the process to be effective. In addition to cost, port officials and shipping companies worldwide did not immediately embrace containerization or understand that it would become the shipping method of the future. In African and South American ports, the breakbulk method of cargo shipping reigned through the 1970s.[31] In contrast, some ports and shipping companies welcomed containerization and invested in infrastructure. Containerization drastically altered port landscapes. Transit sheds, which were commonly constructed for storing goods short term (one to three days), became obsolete as container shipping rose in popularity because containers required large swaths of open space for stacking, not buildings in which to store goods; as a

[27] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51–52; Marc Levinson, *The Box: How the Shipping Container Made the World Smaller and the World Economy Bigger* (Princeton and Oxford: Princeton University Press, 2006), 137.
[28] Marc Levinson, *The Box: How the Shipping Container Made the World Smaller and the World Economy Bigger* (Princeton and Oxford: Princeton University Press, 2006), 213.
[29] Ibid., 51.
[30] Marc Levinson, *The Box: How the Shipping Container Made the World Smaller and the World Economy Bigger* (Princeton and Oxford: Princeton University Press, 2006), 217.
[31] Ibid., 212; 239.

result, these types of buildings were often demolished in favor of large open spaces for container storage.

The physical changes required by containerization dominated the Port's development in the 1960s. A Los Angeles City Charter amendment, a development plan, and bond measures enacted in the late 1950s and early 1960s facilitated the Port's transition from old cargo methods to containerization by allowing for new container-related improvements.[32] Both new and improved berths, such as the Los Angeles Container Terminal (LACT) in the West Basin, which included a 40-ton crane to load or unload 80 containers per hour, dramatically changed the Port landscape.[33] In 1960, the Port imported and exported 7,000 containers, while in 1968, the Port imported and exported 70,000 containers, evidencing the rapid transition to containerization worldwide.[34] Gantry cranes; new terminal construction, such as the LACT; and other changes to the Port's design and infrastructure facilitated the ten-fold increase in the number of containers traveling through the Port between 1960 and 1968.

In addition to container-related improvements LAHD expanded other services at the Port during the 1960s. In 1963 alone, three major Port improvements debuted: a new passenger/cargo terminal and the Transit Shed at Berths 90–93, the Vincent Thomas Bridge, and Ports O' Call Village, a 24-acre commercial tourist complex. Specifically, LAHD constructed the passenger/cargo terminal at Berth 93, which was designed by Kistner, Wright, & Wright (architects and engineers); Edward S. Fickett (architect); and S.B. Barnes & Associates (structural engineers) for American President Lines.[35] The Vincent Thomas Bridge allowed direct automobile access to Terminal Island; until the day before the bridge's opening, the *Islander*, a Terminal Island ferryboat, transported passengers between San Pedro and Terminal Island.[36] In addition, LAHD redeveloped wharves that had previously been used by the fishing industry for construction of the New England/Polynesian–themed Ports O' Call.[37]

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[32] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 101–105; "Good Gains for Los Angeles Harbor: Shipping Facilities Expanded," *Independent* (January 5 1960), 42.
[33] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 109.
[34] Ibid., 105, 109.
[35] "$4.3 Million Port Job: Terminal Contract Goes to L.A. Firm," *Long Beach Independent* (February 8, 1961), 11.
[36] Sam Gnerre, "The Vincent Thomas Bridge," *The Daily Breeze* (October 21, 2009), np, accessed 4/10/2019, http://blogs.dailybreeze.com/history/2009/10/21/the-vincent-thomas-bridge/.
[37] D.J. Waldie, "San Pedro's Ports O' Call: The Theme Ends, Then What?," *KCET* (May 16, 2014), np, accessed 4/3/2019, Available: https://www.kcet.org/socal-focus/san-pedros-ports-ocall-the-theme-ends-then-what; Queenan, 106–111; "Terminal Island Toll Bridge to Be Built," *Redlands Daily Facts* (January 4, 1960), 1; Lou Jobst, "Target Date 1968 for New Harbor Span," *Long Beach Independent* (May 18, 1965), 9; "Good Gains for Los Angeles Harbor: Shipping Facilities Expanded," *Independent* (January 5 1960), 42.

LAHD sought to expand the Port's containerization capabilities in the 1970s. As containerization became increasingly widespread, LAHD realized that the 35-foot depth of the harbor was not adequate for new containerized vessels; the design of container carriers necessitated deeper waters to accommodate their size.[38] Progress to deepen the Port's waterways to a 45-foot depth by dredging continued throughout the decade, until final approval by the California Coastal Commission in 1980.[39] Meanwhile, the Port's facilities underwent numerous other improvements in support of shipping.

LAHD increasingly cultivated relationships with Pacific Rim countries and welcomed Evergreen, a Taiwan-based shipping company, to a new 20-acre container terminal at Berths 233–235 in the mid-1970s.[40] In addition to the aforementioned 20-acre container site, LAHD facilitated construction of a 50-acre container terminal for Matson on Terminal Island; a 20-acre automobile import/export facility, including a temporary storage area for vehicles and a processing/administrative center, in the West Basin; expansion of the LACT in the West Basin; and expansion of Terminal Island to support future and ongoing containerization-related terminals and infrastructure at the Port.[41] Wares imported and exported through the Port generated approximately $500 million through wages, retail purchases, and other economic revenues for Southern Californian residents during the early 1970s.[42] During the 1976–1977 fiscal year, the Port had a net income of $14.1 million; the following fiscal year, net income nearly doubled to $25.7 million and the Port became the "leading port in the United States in net income."[43]

Pan-Pacific Fisheries

Sardamack Fisheries Company, a predecessor to Pan-Pacific Fisheries, constructed a new cannery at Terminal Island's Fish Harbor in 1945, during one of the peak periods of expansion at Fish Harbor. This facility was south of the Cannery Block. Upon completion, the Sardamack/Pan-Pacific Fisheries cannery was the most modern facility on Terminal Island.[44]

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[38] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113.
[39] Ibid., 113-119.
[40] Ibid., 114–115; Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 59–60.
[41] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113-115; Jack Baldwin, "Matson Dedicates Container Terminal on Terminal Island," *Independent Press-Telegram* (March 13, 1971), 50.
[42] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 114.
[43] Ibid., 118.
[44] LA Conservancy, "Pan-Pacific Fisheries Cannery". https://www.laconservancy.org/locations/pan-pacific-fisheries-cannery

The company was well established in the business, having come to Fish Harbor from a previous location in Wilmington. A year later, the company restructured as Pan-Pacific Fisheries and packed tuna, mackerel, sardines, and pilchards. The company operated its own finger pier on Fish Harbor, using a tunnel under the wharf to convey sardines and mackerel from ships in the harbor to the Cannery Block. Pan-Pacific Fisheries was acquired by C.H.B. Seafoods in July 1963, but the cannery still operated under the name Pan-Pacific Fisheries.[45]

While Pan-Pacific Fisheries prospered through the 1950s and 1960s like other canneries on Terminal Island, the company began encountering difficulties by the early 1970s. For example, in 1971, the Regional Water Quality Control Board (RWQCB) presented a cease-and-deist order, threatening the closure of Pan-Pacific Fisheries and two other Terminal Island canneries because of water pollution concerns.[46] The RWQCB dropped the order in 1973 when Pan-Pacific Fisheries addressed the concerns with the purchase of new machinery and continued its normal cannery operations through the 1970s.[47] In 1977, Pan-Pacific Fisheries added 450 workers to its payroll when it acquired the former Van Camp Seafood facility on Terminal Island after that company relocated its operations to San Diego.[48]

A combination of foreign competition and federal trade policy devastated the American fish canning industry in the 1980s. As a result, thousands of cannery workers were displaced, and many fishermen lost a dependable livelihood. Pan-Pacific Fisheries, like other canneries on Terminal Island, was no exception to the impacts of this industry downturn. Due, in part, to long-standing tariffs, laws, and cheaper labor costs in foreign markets, the fish canning companies found it more cost effective to move operations to locations such as Puerto Rico, American Samoa, or the Philippines, all of which had been developing fish canning operations since the 1960s.[49] Between 1980 and 1985, 11 mainland canneries closed in the United States, including California-based canneries like Bumble Bee Seafoods, Van Camp Seafood, and Star-Kist. Pan-Pacific Fisheries proved to be the lone survivor in the declining cannery industry of the 1980s, but its survival came with a greatly reduced workforce. The company introduced worker pay freezes in early 1981 to control labor costs. By 1982, pay freezes gave way to full-scale layoffs as Pan-Pacific Fisheries slashed its workforce by 33-percent. In 1982 Pan-Pacific Fisheries laid

[45] Jones & Stokes, “Final Architectural Survey and Evaluation of Chicken of the Sea Plant, 338 Cannery Street, Terminal Island, Port of Los Angeles” (Los Angeles, CA: Jones & Stokes, 2008), 20-21.
[46] Jerry Ruhlow, “Three Fish Canneries May be Shut Down,” *Los Angeles Times* (October 4, 1973), 10.
[47] “Action to Close 3 Canneries Dropped,” *Los Angeles Times* (October 10, 1973), D1.
[48] “Transfer of Cannery Facilities Assures Jobs,” *Los Angeles Times* (December 8, 1977), CS8.
[49] Tim Waters, “Workers Left High and Dry by Tuna Cannery Shutdown,” *Los Angeles Times* (October 19, 1984), D1.

off approximately 500-people, or approximately one-third of its staff.[50] Pan-Pacific Fisheries stood as the only remaining cannery on Terminal Island by 1985. Despite a number of cost-cutting measures and layoffs, Pan-Pacific Fisheries struggled to survive during the late 1980s and 1990s. By 1992, the company employed fewer than 700 workers.[51] Because it was unable to run a profitable canning operation against foreign competition, Pan-Pacific Fisheries officially ceased operation in 1995 when the company filed for bankruptcy.[52]

Light Industrial Architecture

The "light industrial" or "light manufacturing" property type is a version of industrial architecture that focuses on the production process for smaller-scale items, which are often consumer and business oriented, or "manufacturing activity that uses moderate amounts of partially processed materials to produce items of relatively high value per unit weight."[53]

Light industrial architecture in the postwar era required speed during construction and flexibility within the space. An efficient industrial design included an enclosure that was free from obstructions, with adequate daylight, low maintenance costs, provisions for heavy machinery, and flexibility with respect to use. Furthermore, the design considered the ease of future expansion and accommodation for specialized production.[54] In order for a building to be erected quickly, American light industrial architecture was often designed in a uniform manner, with a redundant, repeating kit of mass-produced and easily fabricated, easily erected parts and components. Elements of this process were refined after the onset of World War II, which demanded large new factories to be quickly constructed to build weapons for the war effort.[55]

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[50] Anthony Ramirez, "Fish Piles Up on Shelves: Cannery Closing First of Several Expected in Hard-Hit Tuna Industry," *Los Angeles Times* (April 18, 1982), 27.
[51] Greg Krikorian, "Last Mainland Tuna Cannery Faces Extinction," *Los Angeles Times* (February 7, 1992), 283.
[52] "Tuna Wholesaler Seeks to Buy Cannery," *Los Angeles Times* (December 23, 1995), 2.
[53] Ajay Kumar Ghosh, *Dictionary of Geology* (New Delhi: Isha Books. 2005), 170.
[54] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 88.
[55] Kenneth Reid, *Industrial Buildings: The Architectural Record of a Dec*ade (New York, NY: F.W. Dodge Corporation, 1951), 46-48.

The design for North American light industrial architecture needed to facilitate production in the quickest and most direct manner possible. As such, many light industrial complexes of the postwar era contained a single story with a large, rectangular plan. For proximity's sake, many of the processes occurred under one roof; this concept developed from earlier "consolidated works."[56] The single-story spatial arrangement is optimal because the most evolved materials-handling and transport technologies are horizontal rather than vertically acclimated, as evidenced in the Cannery Block. To keep the floor space open, locker rooms, restrooms, and other secondary amenities were often located in lofts, roof trusses, or penthouse or on a mezzanine level.[57] The mezzanine is a common feature of industrial and light industrial architecture—not only for the above-mentioned spatial and adaptability concerns but also for supervising workers or public viewing of the production process while remaining removed from the workers themselves. Along with the mezzanine, platforms and elevated walkways were other common features.

Lighting and ventilation mechanisms varied, with prewar and early postwar buildings relying on passive systems; later postwar manufacturing plants or warehouses incorporated electric systems. Many light industrial buildings have rhythmically spaced, periodic window bays. In many of the smaller-scale postwar variants, these windows were commonly multi-light metal-frame units with an operable awning or hopper window set within it to allow for ventilation. Often such natural lighting within exterior walls alone was not enough to disperse light across the span of a large floor area; therefore, top lighting was also used. In instances where the top lighting was natural, industrial buildings would commonly incorporate a "sawtooth" roof. Long, repeating angled banks of windows would contain north-facing glazing so as to allow light into the space but not the penetrating sun that would occur with south-facing glazing. Sawtooth roofs are typically supported by columns at their valleys but may also be supported by any variety of truss system, which alleviates the need for columns.[58]

Within the vast spaces of the industrial building, materials, employees, and a type of production called "process engineering" were among the pre-planned elements of the design. Mid-century factory design dictated that machines, rather than humans, should be used whenever possible to transform raw materials into a finished product. The idea of "process engineering" also played a role in the construction, design, and use of light industrial architecture.

[56] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 74–76.
[57] Munce, 39; Betsy Hunter Bradley, 29.
[58] Betsy Hunter Bradley, 192.

Many factories and light industrial buildings are parsed into three parts: process line, production area, and ancillary storage areas. In early factories and light industrial buildings, the conveyor would connect the three separate portions in the most efficient manner possible.[59] Canneries, for example, relied on a conveyor system to move fish from boats in the harbor into the building, then through the building as it was processed.

Efficient movement of materials was also important in the selection of a building's location. The earliest industrial architecture was located near waterways; with the advent of the locomotive, the property type was constructed near railways, then, later, near roads. This contextual relationship has remained consistent to the present day. At the Cannery Block, to expedite the industrial process, fishermen delivered tuna from the eastern portion of Fish Harbor, located to the west and across Ways Street. A conveyor belt tower at the Cannery Block is one way tuna traveled through the buildings: entering just south of the mid-way point along the block, then north through the "canning and packing" building. Being dependent on the sea, the Cannery Block's location at Fish Harbor was vital; however, railroad tracks and roadways to the property also facilitated the distribution of goods. Railroad spur lines previously accessed Fish Harbor buildings, including the Cannery Block. Although still extant today, they do not appear to be in use. In the postwar era, trucking became a major industry, which is represented by the long loading dock on the Cannery Block's eastern elevation.

Under NRHP/CRHR Criterion A/1, an eligible example of light industrial architecture would need to demonstrate the character-defining features of its process engineering, which are a combination of original, unaltered interior volumes, typically one to one and a half stories in height, coupled with original equipment and the layout within the interior spaces. Such a building under Criterion A/1 could be eligible for development of a significant industrial process or product, provided the above-mentioned integrity is retained. However, with a priority on efficiency and profit, light industrial processes and products are constantly refined to maximize return on investment. Consequently, light industrial properties are frequently altered to accommodate new product manufacturing processes or updated technologies. Full or partial demolition is commonplace, resulting in industrial areas that are characterized by buildings with widely varying dates of construction that reflect quite different industries and contexts. This trend is represented in the Cannery Block's extant design. Each elevation has undergone additions and alterations, including the construction of new warehouse structures; steam- and canning-related infrastructure, such as curved concrete bases for retorts; and additional office and employee space.

[59] Munce, 55.

It is rare for a light industrial building as a property type to be NRHP/CRHR eligible under Criterion C/3, distinct from its architectural style, such as Late Moderne or International Style Modern, among others. For such a property to be eligible as a light industrial property type, the building would need to have a high degree of historic integrity, which is rare. Necessary features may include a combination of intact factory and reception areas, architectural details, and landscaping, in additional to intact interior spaces and most of the original process engineering components. If a high degree of exterior integrity alone is retained, a light industrial building may be NRHP or CRHR eligible under Criterion C/3 if it is an rare example of the property type and therefore distinctive to a given locale or vicinity. A light industrial building may also be historically significant under NRHP or CRHR Criterion C/3 if its design is directly associated with historically significant construction or the development of process engineering, including early, if not verified, examples of historically significant construction or process engineering.

Moderne Architecture (1925–1959)

Moderne architecture is a broad category that includes various modernistic and modern subtypes that evolved alongside, and largely contrasted, the sleeker and more austere modernism of the International Style, which proved popular between the 1920s and 1950s.[60] Most popular prior to World War II, Moderne was eventually surpassed by the growing influence of the International style. The Moderne substyles evolved from Art Deco in the 1920s to Streamline Moderne in the 1930s and 1940s to Late Moderne's beginnings in the late 1930s through the 1950s.[61]

Art Deco derives its name from Paris's 1925 *Exposition des Arts Decoratif*.[62] The style took shape as a means of enlivening simplified Classical forms with dynamic shapes, surfaces, and angles that expressed the energy and movement of the Jazz Age.[63] Art Deco, or "Zig-Zag," buildings had vertical emphasis and made use of bold, repetitive geometric forms and decorative motifs. Rather than presenting a flat plane, façades often stepped backward and forward to create visual rhythm and feature vertical projections above roof lines. The Streamline Moderne substyle, distinguished by its horizontal emphasis and an aesthetic that suggested movement, evoked associations with aerodynamically designed transportation technologies, such as automobiles, trains, airplanes, and ships.[64] Curved elements and teardrop forms are

[60]Arie van de Lemme, *A Guide to Art Deco Style* (New Jersey: Chartwell Books, Inc., 1986), 8.
[61] Stephen Sennott (ed.), "Art Deco," *Encyclopedia of Twentieth Century Architecture* (Taylor and Frances, 2004), 69.
[62] Arie van de Lemme, *A Guide to Art Deco Style* (New Jersey: Chartwell Books Inc., 1986), 8–11.
[63] Ibid., 16–23.
[64] David Gebhard and Harriette von Breton, *L.A. in the Thirties, 1930–1941* (Peregrine Smith, Inc., 1975), 4; Stephen Sennott (ed.), "Art Deco," *Encyclopedia of Twentieth Century Architecture* (Taylor and Frances, 2004), 69.

common to the style, but Streamline Moderne buildings always feature horizontal bands or ribbons of steel-framed windows; some even include glass block or nautical portal windows to emphasize the style's association with aerodynamics and transportation. Although limited curvature survived in some Late Moderne buildings, the style put greater emphasis on angularity, the use of stack-bond brick, and bezels surround windows—a leading feature that distinguished this substyle.[65] Landscape features, such as built-in planters, are also common in Late Moderne buildings.

The office building at the northeastern corner of the Cannery Block displays features of the Late Moderne style: asymmetrical but balanced composition, a pylon extending well above the roofline that acts as a billboard, cantilevered porch hood with curved edges, recessed entrance, ribbon windows, brick and smooth stucco cladding, and built-in planters.

Under NRHP/CRHR Criterion C/3, an eligible example of Late Moderne architecture would need to embody the distinctive features of its style, possess high artistic values, or represent the work of a master architect. Distinctive features of the style would include artistic handling of volumes and massing; variegated façades; geometric forms; an emphasized entrance, commonly through the construction of a pylon rising well above the roofline; a ribbon of steel windows surrounded by a bezel; and multiple cladding materials, such as the use of stack-bond brick and rock. In addition, built-in planters, or other forms of landscaping, play a vital role in Late Moderne designs. Rote repetition of shapes, forms, and materials in a Late Moderne design does not elevate it to NRHP or CRHR eligibility; instead, a Late Moderne building would represent an artistic and thoughtful approach to design, often evident in the work of a master architect.

Site History (1921 to Present)

In 1921, the land beneath the Cannery Block did not yet exist; however, the Port had plans to infill a portion of the harbor to create more land mass for Terminal Island, which was completed by 1936.[66] Starting as early as 1936, the California Marine Curing and Packing Company, Pacific Processing Company, South Coast Fisheries, and French Sardine Company all established facilities at the Cannery Block and operated simultaneously by 1949 (Figures 33 and 34).

[65] Christopher A. Joseph & Associates, *City of Riverside Modernism Context Statement* (Historic Resources Division of the City of Riverside, 2009), 13.
[66] Sanborn Fire Insurance Map, "San Pedro," Volume 19 (1921), sheet 1910.

Figure 33: Aerial image of Terminal Island's Fish Harbor in 1949, Cannery Block (top right), showing California Marie Curing and Packing Company, Pacific Processing Company, South Coast Fisheries, and French Sardine Company (from top to bottom). Courtesy of the Port of Los Angeles Photograph Archive, photo #1949-PR-2-124-19, cropped.

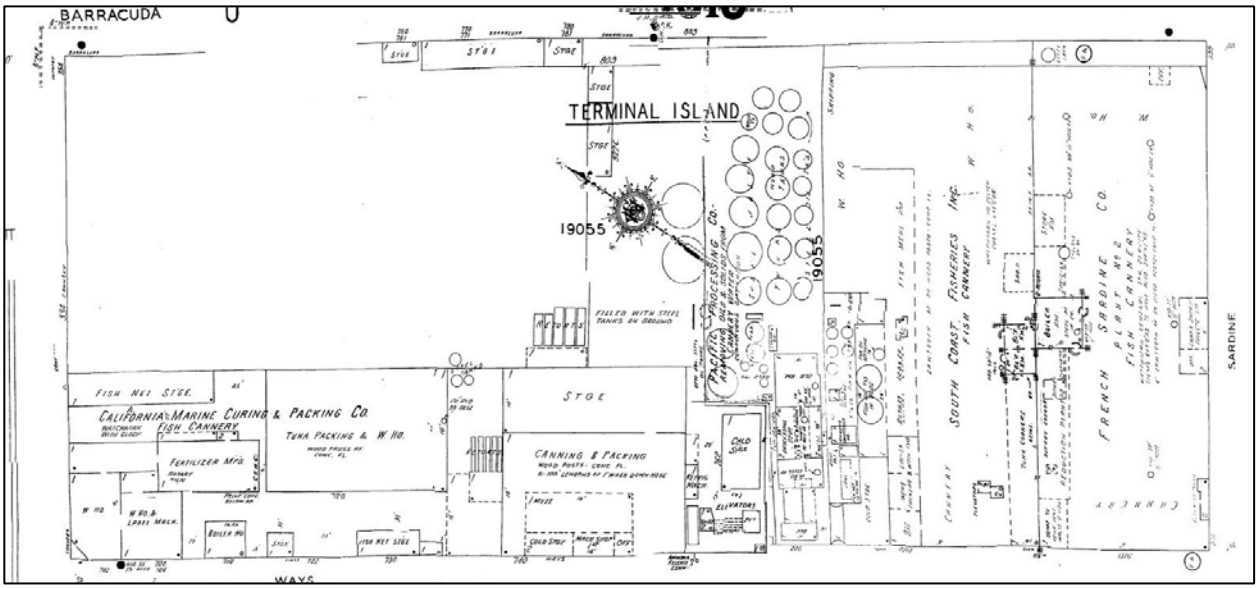

Figure 34: Cannery Block, shown in 1950. Sanborn Fire Insurance Company map, "Los Angeles," Volume 19 (1950), sheets 1910 and 1938.

Permit and newspaper research suggests that South Coast Fisheries was the first to establish a facility at the Cannery Block. The earliest permit on file with the Los Angeles Department of Building and Safety (LADBS) requested construction of a 20-foot-tall, one-story 75- by 400-foot building for use as a cannery and reduction plant by South Coast Fisheries designed by William F. Durr.[67] The main cannery building, used to pack a variety of fish, featured a concrete floor and sawtooth roof.[68] South Coast Fisheries also constructed a 22-foot-tall one-story boiler room; a 16-foot-tall, one story 25- by 125-foot fish reduction building; and a 10-foot tall, one-story 16- by 80-foot net shed between 1936 and 1937.[69] South Coast Fisheries continued to expand its facility throughout the 1940s, according to permit records. However, it was not the only company to develop facilities at the Cannery Block.

The California Marine Curing and Packing Company also planned to establish a plant at the Cannery Block in 1936, although it may not have been completed until 1942.[70] The earliest permit on file for the California Marine Curing and Packing Company dates to 1942, a certificate of occupancy for a fish cannery.[71] Early permits identify James R. Friend as the architect. Located at the northwest corner of the Cannery Block, with frontage primarily along

[67] LADBS Permit No. 1936LA34205.
[68] "Cannery Companies Rush New Plants," *Los Angeles Times* (December 8, 1936), 39.
[69] LADBS Permit Nos. 1936LA36217; 1936LA02920; and 1937LA16498.
[70] "Cannery Companies Rush New Plants," *Los Angeles Times* (December 8, 1936), 39; "Legal Notice: Order No. 1586," *Wilmington Daily Press Journal* (November 17, 1936), 4.
[71] LADBS Permit No. 1942LA13849

Ways Street, the California Marine Curing and Packing Company expanded its facility throughout the 1940s. For example, in 1944, the company requested construction of a net shed, and in 1946, the company requested a "bucket conveyor system."[72]

The French Sardine Company established a facility at the Cannery Block by 1943, and the Pacific Processing Company established a facility by 1950, although permits, newspapers, and historic photographs were unable to pinpoint the exact dates for either company.[73] The French Sardine Company established its "Plant No. 2" at the southern portion of the Cannery Block, which now contains a surface parking lot. The French Sardine Company's Plant No. 2 suffered damage from a fire in 1943, which also damaged South Coast Fisheries to the north.[74] Little information was available regarding Pacific Processing Company. The company appears to have functioned not as a cannery, but as a related fish processing industry that produced fertilizer and fish meal from sardines.[75]

Although the three canneries and the fish processing company were in operation by 1950, the northeast portion of the Cannery Block remained unimproved until 1953 when the California Marine Curing and Packing Company expanded its operation by requesting permits for construction of a one-story 41- by 85-foot private office building at 334 Cannery Street.[76] Permits identify W. Harry Hiller as the architect. The company also constructed a warehouse south of the office building between 1953 and 1960, although permits are not available. At that time, the company operated on more land at the Cannery Block than any other company, but the company was not the largest cannery in operation at Terminal Island's Fish Harbor.

California Marine Curing and Packing Company remained in operation until circa 1970, but the dates when South Coast Fisheries, Pacific Processing Company, and the French Sardine Company closed operations at the Cannery Block are unclear.[77] Local newspapers do not mention South Coast Fisheries after 1959, nor is the company noted on Cannery Block permits

[72] LADBS Permit Nos. 1944SP86284 and 1946SP85709
[73] "Overtime Urged for Firemen: Proposal Being Studied Here to Solve Problem of Man Power Shortages," *Los Angeles Times* (January 8, 1943), 12; Sanborn Fire Insurance Map, "San Pedro" (1950), sheets 1910 and 1938.
[74] "Overtime Urged for Firemen: Proposal Being Studied Here to Solve Problem of Man Power Shortages," *Los Angeles Times* (January 8, 1943), 12
[75] Sanborn Fire Insurance Map, "San Pedro" (1950), sheets 1910 and 1938; Jones & Stokes, "Final Architectural Survey and Evaluation of Chicken of the Sea Plant, 338 Cannery Street, Terminal Island, Port of Los Angeles" (Los Angeles, CA: Jones & Stokes, 2008), 18-19.
[76] LADBS Permit No. 1953SP05767.
[77] LADBS Permit Nos. 1970SP43849 and 1973SP49263.

after the 1950s.[78] Likewise, local newspapers do not mention Pacific Processing Company after 1958.[79] Pacific Processing Company's tanks were demolished between 1965 and 1967, prior to Pan-Pacific Fisheries' use of the Cannery Block (Figure 35).[80]

Figure 35: Aerial image of Terminal Island's Fish Harbor in 1967, Cannery Block (top), showing California Marie Curing and Packing Company, South Coast Fisheries, and French Sardine Company (from right to left), with Pacific Processing Company's tanks demolished. Courtesy of the Port of Los Angeles Photograph Archive, photo #1967-PR-74-12-21, cropped.

The French Sardine Company changed its name to Star-Kist with the opening of Star-Kist Plant No. 4 at 1050 Ways Street (south of the Cannery Block) in 1952.[81] It is unknown if Star-Kist closed the French Sardine Company's Plant No. 2 facility with the opening of Star-Kist Plant No. 4 or it remained operational after 1952.

Beginning in 1950, Pan-Pacific Fisheries operated a facility south of the Cannery Block at 350 Sardine Way; in the early 1970s, the company expanded to the north and into the Cannery

[78] Last mentioned in "Port Firm Victim of Food Racketeer," *Long Beach Independent* (April 3, 1959).
[79] Last mentioned in "Blasts Sinks Yacht, Three Abroad Hurt," *Long Beach Independent* (January 6, 1958), 4.
[80] Port of Los Angeles Photograph Archive; "Terminal Island," *Historicaerials.com* (1963).
[81] "Big Project at Harbor," *Los Angeles Times* (November 9, 1952), 147; "Cannery to Dedicate New $2,000,000 Plant," *Los Angeles Times* (November 10, 1952), 49.

Block.[82] Formerly occupied by multiple businesses, the Cannery Block now appeared to be occupied by a single company. Research has not determined if California Marine Curing and Packing Company, South Coast Fisheries, or the French Sardine Company (Star-Kist) occupied the Cannery Block with Pan-Pacific Fisheries or if Pan-Pacific Fisheries was the sole operator of the block between 1970 and 1975. Research did not identify future operations at California Marine Curing and Packing Company, Pacific Processing Company, or South Coast Fisheries. Pan-Pacific Fisheries renovated, altered, and rebuilt portions of the Cannery Block to suit its needs. The following table provides a summary of tenants and years in which they occupied the Cannery Block:

Table 1: List of Cannery Block Tenants

Name of Company	Address	Years Occupied
California Marine Curing and Packing Company	702-740 Ways Street; 334-338 Cannery Street	1942–c. 1970
Pacific Processing Company	762 Ways Street	By 1950–c. 1958
South Coast Fisheries	820-821 Ways Street	1936–c. 1959
French Sardine Company	301-399 Sardine Street; 910 Ways Street	By 1943–c. 1952
Pan-Pacific Fisheries	338 Cannery Street; 888 Ways Street	c. 1970–1995
Chicken of the Sea	338 Cannery Street	c. 1997–2001

By circa 1972, Pan-Pacific Fisheries had demolished approximately 25 percent of the Cannery Block.[83] New construction in the early 1970s comprised approximately 30 percent of the Cannery Block, including development in previously unimproved areas. Demolition comprised primarily of destruction of the former South Coast Fisheries building on the Cannery Block.

[82] LADBS Permit No. 1973SP49263; "Accountant," *Long Beach Independent* (March 14, 1972), 32; "Coastal Board Action Due 20 4 Applications," *Independent-Press Telegram* (April 13, 1974), 9.
[83] Port of Los Angeles Photograph Archive (1951- 1980); and "Terminal Island," *Historicaerials.com* (1952, 1963, 1972, 1980).

New construction and alterations in the 1970s and 1980s included the following:

- Installation of two water treatment tanks,[84]
- Installation of fish thaw tanks and an associated shelter,[85]
- Installation of evaporator tanks,[86]
- Demolition of the French Sardine Company's Plant No. 2 building,
- Construction of a surface parking lot,
- Reroofing,[87] and
- A 45- by 110-foot one-story tuna butchering building.[88]

The alterations, demolition, and new construction by Pan-Pacific Fisheries not only changed buildings within the Cannery Block but changed the way the block operated (Figure 36-37). Formerly operated by four companies, Pan-Pacific Fisheries was now the sole operator. Moreover, this lead to changes in fish and production circulation at the property. Although each company featured a specific circulation pattern within its property, Pan-Pacific Fisheries changed the scale of operations to encompass the entire block.

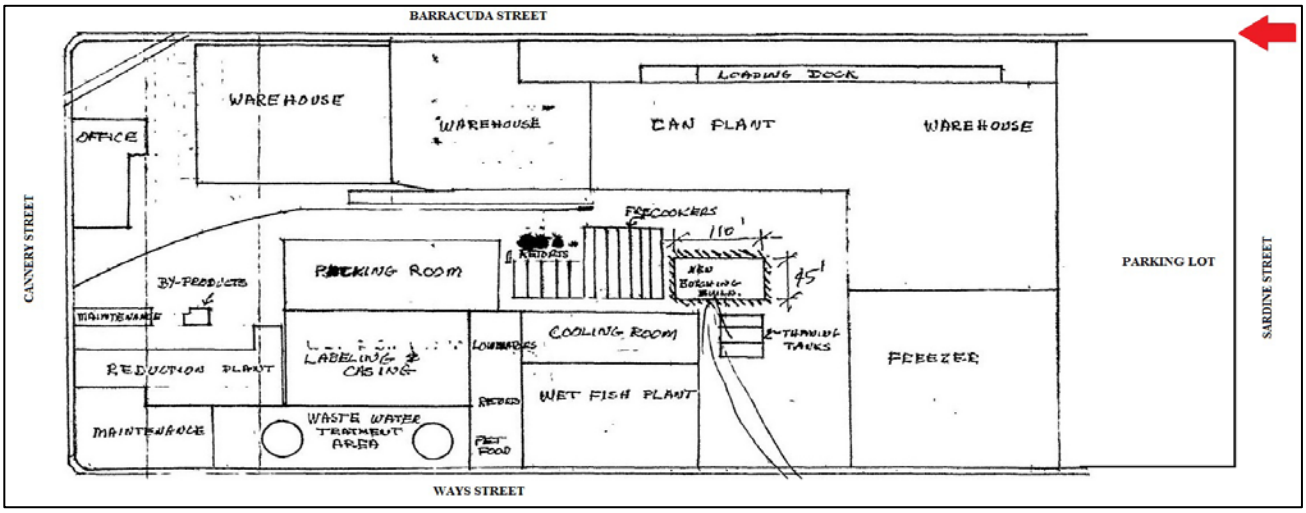

Figure 36: Cannery Block, operated solely by Pan-Pacific Fisheries, circa 1989, from permit #1989SP00090. LADBS and ICF, 2019.

[84] LADBS Permit Nos. 1973SP49264 and 1973SP49265.
[85] LADBS Permit No. 1974SP51848.
[86] LADBS Permit No. 1974SP52207.
[87] LADBS Permit No. 1981SP66074.
[88] LADBS Permit No. 1989SP00090.

Figure 37: Aerial image of Terminal Island's Fish Harbor in 1975, Cannery Block (top), showing Pan-Pacific Fisheries' alterations to the property. Courtesy of the Port of Los Angeles Photograph Archive, photo #1975-PR-75-12-11-3, cropped.

Alterations, such as the removal of retorts, the installation of new fenestration, and the removal of historic fenestration also denote changes to the property since 2006 (Figures 38 and 39).

Figure 38: Cannery Block, retorts and associated mechanical infrastructure/operation board. ICF, 2006.

Figure 39: Concrete retort racks. ICF, 2019.

Evaluation of the Cannery Block

For a property to be eligible for the NRHP or CRHR or as a local HCM, a property must be associated with an important context and retain historic integrity within its features in order to convey that significance. Survey and physical inspection, research, context developed for the 2008 evaluation, new context developed for this re-evaluation, and integrity, were assessed to determine if the Cannery Block was eligible for the NRHP or CRHR or as a local HCM.

The Cannery Block lacks sufficient integrity for eligibility under the NRHP or CRHR or as a local HCM under Criterion A/1. The Cannery Block is not significant for an association with persons, architecture or architects, or information potential. The Cannery Block is not eligible for the NRHP or CRHR or as a local HCM under any criterion.

National Register of Historic Places and California Register of Historical Resources

NRHP/CRHR Criterion A/1: Association with Events that Have Made a Significant Contribution to the Broad Patterns of Our History

Fish Harbor at Terminal Island became a leading location for, first, sardine and, later, tuna fishing. Indeed, the Port created Fish Harbor, beginning in 1915, to unite the fishing industries and separate them from shipping.[89] With the advent of refrigeration onboard vessels, tuna could be caught and kept fresh in quantities suitable for canning.[90] Fish Harbor boomed. In its heyday, circa 1950, approximately 17,000 working positions including 2,000 fishermen served 18 canneries.[91] The Cannery Block was one of many areas in Fish Harbor that supported this boom. Local newspapers such as the *Los Angeles Times* and the *Wilmington Daily Press Journal* identified the Port's Fish Harbor at Terminal Island as "the greatest fishing port in the world," led in canned tuna production by 1946.[92] For example, in 1954, approximately 65 percent of canned tuna consumed in the United States was produced by Star-Kist and Van Camp Company (later, Chicken of the Sea), both operating on Terminal Island's Fish Harbor.[93] So important was the tuna industry in Los Angeles, the County of Los Angeles's second seal incorporated a tuna into its design in 1957.[94]

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[89] Hadley Meares, "San Pedro: Off the Coast of San Pedro, a Japanese Community Erased," *CurbedLA* (March 30, 2018), np, accessed 6/28/2019, https://la.curbed.com/2018/3/30/17147942/san-pedro-history-terminal-island-internment.
[90] James Phelan, "How to Put a 100-pound Tuna in a 7-ounce Can," *Independent Press Telegram* (July 11, 1954), 4, 18.
[91] Phelan, 4, 18; Grobaty, np; Sahagun, np.
[92] Ibid.
[93] Phelan, 4, 18.
[94] Sahagun, np.

Although the Cannery Block played a role in the fishing and canned tuna industry, the property fails to depict or convey its significance. Originally subdivided and operated by four companies associated with the fish and canning industry at Fish Harbor, Pan-Pacific Fisheries began operating the entirety of the Cannery Block in the early 1970s. This change in operation necessitated alteration, demolition, and new construction at the Cannery Block. These changes disassociate the Cannery Block from its noteworthy period of operation from 1936 to 1970, and tenants from that era. Furthermore, the Cannery Block also lacks visual links with Pan-Pacific Fisheries. The property lacks historic process engineering equipment such as conveyors, retorts, or the mechanical infrastructure necessary to power the operation, and signage that identifies historic tenants: rather than convey or represent the fishing and cannery industry, the Cannery Block could serve any light industrial purpose.

Therefore, the Cannery Block is not eligible under NRHP/CRHR Criterion A/1.

NRHP/CRHR Criterion B/2: Association with the Lives of Persons Significant in Our Past

Research yielded three persons historically associated with the Cannery Block: Nick Kuglis, Martin Bogdanovich, and Max Gorby. Kuglis, who appears to have been a fisherman early in his career, headed South Coast Fisheries as early as 1936.[95] Bogdanovich founded French Sardine Company in 1917 and was involved in its management until his passing in 1944, after which Bogdanovich's son, Joseph, assumed control of the company. Both South Coast Fisheries and the French Sardine Company's Plant No. 2 have been demolished. Therefore, Kuglis and Bogdanovich are no longer associated with the Cannery Block. Gorby ran the California Marine Curing and Packing Company from at least 1942 to 1958.[96] Gorby was elected president of the California Fish Canners Association in 1952 and appointed to the State Marine Research Committee in 1958.[97] However, Gorby does not appear to have made significant contributions in Fish Harbor or to the canning industry, the California Marine Packing and Curing Company, or the Cannery Block.

Therefore, the Cannery Block is not eligible under NRHP/CRHR Criterion B/2.

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[95] "Make Offer for Fish," *Los Angeles Herald* (April 5, 1910), 5; "Speed Jobs to Enable Activity Again," *Wilmington Daily Press Journal* (December 8, 1936), 1.
[96] "Coast Sea Food Honored," *Los Angeles Times* (July 19, 1942), 26; "Gorby Replaced Joe Mardesich," *Wilmington Daily Press Journal* (November 17, 1958), 1.
[97] "Congratulations In Order," *Wilmington Daily Press Journal* (September 18, 1952), 1.

NRHP/CRHR Criterion C/3: Embody the Distinctive Characteristics of a Type, Period, or Method of Construction; Represent the Work of a Master; Possess High Artistic Values; or Represent a Significant and Distinguishable Entity Whose Components May Lack Individual Distinction

The Cannery Block contains some features of light industrial properties such as low, large open spaces, enclosed in low-maintenance or maintenance -free buildings and accommodation for specialized production. In particular, tall one-story, rectangular-plan warehouse-like buildings facilitated horizontal production with a mezzanine level for office or worker use separate from production. Buildings contain lighting and ventilation systems indicative of their construction date: earlier buildings contain skylights while newer buildings rely on electric lighting. However, the Cannery Block is not distinctive and lacks many key features of the type, such as original, intact process engineering equipment for tuna canning. Constructed of reinforced concrete, metal frame, and wood or metal truss roofing systems and rising one-story tall, the Cannery Block does not feature examples of historically significant construction or process engineering development.

Permits identified that the California Marine Curing and Packing Company hired James R. Friend, William H. Durr, and W. Harry Hiller in the 1940s and 1950s. Friend also completed work for Pan-Pacific Fisheries' plant in 1946, south of the Cannery Block. Friend worked in Long Beach and Los Angeles between at least 1925 and 1959, and is known to have designed a handful of Port buildings.[98] Durr worked on several of the cannery buildings while Hiller designed the office building at 338 Cannery Street. Friend, Durr, and Hiller do not appear to be considered as master architects. Other architects associated with the Cannery Block's existing building, such as those that designed the 1970s or 1980s buildings, remain unknown. The buildings that compose the site do not appear to be the work of a master architect, builder, or engineer. The warehouse buildings feature simple designs, construction, and engineering through their scale, materials, and type.

The Cannery Block does not display high artistic values. Although the office portion of the complex, designed by Friend, contains some vernacular modern and Moderne elements that are representative of the era, it is not a good example of the style. For example, although brick clads the lower portion of the office on the north elevation facing Cannery Street, the brick is not laid with a stack bond—a distinctive brick cladding pattern for the style date of construction

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[98] *Timeline of the Fishing Industry in Los Angeles Harbor* (no date), 3-4, accessed 6/28/2019, http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.562.9409&rep=rep1&type=pdf; "Twelve-Room House," *Los Angeles Times* (June 28, 1925), 88; Charles C. Cohan, "Big County Structure is on its Way," *Los Angeles Times* (April 5, 1959), 123; "Plan New Office for harbor Boat Building Works," *Wilmington Daily Pres Journal* (October 19, 1942), 1.

(1953). Moreover, the office has undergone some alterations, such as the replacement of windows with a non-compatible type, non-original awnings have been installed above windows, and removal of original signage. The pylon, which has been repainted, lacks clear or ghost signage for California Marine Curing and Packing Company or Pan-Pacific Fisheries.

For these reasons, the Cannery Block is not eligible for the NRHP/CRHR under Criterion C/3.

NRHP/CRHR Criterion D/4: Potential to Yield Information Important in Prehistory or History

Cannery Block buildings feature concrete floors, wood or metal truss roofing systems, and concrete or metal walls. Constructed of concrete and wood on a modest scale, the one-story-plus-mezzanine Cannery Block buildings are unlikely to yield important information regarding building, construction, or engineering methods or technologies. Moreover, it is unlikely that the parcel, which was constructed on a landfill from circa 1921 to 1935, will yield contextual information regarding archaeological resources important in prehistory or history.

The Cannery Block is not eligible under NRHP/CRHR Criterion D/4.

Los Angeles Historic-Cultural Monument

Associated with Important Events in the Main Currents of National, State, or Local History or Exemplifies Significant Contributions to Broad Patterns

Fish Harbor at Terminal Island became a leading location for, first, sardine and, later, tuna fishing. Indeed, the Port created Fish Harbor, beginning in 1915, to unite the fishing industries and separate them from shipping.[99] With the advent of refrigeration onboard vessels, tuna could be caught and kept fresh in quantities suitable for canning.[100] Fish Harbor boomed. In its heyday, circa 1950, approximately 17,000 working positions including 2,000 fishermen served 18 canneries.[101] The Cannery Block was one of many areas in Fish Harbor that supported this boom. Local newspapers such as the *Los Angeles Times* and the *Wilmington Daily Press Journal* identified the Port's Fish Harbor at Terminal Island as "the greatest fishing port in the world," led in canned tuna production by 1946.[102] For example, in 1954, approximately 65 percent of canned tuna consumed in the United States was produced by Star-Kist and Van Camp Company (later, Chicken of the Sea), both operating on Terminal Island.[103] So important

[99] Meares, np.
[100] Phelan, 4, 18.
[101] Phelan, 4, 18; Grobaty, np; Sahagun, np.
[102] Ibid.
[103] Phelan, 4, 18.

was the tuna industry in Los Angeles, the County of Los Angeles's second seal incorporated a tuna into its design in 1957.[104]

Although the Cannery Block played a role in the fishing and canned tuna industry, the property fails to depict or convey its significance. Originally subdivided and operated by four companies associated with the fish and canning industry at Fish Harbor, Pan-Pacific Fisheries began operating the entirety of the Cannery Block in the early 1970s. This change in operation necessitated alteration, demolition, and new construction at the Cannery Block. These changes disassociate the Cannery Block from its noteworthy period of operation from 1936 to 1970, and tenants from that era. Furthermore, the Cannery Block also lacks visual links with Pan-Pacific Fisheries. The property lacks historic process engineering equipment such as conveyors, retorts, or the mechanical infrastructure necessary to power the operation, and signage that identifies historic tenants: rather than convey or represent the fishing and cannery industry, the Cannery Block could serve any light industrial purpose.

The Cannery Block is not eligible as an HCM under this criterion.

Associated with the Lives of Historic Personages Important to National, State, or Local History

Research yielded three persons historically associated with the Cannery Block: Nick Kuglis, Martin Bogdanovich, and Max Gorby. Kuglis, who appears to have been a fisherman early in his career, headed South Coast Fisheries as early as 1936.[105] Bogdanovich founded French Sardine Company in 1917 and was involved in its management until his passing in 1944. After which Bogdanovich's son, Joseph, assumed control of the company. Both South Coast Fisheries and the French Sardine Company's Plant No. 2 have been demolished. Therefore, Kuglis and Bogdanovich are no longer associated with the Cannery Block. Gorby ran the California Marine Curing and Packing Company from at least 1942 to 1958.[106] Gorby was elected president of the California Fish Canners Association in 1952 and appointed to the State Marine Research Committee in 1958.[107] However, Gorby does not appear to have made significant contributions in Fish Harbor or to the canning industry, the California Marine Packing and Curing Company, or the Cannery Block.

Therefore, the Cannery Block is not eligible as an HCM under this criterion.

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[104] Sahagun, np.
[105] "Make Offer for Fish," *Los Angeles Herald* (April 5, 1910), 5; "Speed Jobs to Enable Activity Again," *Wilmington Daily Press Journal* (December 8, 1936), 1.
[106] "Coast Sea Food Honored," *Los Angeles Times* (July 19, 1942), 26; "Gorby Replaced Joe Mardesich," *Wilmington Daily Press Journal* (November 17, 1958), 1.
[107] "Congratulations In Order," *Wilmington Daily Press Journal* (September 18, 1952), 1.

Embody the Distinctive Characteristics of a Style, Type, Period, or Method of Construction; Represent a Notable Work of a Master Designer, Builder, or Architect Whose Genius Influenced the Age; or Possess High Artistic Values

The Cannery Block contains some features of light industrial properties such as low, large open spaces, enclosed in low-maintenance or maintenance -free buildings and accommodation for specialized production. In particular, tall one-story, rectangular-plan warehouse-like buildings facilitated horizontal production with a mezzanine level for office or worker use separate from production. Buildings contain lighting and ventilation systems indicative of their construction date: earlier buildings contain skylights while newer buildings rely on electric lighting. However, the Cannery Block is not distinctive and lacks many key features of the type, such as original, intact process engineering equipment for tuna canning. Constructed of reinforced concrete, metal frame, and wood or metal truss roofing systems and rising one-story tall, the Cannery Block does not feature examples of historically significant construction or process engineering development.

Permits identified that the California Marine Curing and Packing Company hired James R. Friend, William H. Durr, and W. Harry Hiller in the 1940s and 1950s. Friend also completed work for Pan-Pacific Fisheries' plant in 1946, south of the Cannery Block. Friend worked in Long Beach and Los Angeles between at least 1925 and 1959, and is known to have designed a handful of Port buildings.[108] Durr worked on several of the cannery buildings while Hiller designed the office building at 338 Cannery Street. Friend, Durr, and Hiller do not appear to be considered as master architects. Other architects associated with the Cannery Block's existing building, such as those that designed the 1970s or 1980s buildings, remain unknown. The buildings that compose the site do not appear to be the work of a master architect, builder, or engineer. The warehouse buildings feature simple designs, construction, and engineering through their scale, materials, and type.

The Cannery Block does not display high artistic values. Although the office portion of the complex, designed by Friend, contains some vernacular modern and Moderne elements that are representative of the era, it is not a good example of the style. For example, although brick clads the lower portion of the office on the north elevation facing Cannery Street, the brick is not laid with a stack bond—a distinctive brick cladding pattern for the style date of construction (1953). Moreover, the office has undergone some alterations, such as the replacement of

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[108] *Timeline of the Fishing Industry in Los Angeles Harbor* (no date), 3-4, accessed 6/28/2019, http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.562.9409&rep=rep1&type=pdf; "Twelve-Room House," *Los Angeles Times* (June 28, 1925), 88; Charles C. Cohan, "Big County Structure is on its Way," *Los Angeles Times* (April 5, 1959), 123; "Plan New Office for harbor Boat Building Works," *Wilmington Daily Pres Journal* (October 19, 1942), 1.

windows with a non-compatible type, non-original awnings have been installed above windows, and removal of original signage. The pylon, which has been repainted, lacks clear or ghost signage for California Marine Curing and Packing Company or Pan-Pacific Fisheries.

For these reasons, the Cannery Block is not eligible as an HCM under this criterion.

Yields or Has the Potential to Yield Information Important to the Prehistory or History of the Nation, State, City, or Community

Cannery Block buildings feature concrete floors, wood or metal truss roofs, and concrete or metal walls. Constructed of concrete and wood on a modest scale, the one-story-plus-mezzanine-level Cannery Block buildings are unlikely to yield important information regarding building, construction, or engineering methods or technologies. Moreover, it is unlikely that the parcel, which was once a landfill, circa 1921 to 1935, will yield contextual information regarding archaeological resources that would be important to prehistory or history.

Conclusion

The Cannery Block, formerly identified as “Chicken of the Sea” in 2008, was re-evaluated for the purposes of this technical memorandum. This evaluation concludes that the Cannery Block is not eligible for the NRHP or CRHR or as a local HCM under any criterion because the property lacks sufficient integrity to convey significance as an important facility in the history of Fish Harbor, the canning industry, or for its use by the California Marine Curing and Packing Company, Pacific Processing Company, South Coast Fisheries, French Sardine Company, or Pan-Pacific Fisheries.

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Attachment A: DPR 523 Series Update Forms

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P1. Other Identifier: Chicken of the Sea (2008 Evaluation)

P2c. Address: 338 Cannery Street, Los Angeles

P2e. Other Locational Data:

Associated addresses include: 334 Cannery Street; 708 Ways Street; 820-821 Ways Street; and 888 Ways Street.

Block bound by Cannery Street to the north; Ways Street to the west; Sardine Street to the south; and Barracuda Street to the east.

Northwest Fish Harbor, Terminal Island, Port of Los Angeles

P3a. Description:

Introduction

The Cannery Block is located at the Port's Fish Harbor on Terminal Island near San Pedro and Wilmington in the City of Los Angeles. LAHD developed Fish Harbor in 1915 for use by the fishing and canning industries to separate them from other Port-related industries.[1] The Cannery Block is bound by Cannery Street to the north, Ways Street to the west, Sardine Street to the south, and Barracuda Street to the east (see Sketch Map). Buildings surround open concrete expanses that form courtyards at the Cannery Block, including an unfenced asphalt parking lot south of the complex, adjacent to Sardine Street. Tanks, storage boxes, and shelters dot the concrete expanses. Entrances to the property are on the north, west, and east elevations; the east elevation, accessed directly from Barracuda Street, serves as a loading dock for trucks. Common building materials include concrete, stucco, and metal. Some sections of the property are constructed of concrete and clad with stucco, while metal frames are clad with metal. Flat or low-pitched gabled roofs of composition cladding or metal cap the buildings. One of the older buildings contains a monitor-top roof, while many roofs feature skylights.

Descriptions of the Cannery Block include the site, exterior, and interior. Descriptions start at the west elevation (formerly associated with the California Marine Curing and Packing Company and Pan-Pacific Fisheries) and proceed clockwise north to east, then south.

[1] Hadley Meares, "San Pedro: Off the Coast of San Pedro, a Japanese Community Erased," *CurbedLA* (March 30, 2018), np, accessed 6/28/2019, https://la.curbed.com/2018/3/30/17147942/san-pedro-history-terminal-island-internment.

Site

For most parts of the site that are not occupied with buildings, the Cannery Block features concrete driveways, walkways, and courtyards, either open or dotted with infrastructure elements (Figures 1 to 6). At the pocket between the 1950s buildings and the 1970s buildings is a wood tuna import tower, which is covered with sheet metal (Figure 1). At the northwestern pocket of the block, east of the fence at Ways Street, is an array of large tanks and pipes (Figure 2). Here, an open concrete culvert appears to drain fluid into a circular opening in the ground. At the northern entrance of the site, at Cannery Street, the former Chicken of the Sea office building is surrounded by a cluster of trees and tanks (Figure 3). A railroad spur line cuts through the Cannery Street entrance as well as an open concrete courtyard, continuing south through the open driveway until it disappears at roughly mid-block (Figures 4 to 6).

In addition, an enclosed storage area separates the buildings on the Cannery Block from a surface parking lot at its southernmost portion, as noted above. The parking lot is approximately 100 feet by 400 feet, and was formerly the site of the French Sardine Company's Plant No. 2 (demolished 1980s). The lot contains approximately five parkways with young trees.

Exterior

West Elevation (Ways Street)

The west elevation runs approximately 840 feet along Ways Street, from Cannery Street to the north and Sardine Street to the south. This elevation originally contained façades from multiple companies: the California Marine Curing and Packing Company, Pacific Processing Company, South Coast Fisheries, and the French Sardine Company (Plant No. 2). Today it contains facades of buildings associated with the California Marine Curing and Packing Company and Pan-Pacific Fisheries, in addition to walls that have been positioned to enclose operations space (Figures 7 to 11). Construction along this length began as early as 1936 and continued until the late 1990s through a series of projects that included new construction, alterations, demolition, and reconstruction.

The northern portion of the west elevation features a metal wall that forms a corner warehouse and an extended wall (Figures 7 and 8). This building, constructed in the late 1990s, is clad in vertical standing-seam metal siding with a low-pitched roof. The building itself extends approximately 100 feet along Ways Street, from Cannery Street, and wraps around the corner. The vertical standing-seam metal wall, which matches the cladding on the building, runs approximately 200 feet along Ways Street. The wall is approximately two feet shorter than the building.

The center section of the west elevation features a two-story stucco clad building that appears to have Moderne-style features, such as ribbon windows and a bezel frame (Figures 9 and 10). This building is associated with the California Marine Curing and Packing Company, which was located at the Cannery

Block as early as 1936. However, the extent of its original Moderne features is unclear because of alterations. A raised parapet highlights the center of the west street-facing façade. A recessed entrance with a concrete stairway and a loading door entrance provides access to this section of the west elevation. The façade also features a row of non-original aluminum-frame windows and plywood-covered windows. A narrow horizontal band of squared molding runs parallel to the window rows, which emphasizes horizontality common to the Moderne style. A metal vertical standing-seam wall separates this older building from a tall concrete warehouse to the south (Figure 11). The metal wall contains a swinging garage door that provides vehicular access to open space within the Cannery Block. The concrete warehouse façade lacks windows but contains two metal roll-up loading doors. South of the west elevation, a driveway leads to a surface parking within the Cannery Block.

North Elevation (Cannery Street)

A shallow-pitched, front-gabled Utilitarian-style warehouse with a corrugated metal façade and limited fenestration is also located at the northwest end of the complex. The building, which is largely rectangular in plan and two stories in height, features a northern façade that is almost completely unadorned beyond a metal vent. There is a clipped corner to the building at the intersection of Cannery Street and Ways Street (Figure 12).

Located on the northernmost end of the Cannery Block, facing Cannery Street, the primary office building for the California Marine Curing and Packing Company, constructed in 1953, is rectangular in plan and exhibits some characteristics of Late Moderne architecture and some elements of the Vernacular Modern style (Figures 13 to 17). A flat parapet roof tops the building, and smooth textured stucco finishes the exterior surfaces. The primary façade is highlighted by a large, angled pylon sign at the center of the elevation that extends from the base of the building to roughly 10 feet above the building (Figures 13 and 14). The original mounted lettering on the sign has been removed. A ribbon of non-original fixed-pane metal-frame windows extends along the primary façade, with a non-original blue awning affixed above the windows. A base course of brick masonry, which runs directly below this window ribbon, is fronted by a brick planter feature that runs the entirety of the elevation. An integrated solid awning with curved corners, typical of the Moderne style, is supported by rectangular brick columns above the metal-frame plate-glass door with side lighting at the main entrance. Both the entrance awning and brick veneer on the primary façade wrap around the east elevation, with the awning extending all the way to the rear of the building. A recessed secondary entrance door and two fixed-pane metal-frame windows punctuates the west elevation of the office building while the east elevation is characterized by four fixed-pane metal-frame windows that have been topped with awnings. The rear of the building exhibits a series of rectangular fixed-pane windows of varying sizes, with planter features below some of the windows. Six metal storage tanks and tree plantings are located directly to the rear (south) of the building. A cinderblock wall with an metal gate connects the office

building to the metal-clad warehouse at the corner of Cannery Street and Ways Street; a railroad spur runs perpendicular to the building (Figure 17).

East Elevation (Barracuda Street)

The eastern elevation of the Cannery Block reveals a long, contiguous façade of three connected buildings, developed from circa 1960 through the early 1980s, that runs approximately 840 feet along Barracuda Street (Figures 18 to 21). A flat parapet roof tops most of the buildings along the east elevation, although a low-pitched side gable with a narrow monitor top caps the warehouse, which is from the early 1980s. The southern portion of the east elevation contains concrete walls, with an almost full-length loading dock (Figures 18 and 19). Metal roll-up doors secure the loading bays, and a metal porch hood shades the loading dock. Eight non-original, irregularly placed clerestory windows punctuate the wall above the porch hood. Corrugated metal clads the connected middle section of this elevation (Figure 20). A cantilevered roof shelters the entrance bays, which have a fronting concrete platform. The recessed southeastern portion of the building has a freight entrance near a circular storage tank. Smooth-textured stucco clads the northernmost building section, which is buttressed by simple squared pilasters that are evenly spaced on all sides of the building (Figures 20 and 21). This northern portion of the east elevation lacks fenestration. Completing this elevation, a metal fence curves alongside a railroad spur (Figure 21).

South Elevation (Sardine Street)

The south elevation, running approximately 370 feet along Sardine Street, consists of an L-shape building that displays tilt-up concrete construction; the building is separated from the street by a surface parking lot (Figures 22 to 24). Except for at the east corner, the concrete walls lack fenestration and a tall fence encloses an outdoor storage area (Figures 22 and 23). Pipes connect the rear of the building to three large air-conditioning units that extend the height of the building (Figure 23). The east corner of this elevation has one freight entrance and a pedestrian, double-door entrance (Figure 24). Landscaping is limited to trees near the northern office section of the complex and the surface parking lot at the far southern end of the parcel.

Interior

Building walls and standalone walls form a perimeter that encompasses the Cannery Block's components, such as the buildings, open walkways, driveways, courtyards, and tanks and related infrastructure, discussed below.

One cluster of attached buildings composes the western portion of the site, adjacent to Ways Street (Figures 25 to 28). A warehouse, constructed circa 1950, contains an enclosed mezzanine level that bisects the building (corresponds to the two-story Moderne-esque building along the west elevation)

(Figure 25). Wood posts support the mezzanine level. Drop ceilings cover an exposed wood-rafter truss system in the southwestern portion of the interior. Plywood panels cover the former fish drainage system in the concrete floor. North of the mezzanine level, remnants of a raised conveyor system connect the mezzanine through an opening in the building's northern wall to the 1953 building (Figure 26). Supported by metal posts and a metal truss, the conveyor spans this building, terminating just outside an opening in this building's wall adjacent to an array of outdoor tanks. The building also contains multiple curved concrete foundations that once held retort tanks (Figure 27). The 1950 building is characterized by a wood truss system and barrel-roofed ceilings, with a thin monitor exposing sunlight on the east (Figure 27). Machinery, such as a tall, spiral conveyor, is scattered throughout the building. Bands of windows on the western wall were closed off because of a building addition to the east in 1953.

An L-shaped cluster of buildings to the east and south are oriented to Barracuda Street and Sardine Street (Figures 29 to 32). A warehouse constructed circa 1960 features polished concrete floors, square concrete posts, blank concrete walls, and an exposed wood ceiling with skylights (Figure 29). Connected to its southern wall is a warehouse, constructed circa 1983. Two thin skylights span the length of this building. Metal siding and metal ceilings characterize this space. A large L-shaped warehouse to the south, constructed in 1972, is lit by skylights that punch through a wood ceiling (Figures 30 and 31). Spanning the center length of the building, a metal gate covers a former fish drainage system in the concrete floor. A two-story structure containing offices and restrooms has been added inside the building's southeast portion. A freezer section completes the 1972 warehouse portion of the Cannery Block. The westernmost interior of the 1972 building features a small storage area, with a second two-story building adjacent to a loading door (Figure 32).

P5a. Photographs: See pages 38 to 58 for photographs.

P6. Date Constructed/Age and Sources:

Extant buildings date from circa 1950 to circa 1997 (LADBS; Newspapers.com Database for local newspapers such as *Los Angeles Times* or *Wilmington Daily Press Journal*; Sanborn Fire insurance Maps; historicaerials.com images; Port Archives- Historic Photographs).

For more information see *B6. Construction History* and *B10. Significance*- "Site History (1921- Present)" context below.

P7. Owner:

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

P8. Recorded By:

Margaret Roderick, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

Date Recorded: July 18, 2019

P10. Survey Type: Intensive-level survey

P11. Report Citation: ICF. Memorandum, Final Historical Re-evaluation of the Cannery Block (Formerly Chicken of the Sea), 338 Cannery Street, Terminal Island. Port of Los Angeles. 2019.

B1. Historic Name: Multiple: California Marine Curing & packing Company; Pacific Processing Company; South Coast Fisheries; French Sardine Company Plant No. 2; and Pan-Pacific Fisheries.

B2. Common Name: Chicken of the Sea; Neptune Foods

B3. Original use: Three fish canneries and one fish-related processing plant.

B4. Present Use: Fish processing; product refrigeration; warehouse/transportation.

B5. Architectural Style: Vernacular; Moderne

B6. Construction History:

Permits on file with the Los Angeles Department of Building and Safety (LADBS), local newspapers such as the Los Angeles Times, Sanborn Fire Insurance Maps, and historic photographs provide the following information on construction history:

Cannery Block improved as early as 1936. By 1950 the block contained four businesses operating on approximately 75-percent of the block's land. The four business erected buildings and tanks. Buildings appear to have included light industrial warehouse type buildings, offices (appended to or within the warehouses), tanks, and other related infrastructure. An office, warehouse, and tanks were built on a portion of the block's remaining 25-percent land between 1953 and 1960. Demolition of approximately 25-percent of the block in the early 1970s was followed by new construction on approximately 30-percent of the block. New construction featured common post-World War II warehouse construction: large, rectangular light industrial warehouses primarily lacking fenestration. An additional approximately 20-percent of the block (that dated to the 1940s) was demolished in the 1980s and paved for an asphalt parking lot. Finally, vertical seamed metal warehouses and structures were erected on the block circa 1983 and circa 1997. Alterations such as the installation of new fenestration or infill of loading bays has occurred since 2008.

For more information see "Site History (1921- Present)" under *B10. Significance* below.

B9a. Architect:

Multiple: James R. Friend and William F. Durr (former California Marine Curing and Packing Company buildings at north half of block along Ways Street); W. Harry Hiller (1953 office at 334 Cannery Street); E.D. Hellmers (Engineer, tanks in the 1970s and 1980s); and Unknown (all other buildings on block).

B9b. Builder: Unknown or "owner"

B10. Significance:

Context

The 2008 evaluation (Attachment B, pages 5–10 and 14–21) contains previously developed historic context statements for the evaluation of the Cannery Block complex.

Post-World War II: Port of Los Angeles and the Rise of Containerization (1945-1989)

At the conclusion of World War II in late 1945, the U.S. Navy relinquished control of the Port, which triggered a period of unparalleled growth.[2] During the war, military needs had dominated the Port's shipbuilding capacity and prevented LAHD from maintaining and improving the Port. [3] At the end of the war, LAHD promptly embarked on deferred-maintenance and improvement projects.[4] Among these projects, construction of a 13,360-foot detached breakwater proved to be most essential to the Port's postwar growth. Although the Port contained some breakwaters prior to World War II, this new breakwater was also essential infrastructure for the Port. Without adequate breakwaters, waves and turbulent conditions would have prevented the safe passage of seafaring vessels at the Port.

Trade through the Port increased in the postwar era. Although numerous businesses operated at the Port in the late 1940s, including the fishing and tuna canning industry, lumber imports experienced the most dramatic increase during the decade. Parallel with the postwar construction boom in Southern California, lumber imports through the Port more than doubled from 1947 to 1948.[5] The Cannery Block was one of many areas in Fish Harbor that supported this boom. Terminal Island, noted as "the greatest

[2] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81.
[3] Port of Los Angeles, *History*, *Wartime Efforts (no date), np, accessed 4/10/2019,* https://www.portoflosangeles.org/about/history.
[4] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 93.
[5] Ibid., 94.

fishing port in the world," led in canned tuna production by 1946.[6] A Foreign Trade Zone charter, bestowed upon the Port in 1949, supported exponential growth in the postwar era by lessening or lifting U.S. Customs duties, fees, and taxes on traded merchandise at this and other chartered locations.[7] Port-related commerce increased by 6 percent, or approximately three million tons, from 1949 to 1950, which allowed Los Angeles to eclipse the Port of San Francisco for the first time in history.[8] Implementation of infrastructure projects in the 1950s supported expansion of both imports and exports through the Port.

Throughout the 1950s, LAHD continued to address deferred maintenance and install new improvements. It also expanded Terminal Island. A new passenger/cargo terminal opened in 1950 at Berth 154 in the West Basin, while another was under construction at Berths 195–199 in the East Basin.[9] These passenger/cargo terminals allowed LAHD to incorporate leisure travel services at the Port, taking advantage of the lifting of World War II's travel restrictions.[10]

During the 1950s, the tuna industry at Terminal Island's Fish Harbor remained a significant aspect of Port operations. For example, in 1954, approximately 65 percent of canned tuna consumed in the United States was produced by Star-Kist and Van Camp Company (Chicken of the Sea), both operating out of Fish Harbor.[11] So important was the tuna industry in Los Angeles, the County of Los Angeles's second seal incorporated a tuna into its design in 1957.[12] However, global trade, bolstered by the development of containerization, lead to a decline in Tuna canning production at Terminal Island's Fish Harbor and in the United States as a whole.

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[6] James Phelan, "How to Put a 100-pound Tuna in a 7-ounce Can," *Independent Press Telegram* (July 11, 1954), 4, 18; Tim Grobaty, "The Boom and Bust of Fish Harbor Canneries," *Long Beach Post* (October 5, 2018), np, accessed 6/28/2019, https://lbpost.com/local-history/the-boom-and-bust-of-the-fish-harbor-canneries/; Louis Sahagun, "Commercial Fishing Industry Is a Waning Force in L.A. Harbor," *Los Angeles Times* (June 3, 2001), np, accessed 6/28/2019, http://articles.latimes.com/2001/jun/03/local/me-6015.

[7] "Foreign-Trade Zones in the United States," *Federal Register: The Daily Journal of the United States Government* (February 28, 2012), np, accessed 4/10/2019, https://www.federalregister.gov/documents/2012/02/28/2012-4249/foreign-trade-zones-in-the-united-states; Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81.

[8] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 96.

[9] Ibid., 96.

[10] Ibid., 96.

[11] James Phelan, "How to Put a 100-pound Tuna in a 7-Ounce Can," *Independent Press Telegram* (July 11, 1954), 4, 18.

[12] Louis Sahagun, "Commercial Fishing Industry Is a Waning Force in L.A. Harbor," *Los Angeles Times* (June 3, 2001), np, accessed 6/28/2019, http://articles.latimes.com/2001/jun/03/local/me-6015.

In the aftermath of World War II, LAHD developed trade relationships with foreign governments. Furthermore, the Japanese Peace Pact of 1951 reopened avenues of international trade through specified provisions regarding trade and commerce.[13] The effect of the Japanese Peace Pact was immediate and profound. Imports and exports, recorded in tonnage, increased 163 percent between the Port and Japan from September 1951 to December 1952. Trade with Japan continued to increase through the 1950s.[14] By the end of the 1950s, LAHD had opened two foreign offices, one in Oslo, Norway, and another in Tokyo, Japan, to support overseas clients. Gaining recognition as a global port during the 1950s, 114 out of 122 of the world's countries sold American wares exported from the Port by the close of the decade.[15]

After the 1950s, a major shift in port operations occurred worldwide. Specifically, the method by which goods were packed and loaded onto ships was evolving. In the late 1950s, Malcom McLean developed the concept of containerized shipping, or "containerization," after realizing that shipping by container could cut down on time and therefore cost.[16] McLean modified trucking trailers for use as the first containers.[17]

Before the advent of containerization, cargo loading required intensive labor operations. Using the breakbulk method, longshoremen first unloaded individual pieces of cargo (such as drums, boxes, bags, crates, or raw materials) from trains, trucks, or other modes of transportation onto the wharf. From the wharf, longshoremen repetitively moved each of these individual cargo items onto ships. Once aboard the ship, ship hands would stow the cargo in the ship's hold. Longshoremen occasionally used nets or

[13] *United States Senate, Committee on Foreign Relations, Japanese Peace Treaty and Other Treaties Relating to Security in the Pacific* (Washington, D.C.: United States Government Printing Office, 1952), np, accessed 4/3/2019, https://www.cia.gov/library/readingroom/docs/CIA-RDP58-00453R000100300001-1.pdf.
[14] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 97.
[15] Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 81; Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 100.
[16] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.
[17] Bill Sharpsteen, *The Docks* (Berkeley, Los Angeles, and London: University of California Press, 2011), 36; Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51.

pallets to move a group of packages by crane or by hand, but even then, the process was laborious and time consuming.[18]

Containerization uses large metal containers as an intermediate storage medium. Companies initially created and used a variety of container sizes, which created issues between modes of transportation. Shippers, ship builders, ports, railroads, and trucking companies reached an agreement on the global standardization of container sizes approximately two decades after the advent of containerization, with 20-foot and 40-foot containers widely accepted across the different transportation industries (although Matson Navigation Company, for example, continued to use a 24-foot container).[19] Multiple committees in the United States and abroad decided that containers would be eight feet wide and eight feet, six inches tall.[20] The standard measurement for containers today is the 20-foot-equivalent unit (TEU), because the standardized container was originally 20 feet long.[21] The TEU measures the quantity rather than the weight of the goods.[22]

An intermodal system, with standardized containers, transports cargo by multiple modes (e.g., ship, train, truck) from the originating location to the final location, without needing to unload or move items around inside the container. With this system, large gantry cranes move containers from one mode of transportation to another without requiring intensive labor. As such, a packaged container can travel from a warehouse in Taiwan to a distribution center in the Inland Empire in California by way of truck, seafaring vessel, and train, all without opening the container or repacking the goods.

Pre-containerization designs of ships and port infrastructure, including cargo warehouses, did not support this new intermodal approach. With containerization, ships required a flatbed on which to stack containers, while ports required gantry cranes to move containers on and off carrier ships. In addition, ports needed open space on which to stack containers as well as trucking and train hubs to move

[18] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 50; Michael D. White, *Images of America: The Port of Los Angeles* (Charleston, SC: Arcadia Publishing, 2008), 30, 32, 41, 55–56, 62, 65, and 68.

[19] Marc Levinson, *The Box: How the Shipping Container Made the World Smaller and the World Economy Bigger* (Princeton and Oxford: Princeton University Press, 2006), 137; Arthur Donovan and Joseph Bonney, *The Box that Changed the World: Fifty Years of Container Shipping—An Illustrated History* (New Jersey: Commonwealth Business Media, 2006), 121.

[20] In the earliest years of containerization, the container height facilitated between eight feet tall and eight and a half feet tall. Today, containers can also be nine feet, six inches tall, which is not the industry standard. Levinson, 134; Arthur Donovan and Joseph Bonney, 121.

[21] Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 51–52; Marc Levinson, *The Box: How the Shipping Container Made the World Smaller and the World Economy Bigger* (Princeton and Oxford: Princeton University Press, 2006), 137.

[22] Marc Levinson, *The Box: How the Shipping Container Made the World Smaller and the World Economy Bigger* (Princeton and Oxford: Princeton University Press, 2006), 213.

containers in and out of a port's boundaries. As such, ships required retrofits or entirely new construction, and ports required extensive amounts of new infrastructure to move and accommodate containers—both at the exporting and importing ports of a shipment.[23] Not all ports, shipping companies, and manufacturers could afford the cost of containerization. A newly constructed container ship cost as much as $32 million in 1969.[24] This price did not include the containers or gantry cranes that were also required for the process to be effective. In addition to cost, port officials and shipping companies worldwide did not immediately embrace containerization or understand that it would become the shipping method of the future. In African and South American ports, the breakbulk method of cargo shipping reigned through the 1970s.[25] In contrast, some ports and shipping companies welcomed containerization and invested in infrastructure. Containerization drastically altered port landscapes. Transit sheds, which were commonly constructed for storing goods short term (one to three days), became obsolete as container shipping rose in popularity because containers required large swaths of open space for stacking, not buildings in which to store goods; as a result, these types of buildings were often demolished in favor of large open spaces for container storage.

The physical changes required by containerization dominated the Port's development in the 1960s. A Los Angeles City Charter amendment, a development plan, and bond measures enacted in the late 1950s and early 1960s facilitated the Port's transition from old cargo methods to containerization by allowing for new container-related improvements.[26] Both new and improved berths, such as the Los Angeles Container Terminal (LACT) in the West Basin, which included a 40-ton crane to load or unload 80 containers per hour, dramatically changed the Port landscape.[27] In 1960, the Port imported and exported 7,000 containers, while in 1968, the Port imported and exported 70,000 containers, evidencing the rapid transition to containerization worldwide.[28] Gantry cranes; new terminal construction, such as the LACT; and other changes to the Port's design and infrastructure facilitated the ten-fold increase in the number of containers traveling through the Port between 1960 and 1968.

In addition to container-related improvements LAHD expanded other services at the Port during the 1960s. In 1963 alone, three major Port improvements debuted: a new passenger/cargo terminal and the

[23] Ibid., 51.
[24] Marc Levinson, *The Box: How the Shipping Container Made the World Smaller and the World Economy Bigger* (Princeton and Oxford: Princeton University Press, 2006), 217.
[25] Ibid., 212; 239.
[26] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 101–105; "Good Gains for Los Angeles Harbor: Shipping Facilities Expanded," *Independent* (January 5 1960), 42.
[27] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 109.
[28] Ibid., 105, 109.

Transit Shed at Berths 90–93, the Vincent Thomas Bridge, and Ports O' Call Village, a 24-acre commercial tourist complex. Specifically, LAHD constructed the passenger/cargo terminal at Berth 93, which was designed by Kistner, Wright, & Wright (architects and engineers); Edward S. Fickett (architect); and S.B. Barnes & Associates (structural engineers) for American President Lines.[29] The Vincent Thomas Bridge allowed direct automobile access to Terminal Island; until the day before the bridge's opening, the *Islander*, a Terminal Island ferryboat, transported passengers between San Pedro and Terminal Island.[30] In addition, LAHD redeveloped wharves that had previously been used by the fishing industry for construction of the New England/Polynesian–themed Ports O' Call.[31]

LAHD sought to expand the Port's containerization capabilities in the 1970s. As containerization became increasingly widespread, LAHD realized that the 35-foot depth of the harbor was not adequate for new containerized vessels; the design of container carriers necessitated deeper waters to accommodate their size.[32] Progress to deepen the Port's waterways to a 45-foot depth by dredging continued throughout the decade, until final approval by the California Coastal Commission in 1980.[33] Meanwhile, the Port's facilities underwent numerous other improvements in support of shipping.

LAHD increasingly cultivated relationships with Pacific Rim countries and welcomed Evergreen, a Taiwan-based shipping company, to a new 20-acre container terminal at Berths 233–235 in the mid-1970s.[34] In addition to the aforementioned 20-acre container site, LAHD facilitated construction of a 50-acre container terminal for Matson on Terminal Island; a 20-acre automobile import/export facility, including a temporary storage area for vehicles and a processing/administrative center, in the West Basin; expansion of the LACT in the West Basin; and expansion of Terminal Island to support future and ongoing containerization-related terminals and infrastructure at the Port.[35] Wares imported and exported through the Port generated approximately $500 million through wages, retail purchases, and

[29] "$4.3 Million Port Job: Terminal Contract Goes to L.A. Firm," *Long Beach Independent* (February 8, 1961), 11.
[30] Sam Gnerre, "The Vincent Thomas Bridge," *The Daily Breeze* (October 21, 2009), np, accessed 4/10/2019, http://blogs.dailybreeze.com/history/2009/10/21/the-vincent-thomas-bridge/.
[31] D.J. Waldie, "San Pedro's Ports O' Call: The Theme Ends, Then What?," *KCET* (May 16, 2014), np, accessed 4/3/2019, Available: https://www.kcet.org/socal-focus/san-pedros-ports-ocall-the-theme-ends-then-what; Queenan, 106–111; "Terminal Island Toll Bridge to Be Built," *Redlands Daily Facts* (January 4, 1960), 1; Lou Jobst, "Target Date 1968 for New Harbor Span," *Long Beach Independent* (May 18, 1965), 9; "Good Gains for Los Angeles Harbor: Shipping Facilities Expanded," *Independent* (January 5 1960), 42.
[32] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113.
[33] Ibid., 113-119.
[34] Ibid., 114–115; Edna Bonacich and Jake B. Wilson, *Getting the Goods: Ports, Labor, and the Logistic Revolution* (Ithaca, NY, and London: Cornell University Press, 2008), 59–60.
[35] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 113-115; Jack Baldwin, "Matson Dedicates Container Terminal on Terminal Island," *Independent Press-Telegram* (March 13, 1971), 50.

other economic revenues for Southern Californian residents during the early 1970s.[36] During the 1976–1977 fiscal year, the Port had a net income of $14.1 million; the following fiscal year, net income nearly doubled to $25.7 million and the Port became the "leading port in the United States in net income."[37]

Pan-Pacific Fisheries

Sardamack Fisheries Company, a predecessor to Pan-Pacific Fisheries, constructed a new cannery at Terminal Island's Fish Harbor in 1945, during one of the peak periods of expansion at Fish Harbor. This facility was south of the Cannery Block. Upon completion, the Sardamack/Pan-Pacific Fisheries cannery was the most modern facility on Terminal Island.[38] The company was well established in the business, having come to Fish Harbor from a previous location in Wilmington. A year later, the company restructured as Pan-Pacific Fisheries and packed tuna, mackerel, sardines, and pilchards. The company operated its own finger pier on Fish Harbor, using a tunnel under the wharf to convey sardines and mackerel from ships in the harbor to the Cannery Block. Pan-Pacific Fisheries was acquired by C.H.B. Seafoods in July 1963, but the cannery still operated under the name Pan-Pacific Fisheries.[39]

While Pan-Pacific Fisheries prospered through the 1950s and 1960s like other canneries on Terminal Island, the company began encountering difficulties by the early 1970s. For example, in 1971, the Regional Water Quality Control Board (RWQCB) presented a cease-and-deist order, threatening the closure of Pan-Pacific Fisheries and two other Terminal Island canneries because of water pollution concerns.[40] The RWQCB dropped the order in 1973 when Pan-Pacific Fisheries addressed the concerns with the purchase of new machinery and continued its normal cannery operations through the 1970s.[41] In 1977, Pan-Pacific Fisheries added 450 workers to its payroll when it acquired the former Van Camp Seafood facility on Terminal Island after that company relocated its operations to San Diego.[42]

A combination of foreign competition and federal trade policy devastated the American fish canning industry in the 1980s. As a result, thousands of cannery workers were displaced, and many fishermen lost a dependable livelihood. Pan-Pacific Fisheries, like other canneries on Terminal Island, was no exception to the impacts of this industry downturn. Due, in part, to long-standing tariffs, laws, and

[36] Charles F. Queenan, *Port of Los Angeles: From Wilderness to World Port* (Los Angeles, CA: Los Angeles Harbor Department, 1983), 114.
[37] Ibid., 118.
[38] LA Conservancy, "Pan-Pacific Fisheries Cannery". https://www.laconservancy.org/locations/pan-pacific-fisheries-cannery
[39] Jones & Stokes, "Final Architectural Survey and Evaluation of Chicken of the Sea Plant, 338 Cannery Street, Terminal Island, Port of Los Angeles" (Los Angeles, CA: Jones & Stokes, 2008), 20-21.
[40] Jerry Ruhlow, "Three Fish Canneries May be Shut Down," *Los Angeles Times* (October 4, 1973), 10.
[41] "Action to Close 3 Canneries Dropped," *Los Angeles Times* (October 10, 1973), D1.
[42] "Transfer of Cannery Facilities Assures Jobs," *Los Angeles Times* (December 8, 1977), CS8.

cheaper labor costs in foreign markets, the fish canning companies found it more cost effective to move operations to locations such as Puerto Rico, American Samoa, or the Philippines, all of which had been developing fish canning operations since the 1960s.[43] Between 1980 and 1985, 11 mainland canneries closed in the United States, including California-based canneries like Bumble Bee Seafoods, Van Camp Seafood, and Star-Kist. Pan-Pacific Fisheries proved to be the lone survivor in the declining cannery industry of the 1980s, but its survival came with a greatly reduced workforce. The company introduced worker pay freezes in early 1981 to control labor costs. By 1982, pay freezes gave way to full-scale layoffs as Pan-Pacific Fisheries slashed its workforce by 33-percent. In 1982 Pan-Pacific Fisheries laid off approximately 500-people, or approximately one-third of its staff.[44] Pan-Pacific Fisheries stood as the only remaining cannery on Terminal Island by 1985. Despite a number of cost-cutting measures and layoffs, Pan-Pacific Fisheries struggled to survive during the late 1980s and 1990s. By 1992, the company employed fewer than 700 workers.[45] Because it was unable to run a profitable canning operation against foreign competition, Pan-Pacific Fisheries officially ceased operation in 1995 when the company filed for bankruptcy.[46]

Light Industrial Architecture

The "light industrial" or "light manufacturing" property type is a version of industrial architecture that focuses on the production process for smaller-scale items, which are often consumer and business oriented, or "manufacturing activity that uses moderate amounts of partially processed materials to produce items of relatively high value per unit weight."[47]

Light industrial architecture in the postwar era required speed during construction and flexibility within the space. An efficient industrial design included an enclosure that was free from obstructions, with adequate daylight, low maintenance costs, provisions for heavy machinery, and flexibility with respect to use. Furthermore, the design considered the ease of future expansion and accommodation for specialized production.[48] In order for a building to be erected quickly, American light industrial architecture was often designed in a uniform manner, with a redundant, repeating kit of mass-produced and easily fabricated,

[43] Tim Waters, "Workers Left High and Dry by Tuna Cannery Shutdown," *Los Angeles Times* (October 19, 1984), D1.
[44] Anthony Ramirez, "Fish Piles Up on Shelves: Cannery Closing First of Several Expected in Hard-Hit Tuna Industry," *Los Angeles Times* (April 18, 1982), 27.
[45] Greg Krikorian, "Last Mainland Tuna Cannery Faces Extinction," *Los Angeles Times* (February 7, 1992), 283.
[46] "Tuna Wholesaler Seeks to Buy Cannery," *Los Angeles Times* (December 23, 1995), 2.
[47] Ajay Kumar Ghosh, *Dictionary of Geology* (New Delhi: Isha Books. 2005), 170.
[48] James F. Munce, *Industrial Architecture: An Analysis of International Building Practice* (New York, NY: F.W. Dodge Corporation, 1960), 88.

easily erected parts and components. Elements of this process were refined after the onset of World War II, which demanded large new factories to be quickly constructed to build weapons for the war effort.[49]

The design for North American light industrial architecture needed to facilitate production in the quickest and most direct manner possible. As such, many light industrial complexes of the postwar era contained a single story with a large, rectangular plan. For proximity's sake, many of the processes occurred under one roof; this concept developed from earlier "consolidated works."[50] The single-story spatial arrangement is optimal because the most evolved materials-handling and transport technologies are horizontal rather than vertically acclimated, as evidenced in the Cannery Block. To keep the floor space open, locker rooms, restrooms, and other secondary amenities were often located in lofts, roof trusses, or penthouse or on a mezzanine level.[51] The mezzanine is a common feature of industrial and light industrial architecture—not only for the above-mentioned spatial and adaptability concerns but also for supervising workers or public viewing of the production process while remaining removed from the workers themselves. Along with the mezzanine, platforms and elevated walkways were other common features.

Lighting and ventilation mechanisms varied, with prewar and early postwar buildings relying on passive systems; later postwar manufacturing plants or warehouses incorporated electric systems. Many light industrial buildings have rhythmically spaced, periodic window bays. In many of the smaller-scale postwar variants, these windows were commonly multi-light metal-frame units with an operable awning or hopper window set within it to allow for ventilation. Often such natural lighting within exterior walls alone was not enough to disperse light across the span of a large floor area; therefore, top lighting was also used. In instances where the top lighting was natural, industrial buildings would commonly incorporate a "sawtooth" roof. Long, repeating angled banks of windows would contain north-facing glazing so as to allow light into the space but not the penetrating sun that would occur with south-facing glazing. Sawtooth roofs are typically supported by columns at their valleys but may also be supported by any variety of truss system, which alleviates the need for columns.[52]

Within the vast spaces of the industrial building, materials, employees, and a type of production called "process engineering" were among the pre-planned elements of the design. Mid-century factory design dictated that machines, rather than humans, should be used whenever possible to transform raw materials into a finished product. The idea of "process engineering" also played a role in the construction, design, and use of light industrial architecture.

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[49] Kenneth Reid, *Industrial Buildings: The Architectural Record of a Dec*ade (New York, NY: F.W. Dodge Corporation, 1951), 46-48.

[50] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York, NY: Oxford University Press, 1999), 74–76.

[51] Munce, 39; Betsy Hunter Bradley, 29.

[52] Betsy Hunter Bradley, 192.

Many factories and light industrial buildings are parsed into three parts: process line, production area, and ancillary storage areas. In early factories and light industrial buildings, the conveyor would connect the three separate portions in the most efficient manner possible.[53] Canneries, for example, relied on a conveyor system to move fish from boats in the harbor into the building, then through the building as it was processed.

Efficient movement of materials was also important in the selection of a building's location. The earliest industrial architecture was located near waterways; with the advent of the locomotive, the property type was constructed near railways, then, later, near roads. This contextual relationship has remained consistent to the present day. At the Cannery Block, to expedite the industrial process, fishermen delivered tuna from the eastern portion of Fish Harbor, located to the west and across Ways Street. A conveyor belt tower at the Cannery Block is one way tuna traveled through the buildings: entering just south of the mid-way point along the block, then north through the "canning and packing" building. Being dependent on the sea, the Cannery Block's location at Fish Harbor was vital; however, railroad tracks and roadways to the property also facilitated the distribution of goods. Railroad spur lines previously accessed Fish Harbor buildings, including the Cannery Block. Although still extant today, they do not appear to be in use. In the postwar era, trucking became a major industry, which is represented by the long loading dock on the Cannery Block's eastern elevation.

Under NRHP/CRHR Criterion A/1, an eligible example of light industrial architecture would need to demonstrate the character-defining features of its process engineering, which are a combination of original, unaltered interior volumes, typically one to one and a half stories in height, coupled with original equipment and the layout within the interior spaces. Such a building under Criterion A/1 could be eligible for development of a significant industrial process or product, provided the above-mentioned integrity is retained. However, with a priority on efficiency and profit, light industrial processes and products are constantly refined to maximize return on investment. Consequently, light industrial properties are frequently altered to accommodate new product manufacturing processes or updated technologies. Full or partial demolition is commonplace, resulting in industrial areas that are characterized by buildings with widely varying dates of construction that reflect quite different industries and contexts. This trend is represented in the Cannery Block's extant design. Each elevation has undergone additions and alterations, including the construction of new warehouse structures; steam- and canning-related infrastructure, such as curved concrete bases for retorts; and additional office and employee space.

It is rare for a light industrial building as a property type to be NRHP/CRHR eligible under Criterion C/3, distinct from its architectural style, such as Late Moderne or International Style Modern, among others.

[53] Munce, 55.

For such a property to be eligible as a light industrial property type, the building would need to have a high degree of historic integrity, which is rare. Necessary features may include a combination of intact factory and reception areas, architectural details, and landscaping, in additional to intact interior spaces and most of the original process engineering components. If a high degree of exterior integrity alone is retained, a light industrial building may be NRHP or CRHR eligible under Criterion C/3 if it is an rare example of the property type and therefore distinctive to a given locale or vicinity. A light industrial building may also be historically significant under NRHP or CRHR Criterion C/3 if its design is directly associated with historically significant construction or the development of process engineering, including early, if not verified, examples of historically significant construction or process engineering.

Moderne Architecture (1925-1959)

Moderne architecture is a broad category that includes various modernistic and modern subtypes that evolved alongside, and largely contrasted, the sleeker and more austere modernism of the International Style, which proved popular between the 1920s and 1950s.[54] Most popular prior to World War II, Moderne was eventually surpassed by the growing influence of the International style. The Moderne substyles evolved from Art Deco in the 1920s to Streamline Moderne in the 1930s and 1940s to Late Moderne's beginnings in the late 1930s through the 1950s.[55]

Art Deco derives its name from Paris's 1925 *Exposition des Arts Decoratif*.[56] The style took shape as a means of enlivening simplified Classical forms with dynamic shapes, surfaces, and angles that expressed the energy and movement of the Jazz Age.[57] Art Deco, or "Zig-Zag," buildings had vertical emphasis and made use of bold, repetitive geometric forms and decorative motifs. Rather than presenting a flat plane, façades often stepped backward and forward to create visual rhythm and feature vertical projections above roof lines. The Streamline Moderne substyle, distinguished by its horizontal emphasis and an aesthetic that suggested movement, evoked associations with aerodynamically designed transportation technologies, such as automobiles, trains, airplanes, and ships.[58] Curved elements and teardrop forms are common to the style, but Streamline Moderne buildings always feature horizontal bands or ribbons of steel-framed windows; some even include glass block or nautical portal windows to emphasize the style's association with aerodynamics and transportation. Although limited curvature survived in some Late Moderne buildings, the style put greater emphasis on angularity, the use of stack-bond brick, and

[54]Arie van de Lemme, *A Guide to Art Deco Style* (New Jersey: Chartwell Books, Inc., 1986), 8.
[55] Stephen Sennott (ed.), "Art Deco," *Encyclopedia of Twentieth Century Architecture* (Taylor and Frances, 2004), 69.
[56] Arie van de Lemme, *A Guide to Art Deco Style* (New Jersey: Chartwell Books Inc., 1986), 8–11.
[57] Ibid., 16–23.
[58] David Gebhard and Harriette von Breton, *L.A. in the Thirties, 1930–1941* (Peregrine Smith, Inc., 1975), 4; Stephen Sennott (ed.), "Art Deco," *Encyclopedia of Twentieth Century Architecture* (Taylor and Frances, 2004), 69.

bezels surround windows—a leading feature that distinguished this substyle.[59] Landscape features, such as built-in planters, are also common in Late Moderne buildings.

The office building at the northeastern corner of the Cannery Block displays features of the Late Moderne style: asymmetrical but balanced composition, a pylon extending well above the roofline that acts as a billboard, cantilevered porch hood with curved edges, recessed entrance, ribbon windows, brick and smooth stucco cladding, and built-in planters.

Under NRHP/CRHR Criterion C/3, an eligible example of Late Moderne architecture would need to embody the distinctive features of its style, possess high artistic values, or represent the work of a master architect. Distinctive features of the style would include artistic handling of volumes and massing; variegated façades; geometric forms; an emphasized entrance, commonly through the construction of a pylon rising well above the roofline; a ribbon of steel windows surrounded by a bezel; and multiple cladding materials, such as the use of stack-bond brick and rock. In addition, built-in planters, or other forms of landscaping, play a vital role in Late Moderne designs. Rote repetition of shapes, forms, and materials in a Late Moderne design does not elevate it to NRHP or CRHR eligibility; instead, a Late Moderne building would represent an artistic and thoughtful approach to design, often evident in the work of a master architect.

Site History (1921-Present)

In 1921, the land beneath the Cannery Block did not yet exist; however, the Port had plans to infill a portion of the harbor to create more land mass for Terminal Island, which was completed by 1936.[60] Starting as early as 1936, the California Marine Curing and Packing Company, Pacific Processing Company, South Coast Fisheries, and French Sardine Company all established facilities at the Cannery Block and operated simultaneously by 1949 (Figures 33 and 34).

Permit and newspaper research suggests that South Coast Fisheries was the first to establish a facility at the Cannery Block. The earliest permit on file with the Los Angeles Department of Building and Safety (LADBS) requested construction of a 20-foot-tall, one-story 75- by 400-foot building for use as a cannery and reduction plant by South Coast Fisheries designed by William F. Durr.[61] The main cannery building, used to pack a variety of fish, featured a concrete floor and sawtooth roof.[62] South Coast Fisheries also constructed a 22-foot-tall one-story boiler room; a 16-foot-tall, one story 25- by 125-foot fish reduction

[59] Christopher A. Joseph & Associates, *City of Riverside Modernism Context Statement* (Historic Resources Division of the City of Riverside, 2009), 13.
[60] Sanborn Fire Insurance Map, "San Pedro," Volume 19 (1921), sheet 1910.
[61] LADBS Permit No. 1936LA34205.
[62] "Cannery Companies Rush New Plants," *Los Angeles Times* (December 8, 1936), 39.

building; and a 10-foot tall, one-story 16- by 80-foot net shed between 1936 and 1937.[63] South Coast Fisheries continued to expand its facility throughout the 1940s, according to permit records. However, it was not the only company to develop facilities at the Cannery Block.

The California Marine Curing and Packing Company also planned to establish a plant at the Cannery Block in 1936, although it may not have been completed until 1942.[64] The earliest permit on file for the California Marine Curing and Packing Company dates to 1942, a certificate of occupancy for a fish cannery.[65] Early permits identify James R. Friend and William F. Durr as architects. Located at the northwest corner of the Cannery Block, with frontage primarily along Ways Street, the California Marine Curing and Packing Company expanded its facility throughout the 1940s. For example, in 1944, the company requested construction of a net shed, and in 1946, the company requested a "bucket conveyor system."[66]

The French Sardine Company established a facility at the Cannery Block by 1943, and the Pacific Processing Company established a facility by 1950, although permits, newspapers, and historic photographs were unable to pinpoint the exact dates for either company.[67] The French Sardine Company established its "Plant No. 2" at the southern portion of the Cannery Block, which now contains a surface parking lot. The French Sardine Company's Plant No. 2 suffered damage from a fire in 1943, which also damaged South Coast Fisheries to the north.[68] Little information was available regarding Pacific Processing Company. The company appears to have functioned not as a cannery, but as a related fish processing industry that produced fertilizer and fish meal from sardines.[69]

Although the three canneries and the fish processing company were in operation by 1950, the northeast portion of the Cannery Block remained unimproved until 1953 when the California Marine Curing and Packing Company expanded its operation by requesting permits for construction of a one-story 41- by 85-foot private office building at 334 Cannery Street.[70] Permits identify W. Harry Hiller as the architect.

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[63] LADBS Permit Nos. 1936LA36217; 1936LA02920; and 1937LA16498.

[64] "Cannery Companies Rush New Plants," *Los Angeles Times* (December 8, 1936), 39; "Legal Notice: Order No. 1586," *Wilmington Daily Press Journal* (November 17, 1936), 4.

[65] LADBS Permit No. 1942LA13849

[66] LADBS Permit Nos. 1944SP86284 and 1946SP85709

[67] "Overtime Urged for Firemen: Proposal Being Studied Here to Solve Problem of Man Power Shortages," *Los Angeles Times* (January 8, 1943), 12; Sanborn Fire Insurance Map, "San Pedro" (1950), sheets 1910 and 1938.

[68] "Overtime Urged for Firemen: Proposal Being Studied Here to Solve Problem of Man Power Shortages," *Los Angeles Times* (January 8, 1943), 12

[69] Sanborn Fire Insurance Map, "San Pedro" (1950), sheets 1910 and 1938; Jones & Stokes, "Final Architectural Survey and Evaluation of Chicken of the Sea Plant, 338 Cannery Street, Terminal Island, Port of Los Angeles" (Los Angeles, CA: Jones & Stokes, 2008), 18-19.

[70] LADBS Permit No. 1953SP05767.

The company also constructed a warehouse south of the office building between 1953 and 1960, although permits are not available. At that time, the company operated on more land at the Cannery Block than any other company, but the company was not the largest cannery in operation at Terminal Island's Fish Harbor.

California Marine Curing and Packing Company remained in operation until circa 1970, but the dates when South Coast Fisheries, Pacific Processing Company, and the French Sardine Company closed operations at the Cannery Block are unclear.[71] Local newspapers do not mention South Coast Fisheries after 1959, nor is the company noted on Cannery Block permits

after the 1950s.[72] Likewise, local newspapers do not mention Pacific Processing Company after 1958.[73] Pacific Processing Company's tanks were demolished between 1965 and 1967, prior to Pan-Pacific Fisheries' use of the Cannery Block (Figure 35).[74]

The French Sardine Company changed its name to Star-Kist with the opening of Star-Kist Plant No. 4 at 1050 Ways Street (south of the Cannery Block) in 1952.[75] It is unknown if Star-Kist closed the French Sardine Company's Plant No. 2 facility with the opening of Star-Kist Plant No. 4 or it remained operational after 1952.

Beginning in 1950, Pan-Pacific Fisheries operated a facility south of the Cannery Block at 350 Sardine Way; in the early 1970s, the company expanded to the north and into the Cannery Block.[76] Formerly occupied by multiple businesses, the Cannery Block now appeared to be occupied by a single company. Research has not determined if California Marine Curing and Packing Company, South Coast Fisheries, or the French Sardine Company (Star-Kist) occupied the Cannery Block with Pan-Pacific Fisheries or if Pan-Pacific Fisheries was the sole operator of the block between 1970 and 1975. Research did not identify future operations at California Marine Curing and Packing Company, Pacific Processing Company, or South Coast Fisheries. Pan-Pacific Fisheries renovated, altered, and rebuilt portions of the Cannery Block to suit its needs. The following table provides a summary of tenants and years in which they occupied the Cannery Block:

[71] LADBS Permit Nos. 1970SP43849 and 1973SP49263.
[72] Last mentioned in "Port Firm Victim of Food Racketeer," *Long Beach Independent* (April 3, 1959).
[73] Last mentioned in "Blasts Sinks Yacht, Three Abroad Hurt," *Long Beach Independent* (January 6, 1958), 4.
[74] Port of Los Angeles Photograph Archive; "Terminal Island," *Historicaerials.com* (1963).
[75] "Big Project at Harbor," *Los Angeles Times* (November 9, 1952), 147; "Cannery to Dedicate New $2,000,000 Plant," *Los Angeles Times* (November 10, 1952), 49.
[76] LADBS Permit No. 1973SP49263; "Accountant," *Long Beach Independent* (March 14, 1972), 32; "Coastal Board Action Due 20 4 Applications," *Independent-Press Telegram* (April 13, 1974), 9.

Table 1: List of Cannery Block Tenants

Name of Company	Address	Years Occupied
California Marine Curing and Packing Company	702-740 Ways Street; 334-338 Cannery Street	1942–c. 1970
Pacific Processing Company	762 Ways Street	By 1950–c. 1958
South Coast Fisheries	820-821 Ways Street	1936–c. 1959
French Sardine Company	301-399 Sardine Street; 910 Ways Street	By 1943–c. 1952
Pan-Pacific Fisheries	338 Cannery Street; 888 Ways Street	c. 1970–1995
Chicken of the Sea	338 Cannery Street	c. 1997–2001

By circa 1972, Pan-Pacific Fisheries had demolished approximately 25 percent of the Cannery Block.[77] New construction in the early 1970s comprised approximately 30 percent of the Cannery Block, including development in previously unimproved areas. Demolition comprised primarily of destruction of the former South Coast Fisheries building on the Cannery Block.

New construction and alterations in the 1970s and 1980s included the following:

- Installation of two water treatment tanks,[78]
- Installation of fish thaw tanks and an associated shelter,[79]
- Installation of evaporator tanks,[80]
- Demolition of the French Sardine Company's Plant No. 2 building,
- Construction of a surface parking lot,
- Reroofing,[81] and
- A 45- by 110-foot one-story tuna butchering building.[82]

The alterations, demolition, and new construction by Pan-Pacific Fisheries not only changed buildings within the Cannery Block but changed the way the block operated (Figure 36-37). Formerly operated by four companies, Pan-Pacific Fisheries was now the sole operator. Moreover, this lead to changes in fish and production circulation at the property. Although each company featured a specific circulation

[77] Port of Los Angeles Photograph Archive (1951- 1980); and "Terminal Island," *Historicaerials.com* (1952, 1963, 1972, 1980).
[78] LADBS Permit Nos. 1973SP49264 and 1973SP49265.
[79] LADBS Permit No. 1974SP51848.
[80] LADBS Permit No. 1974SP52207.
[81] LADBS Permit No. 1981SP66074.
[82] LADBS Permit No. 1989SP00090.

pattern within its property, Pan-Pacific Fisheries changed the scale of operations to encompass the entire block.

Alterations, such as the removal of retorts, the installation of new fenestration, and the removal of historic fenestration also denote changes to the property since 2006 (Figures 38 and 39).

Integrity

A period of significance was not formally assigned for this evaluation because the property lacks sufficient integrity to convey any significance. As noted above, dates considered important in the evaluation include 1936–1970 (California Marine Curing and Packing Company, Pacific Processing Company, South Coast Fisheries, and French Sardine Company) and 1970–1995 (Pan-Pacific Fisheries). However, the dates from 1970-1995 do not appear to be important in either the history of Fish Harbor and the canning industry nor the history of Pan-Pacific Fisheries.

Location

The Cannery Block has not been moved from its original location. Therefore, it retains integrity of location.

Setting

When initially improved in the mid-1930s, and for several decades after, the areas north and west of the Cannery Block contained other canneries and associated storage, boating, and fish-related business (See Site History, Figure 33). Restaurants and shops that supported the concentrated worker population were also located in the vicinity. With the demise of the canning industry in the United States and the rise of containerization, Fish Harbor experienced drastic changes, resulting in the demolition of many buildings.

In 1950, the Port reclaimed land south and east of the Cannery Block. Star-Kist constructed its Plant No. 4 to the south in 1952. Land to the east remained unimproved until circa 1970 when the Port once again expanded Terminal Island's land mass (See Site History, Figures 35 and 37).

Today, Fish Harbor consists of a few buildings, which are now interspersed among dirt or paved parcels (See Map 1 above). Large container terminals are to the north and east. Fish Harbor no longer operates as a center to the fishing or canning industries. Associations with Fish Harbor, as a vibrant fishing community, were important aspects to the buildings along the harbor, including those within the Cannery Block.

The Cannery Block does not retain integrity of setting.

Design

The California Marine Curing and Packing Company, Pacific Processing Company, South Coast Fisheries, and the French Sardine Company operated at the Cannery Block between 1936 and 1970. It is this period in which Fish Harbor reigned within the canning industry. Major changes to the site after 1970 have had a major impact on the block's integrity of design. Pan-Pacific Fisheries was in decline in the 1970s, along with the tuna business in the United States at large. Changes to the building made during Pan-Pacific Fisheries' tenure on the Cannery Block have not gained significance in their own right.

Since the time when the Cannery Bock was recorded in Sanborn Fire Insurance Company maps in 1950, a year that is representative of both Fish Harbor's importance to the industry and the Cannery Block's function and plan, the design of the property has changed substantially (See Site History, Figures 34 and 36). Historically, the Cannery Block was not a cohesive building, design, or plan: in 1950, three canneries and an associated fish business operated at the Cannery Block, each with its own office, packing/canning rooms, warehouses, cold storage rooms, net storage rooms, and/or tanks.[83] Historical maps and imagery identifies that blocks at Fish Harbor were commonly subdivided and used by multiple business.[84] Indeed, Star-Kist's Plant No. 4, built in 1952, appears to be the only anomaly whereby a single company built out an entire block at Fish Harbor. As such, the subdivided cannery block (prior to c. 1970) exemplified plan, design, and construction at Fish Harbor. The design of each company's space followed common light industrial design, with office space delineated and placed at the front of a warehouse-like facility.

Permits, historic aerial images, and visual inspections note alterations, demolitions, redevelopment, and new construction which have destroyed the subdivided nature of the Cannery Block in favor of a more cohesive design which supported the operation of a single company at the Cannery Block. However, not constructed at once, even the Cannery Block during Pan-Pacific Fisheries' operation lacked a linear production line, common for light industrial buildings of the era such as Star-Kist's Plant No. 4 to the south.

Major alterations to the overall design of the block include the: construction of a new office and warehouse between 1953 and 1960 and the demolition of the Pacific Processing Company between 1965 and 1967, South Coast Fisheries between 1969 and 1972, and the French Sardine Company's Plant

[83] Sanborn Fire Insurance Map, "San Pedro," Volume 19 (1950), sheets 1910 & 1938.
[84] Sanborn Fire Insurance Map, "San Pedro," Volume 19 (1921), sheets 1910 & 1912; Port of Los Angeles Photograph Archive (1951- 1980); and "Terminal Island," Historicaerials.com (1952, 1963, 1972, 1980).

No. 2 after 1980.[85] Redevelopment took place in the 1970s.[86] To quantify these changes: demolition after 1965 affected approximately 55 percent of the Cannery Block. Of that 55 percent, approximately 70 percent was redeveloped (between 1972 and 1983) and 30 percent contains a surface parking lot.

Cannery operations not only determined organization of a subdivided block, but also interior forms, plans, spaces, and machinery, which have also been lost through demolition and alteration at the Cannery Block. Necessary elements of any tuna canning process include flumes and conveyors for transporting goods (i.e., tuna and cans) throughout the facility; areas for cleaning raw fish prior to cooking; tube-like metal retorts for the cooking process; large tuna preparation rooms, which often contained multi-level conveyors; and canning machinery.[87] Moreover, the manufacturing process required additional infrastructure, such as tanks, pipes, and wires. Today, the Cannery Block contains only minimal references to the necessary elements of a tuna cannery or fish related business. Remnants remain, but lack context: the non-operational fish import tower is missing its conveyor system (Figure 1); a raised conveyor segment is no longer connected to the larger system of conveyors (Figure 26); and retorts have been removed, as evidenced by the marks on the curved concrete foundation (Figure 27). These features are necessary to operation of a tuna cannery.

Through demolition, alteration, and the removal of necessary machinery, the Cannery Block does not retain integrity of design.

Materials

Although several buildings date to the 1950s and retain some original materials, such as wood, concrete, metal, and glass, demolition has resulted in the wholesale loss of many materials (wood, concrete, metal, and glass) installed at the Cannery Block between 1936 and 1970, which correspond to an important era in the Cannery Block's history. For example, interior materials used for the canning process, such as metal and wire, are very important to the design and operation of the light industrial property. In addition to removed construction materials, interior materials used for the conveyor system and retorts have also been removed (See Site History, Figures 38 and 39).

In addition, exterior materials have been lost due to alteration and demolition. As noted above (see Design discussion), demolition after 1965 affected approximately 55 percent of the Cannery Block. Of that 55 percent, approximately 70 percent was redeveloped (between 1972 and 1983); 30 percent contains a surface parking lot. Historic aerials show that the South Coast Fisheries and French Sardine

[85] 1953SP05767; Port of Los Angeles Photograph Archive (1951- 1980); and "Terminal Island," Historicaerials.com (1952, 1963, 1972, 1980).
[86] 1953SP05767; Port of Los Angeles Photograph Archive (1951- 1980); and "Terminal Island," Historicaerials.com (1952, 1963, 1972, 1980).
[87] James Phelan, "How to Put a 100-Pound Tuna in a 7-Ounce Can," *Independent Press Telegram* (July 11, 1954), 4.

Company facilities at the Cannery Block contained rolled-steel, multi-light casement-type windows, which are no longer extant. The rolled steel and glass, which was most likely wired, have been completely removed from the property.

The Cannery Block does not retain integrity of materials.

Workmanship

Although several buildings date to the 1950s—representative of the height of Fish Harbor and the canning industry—and retain some original aspects of workmanship, demolition resulted in wholesale loss of human and machined workmanship such that the Cannery Block no longer displays sufficient integrity of workmanship from 1936 to 1970. As noted above (see Design and Materials discussions), demolition after 1965 affected approximately 55 percent of the Cannery Block. Of that 55 percent, approximately 70 percent was redeveloped (between 1972 and 1983); 30 percent contains a surface parking lot.

The Cannery Block does not retain integrity of workmanship.

Feeling

Because of alterations to the exterior and the interior of the Cannery Block buildings after 1970, the Cannery Block does not convey its historic character representative of the height of Fish Harbor or the canning industry. Pan-Pacific Fisheries was in decline in the 1970s, along with the tuna business in the United States at large. Changes to the building made during the company's tenure of the Cannery Block have not gained significance in their own right.

The California Marine Curing and Packing Company, Pacific Processing Company, South Coast Fisheries, and the French Sardine Company operated from the Cannery Block between 1936 and 1970. It is this period in which Fish Harbor reigned within the canning industry. As such, major changes to the site after 1970 have had a major impact on the block's integrity of feeling because it no longer feels like neither a pre-1970 light industrial property nor a fish cannery.

The Cannery Block contains warehouse buildings, an office building, and a loading dock, but it lacks many of the other key features of light industrial canning facilities that represent an aesthetic or historic sense of the canning industry at Fish Harbor. In particular, retort tanks, conveyor systems, and other pieces of machinery are no longer extant (See Site History, Figures 38 and 39). Without these elements, the Cannery Block appears as though it could have served any number of light industrial functions. Moreover, it appears as a single property today, whereas between 1936 and 1970, four business operated at the Cannery Block.

The Cannery Block does not retain integrity of feeling.

Association

Because of alterations to the exterior and the interior, demolition, and rebuilding, as well as the removal of process engineering elements such as conveyors and retorts, the Cannery Block does not convey a direct link with the California Marine Curing and Packing Company, Pacific Processing Company, South Coast Fisheries, French Sardine Company (Star-Kist), or even Pan-Pacific Fisheries. Moreover, it does not convey sufficient associations with the tuna canning industry at Fish Harbor. For example, although there are minor remnants of elements that were once used in tuna canning, such as a non-operational tower and partial supports for a conveyor, these elements lack clear associations with the tuna industry and appear as though they could have served any number of light industrial functions.

The Cannery Block does not retain integrity of association.

Evaluation

For a property to be eligible for the NRHP or CRHR or as a local HCM, a property must be associated with an important context and retain historic integrity within its features in order to convey that significance. Survey and physical inspection, research, context developed for the 2008 evaluation, new context developed for this re-evaluation, and integrity, were assessed to determine if the Cannery Block was eligible for the NRHP or CRHR or as a local HCM.

The Cannery Block lacks sufficient integrity for eligibility under the NRHP or CRHR or as a local HCM under Criterion A/1. The Cannery Block is not significant for an association with persons, architecture or architects, or information potential. The Cannery Block is not eligible for the NRHP or CRHR or as a local HCM under any criterion.

National Register of Historical Resources and California Register of Historical Places

NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history

Fish Harbor at Terminal Island became a leading location for, first, sardine and, later, tuna fishing. Indeed, the Port created Fish Harbor, beginning in 1915, to unite the fishing industries and separate them from shipping.[88] With the advent of refrigeration onboard vessels, tuna could be caught and kept

[88] Hadley Meares, "San Pedro: Off the Coast of San Pedro, a Japanese Community Erased," *CurbedLA* (March 30, 2018), np, accessed 6/28/2019, https://la.curbed.com/2018/3/30/17147942/san-pedro-history-terminal-island-internment.

fresh in quantities suitable for canning.[89] Fish Harbor boomed. In its heyday, circa 1950, approximately 17,000 working positions including 2,000 fishermen served 18 canneries.[90] The Cannery Block was one of many areas in Fish Harbor that supported this boom. Local newspapers such as the *Los Angeles Times* and the *Wilmington Daily Press Journal* identified the Port's Fish Harbor at Terminal Island as "the greatest fishing port in the world," led in canned tuna production by 1946.[91] For example, in 1954, approximately 65 percent of canned tuna consumed in the United States was produced by Star-Kist and Van Camp Company (later, Chicken of the Sea), both operating on Terminal Island's Fish Harbor.[92] So important was the tuna industry in Los Angeles, the County of Los Angeles's second seal incorporated a tuna into its design in 1957.[93]

Although the Cannery Block played a role in the fishing and canned tuna industry, the property fails to depict or convey its significance. Originally subdivided and operated by four companies associated with the fish and canning industry at Fish Harbor, Pan-Pacific Fisheries began operating the entirety of the Cannery Block in the early 1970s. This change in operation necessitated alteration, demolition, and new construction at the Cannery Block. These changes disassociate the Cannery Block from its noteworthy period of operation from 1936 to 1970, and tenants from that era. Furthermore, the Cannery Block also lacks visual links with Pan-Pacific Fisheries. The property lacks historic process engineering equipment such as conveyors, retorts, or the mechanical infrastructure necessary to power the operation, and signage that identifies historic tenants: rather than convey or represent the fishing and cannery industry, the Cannery Block could serve any light industrial purpose.

Therefore, the Cannery Block is not eligible under NRHP/CRHR Criterion A/1.

NRHP/CRHR Criterion B/2: Association with the lives of persons significant in our past

Research yielded three persons historically associated with the Cannery Block: Nick Kuglis, Martin Bogdanovich, and Max Gorby. Kuglis, who appears to have been a fisherman early in his career, headed South Coast Fisheries as early as 1936.[94] Bogdanovich founded French Sardine Company in 1917 and was involved in its management until his passing in 1944, after which Bogdanovich's son, Joseph, assumed control of the company. Both South Coast Fisheries and the French Sardine Company's Plant No. 2 have been demolished. Therefore, Kuglis and Bogdanovich are no longer associated with the

[89] James Phelan, "How to Put a 100-pound Tuna in a 7-ounce Can," *Independent Press Telegram* (July 11, 1954), 4, 18.
[90] Phelan, 4, 18; Grobaty, np; Sahagun, np.
[91] Ibid.
[92] Phelan, 4, 18.
[93] Sahagun, np.
[94] "Make Offer for Fish," *Los Angeles Herald* (April 5, 1910), 5; "Speed Jobs to Enable Activity Again," *Wilmington Daily Press Journal* (December 8, 1936), 1.

Cannery Block. Gorby ran the California Marine Curing and Packing Company from at least 1942 to 1958.[95] Gorby was elected president of the California Fish Canners Association in 1952 and appointed to the State Marine Research Committee in 1958.[96] However, Gorby does not appear to have made significant contributions in Fish Harbor or to the canning industry, the California Marine Packing and Curing Company, or the Cannery Block.

Therefore, the Cannery Block is not eligible under NRHP/CRHR Criterion B/2.

NRHP/CRHR Criterion C/3: Embody the distinctive characteristics of a type, period, or method of construction that represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction

The Cannery Block contains some features of light industrial properties such as low, large open spaces, enclosed in low-maintenance or maintenance -free buildings and accommodation for specialized production. In particular, tall one-story, rectangular-plan warehouse-like buildings facilitated horizontal production with a mezzanine level for office or worker use separate from production. Buildings contain lighting and ventilation systems indicative of their construction date: earlier buildings contain skylights while newer buildings rely on electric lighting. However, the Cannery Block is not distinctive and lacks many key features of the type, such as original, intact process engineering equipment for tuna canning. Constructed of reinforced concrete, metal frame, and wood or metal truss roofing systems and rising one-story tall, the Cannery Block does not feature examples of historically significant construction or process engineering development.

Permits identified that the California Marine Curing and Packing Company hired James R. Friend, William H. Durr, and W. Harry Hiller in the 1940s and 1950s. Friend also completed work for Pan-Pacific Fisheries' plant in 1946, south of the Cannery Block. Friend worked in Long Beach and Los Angeles between at least 1925 and 1959, and is known to have designed a handful of Port buildings.[97] Durr worked on several of the cannery buildings while Hiller designed the office building at 338 Cannery Street. Friend, Durr, and Hiller do not appear to be considered as master architects. Other architects associated with the Cannery Block's existing building, such as those that designed the 1970s

[95] "Coast Sea Food Honored," *Los Angeles Times* (July 19, 1942), 26; "Gorby Replaced Joe Mardesich," *Wilmington Daily Press Journal* (November 17, 1958), 1.

[96] "Congratulations In Order," *Wilmington Daily Press Journal* (September 18, 1952), 1.

[97] *Timeline of the Fishing Industry in Los Angeles Harbor* (no date), 3-4, accessed 6/28/2019, http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.562.9409&rep=rep1&type=pdf; "Twelve-Room House," *Los Angeles Times* (June 28, 1925), 88; Charles C. Cohan, "Big County Structure is on its Way," *Los Angeles Times* (April 5, 1959), 123; "Plan New Office for harbor Boat Building Works," *Wilmington Daily Pres Journal* (October 19, 1942), 1.

or 1980s buildings, remain unknown. The buildings that compose the site do not appear to be the work of a master architect, builder, or engineer. The warehouse buildings feature simple designs, construction, and engineering through their scale, materials, and type.

The Cannery Block does not display high artistic values. Although the office portion of the complex, designed by Friend, contains some vernacular modern and Moderne elements that are representative of the era, it is not a good example of the style. For example, although brick clads the lower portion of the office on the north elevation facing Cannery Street, the brick is not laid with a stack bond—a distinctive brick cladding pattern for the style date of construction (1953). Moreover, the office has undergone some alterations, such as the replacement of windows with a non-compatible type, non-original awnings have been installed above windows, and removal of original signage. The pylon, which has been repainted, lacks clear or ghost signage for California Marine Curing and Packing Company or Pan-Pacific Fisheries.

For these reasons, the Cannery Block is not eligible for the NRHP/CRHR under Criterion C/3.

NRHP/CRHR Criterion D/4: Potential to yield information important in prehistory or history

Cannery Block buildings feature concrete floors, wood or metal truss roofing systems, and concrete or metal walls. Constructed of concrete and wood on a modest scale, the one-story-plus-mezzanine Cannery Block buildings are unlikely to yield important information regarding building, construction, or engineering methods or technologies. Moreover, it is unlikely that the parcel, which was constructed on a landfill from circa 1921 to 1935, will yield contextual information regarding archaeological resources important in prehistory or history.

The Cannery Block is not eligible under NRHP/CRHR Criterion D/4.

Los Angeles Historic-Cultural Monument

Associated with important events in the main currents of national, state, or local history or exemplifies significant contributions to broad patterns

Fish Harbor at Terminal Island became a leading location for, first, sardine and, later, tuna fishing. Indeed, the Port created Fish Harbor, beginning in 1915, to unite the fishing industries and separate them from shipping.[98] With the advent of refrigeration onboard vessels, tuna could be caught and kept fresh in quantities suitable for canning.[99] Fish Harbor boomed. In its heyday, circa 1950, approximately

[98] Meares, np.
[99] Phelan, 4, 18.

17,000 working positions including 2,000 fishermen served 18 canneries.[100] The Cannery Block was one of many areas in Fish Harbor that supported this boom. Local newspapers such as the *Los Angeles Times* and the *Wilmington Daily Press Journal* identified the Port's Fish Harbor at Terminal Island as "the greatest fishing port in the world," led in canned tuna production by 1946.[101] For example, in 1954, approximately 65 percent of canned tuna consumed in the United States was produced by Star-Kist and Van Camp Company (later, Chicken of the Sea), both operating on Terminal Island.[102] So important was the tuna industry in Los Angeles, the County of Los Angeles's second seal incorporated a tuna into its design in 1957.[103]

Although the Cannery Block played a role in the fishing and canned tuna industry, the property fails to depict or convey its significance. Originally subdivided and operated by four companies associated with the fish and canning industry at Fish Harbor, Pan-Pacific Fisheries began operating the entirety of the Cannery Block in the early 1970s. This change in operation necessitated alteration, demolition, and new construction at the Cannery Block. These changes disassociate the Cannery Block from its noteworthy period of operation from 1936 to 1970, and tenants from that era. Furthermore, the Cannery Block also lacks visual links with Pan-Pacific Fisheries. The property lacks historic process engineering equipment such as conveyors, retorts, or the mechanical infrastructure necessary to power the operation, and signage that identifies historic tenants: rather than convey or represent the fishing and cannery industry, the Cannery Block could serve any light industrial purpose.

The Cannery Block is not eligible as an HCM under this criterion.

Associated with the lives of historic personages important to national, state, or local history

Research yielded three persons historically associated with the Cannery Block: Nick Kuglis, Martin Bogdanovich, and Max Gorby. Kuglis, who appears to have been a fisherman early in his career, headed South Coast Fisheries as early as 1936.[104] Bogdanovich founded French Sardine Company in 1917 and was involved in its management until his passing in 1944. After which Bogdanovich's son, Joseph, assumed control of the company. Both South Coast Fisheries and the French Sardine Company's Plant No. 2 have been demolished. Therefore, Kuglis and Bogdanovich are no longer associated with the Cannery Block. Gorby ran the California Marine Curing and Packing Company from at least 1942 to

[100] Phelan, 4, 18; Grobaty, np; Sahagun, np.
[101] Ibid.
[102] Phelan, 4, 18.
[103] Sahagun, np.
[104] "Make Offer for Fish," *Los Angeles Herald* (April 5, 1910), 5; "Speed Jobs to Enable Activity Again," *Wilmington Daily Press Journal* (December 8, 1936), 1.

1958.[105] Gorby was elected president of the California Fish Canners Association in 1952 and appointed to the State Marine Research Committee in 1958.[106] However, Gorby does not appear to have made significant contributions in Fish Harbor or to the canning industry, the California Marine Packing and Curing Company, or the Cannery Block.

Therefore, the Cannery Block is not eligible as an HCM under this criterion.

Embody the distinctive characteristics of a style, type, period, or method of construction; represent a notable work of a master designer, builder, or architect whose genius influenced their age; or possess high artistic values

The Cannery Block contains some features of light industrial properties such as low, large open spaces, enclosed in low-maintenance or maintenance -free buildings and accommodation for specialized production. In particular, tall one-story, rectangular-plan warehouse-like buildings facilitated horizontal production with a mezzanine level for office or worker use separate from production. Buildings contain lighting and ventilation systems indicative of their construction date: earlier buildings contain skylights while newer buildings rely on electric lighting. However, the Cannery Block is not distinctive and lacks many key features of the type, such as original, intact process engineering equipment for tuna canning. Constructed of reinforced concrete, metal frame, and wood or metal truss roofing systems and rising one-story tall, the Cannery Block does not feature examples of historically significant construction or process engineering development.

Permits identified that the California Marine Curing and Packing Company hired James R. Friend, William H. Durr, and W. Harry Hiller in the 1940s and 1950s. Friend also completed work for Pan-Pacific Fisheries' plant in 1946, south of the Cannery Block. Friend worked in Long Beach and Los Angeles between at least 1925 and 1959, and is known to have designed a handful of Port buildings.[107] Durr worked on several of the cannery buildings while Hiller designed the office building at 338 Cannery Street. Friend, Durr, and Hiller do not appear to be considered as master architects. Other architects associated with the Cannery Block's existing building, such as those that designed the 1970s or 1980s buildings, remain unknown. The buildings that compose the site do not appear to be

[105] "Coast Sea Food Honored," *Los Angeles Times* (July 19, 1942), 26; "Gorby Replaced Joe Mardesich," *Wilmington Daily Press Journal* (November 17, 1958), 1.
[106] "Congratulations In Order," *Wilmington Daily Press Journal* (September 18, 1952), 1.

[107] *Timeline of the Fishing Industry in Los Angeles Harbor* (no date), 3-4, accessed 6/28/2019, http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.562.9409&rep=rep1&type=pdf; "Twelve-Room House," *Los Angeles Times* (June 28, 1925), 88; Charles C. Cohan, "Big County Structure is on its Way," *Los Angeles Times* (April 5, 1959), 123; "Plan New Office for harbor Boat Building Works," *Wilmington Daily Pres Journal* (October 19, 1942), 1.

the work of a master architect, builder, or engineer. The warehouse buildings feature simple designs, construction, and engineering through their scale, materials, and type.

The Cannery Block does not display high artistic values. Although the office portion of the complex, designed by Friend, contains some vernacular modern and Moderne elements that are representative of the era, it is not a good example of the style. For example, although brick clads the lower portion of the office on the north elevation facing Cannery Street, the brick is not laid with a stack bond—a distinctive brick cladding pattern for the style date of construction (1953). Moreover, the office has undergone some alterations, such as the replacement of windows with a non-compatible type, non-original awnings have been installed above windows, and removal of original signage. The pylon, which has been repainted, lacks clear or ghost signage for California Marine Curing and Packing Company or Pan-Pacific Fisheries.

For these reasons, the Cannery Block is not eligible as an HCM under this criterion.

Yields or has the potential to yield information important to the prehistory or history of the nation, state, city, or community

Cannery Block buildings feature concrete floors, wood or metal truss roofs, and concrete or metal walls. Constructed of concrete and wood on a modest scale, the one-story-plus-mezzanine-level Cannery Block buildings are unlikely to yield important information regarding building, construction, or engineering methods or technologies. Moreover, it is unlikely that the parcel, which was once a landfill, circa 1921 to 1935, will yield contextual information regarding archaeological resources that would be important to prehistory or history.

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B14: Evaluator & Date: Margaret Roderick, July 18, 2019

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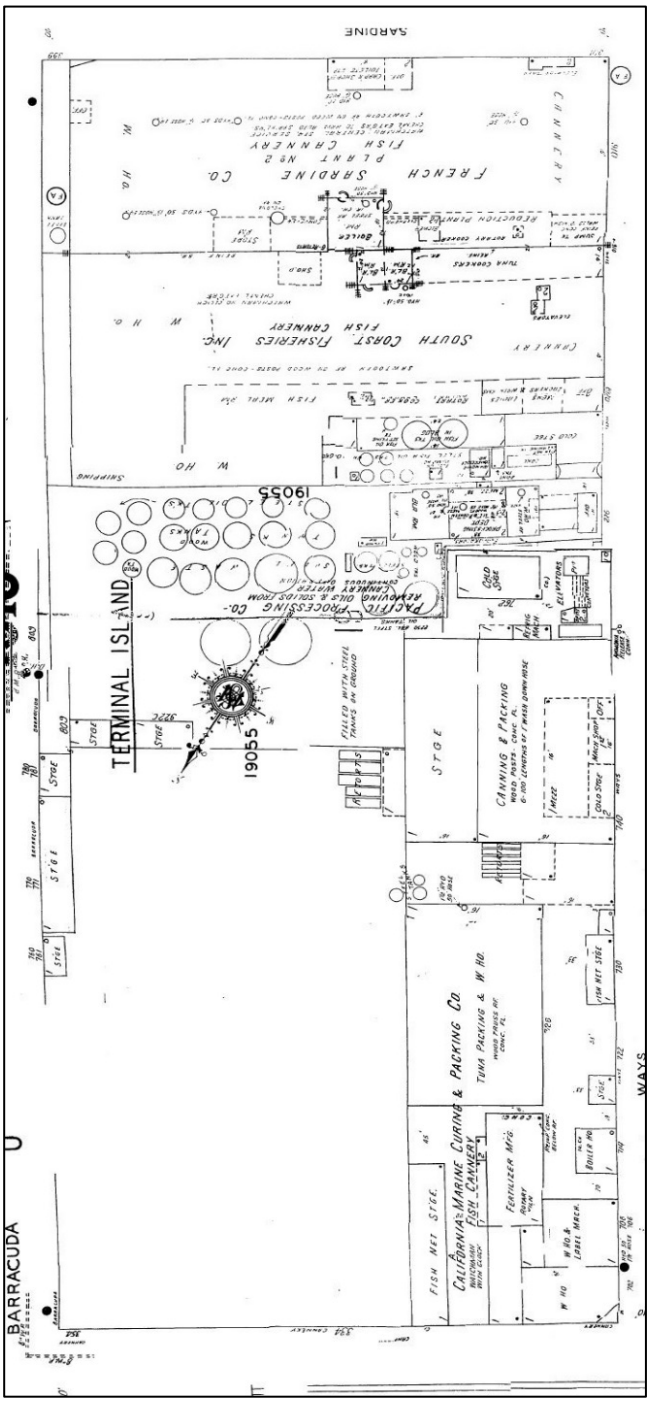

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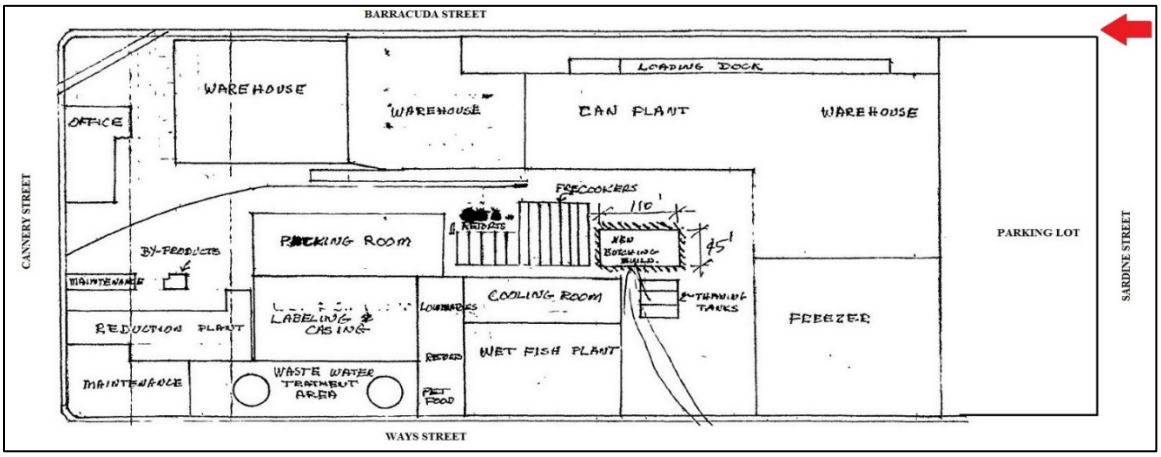

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Final Architectural Survey and Evaluation of the Chicken of the Sea Plant 338 Cannery Street, Terminal Island Port of Los Angeles

ADP# 060131-563

Prepared for:

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

Prepared by:

Jones & Stokes
811 West 7th Street, Suite 800
Los Angeles, CA 90017
Contact: Katy Lain
213/627-5376

March 2008

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INTRODUCTION

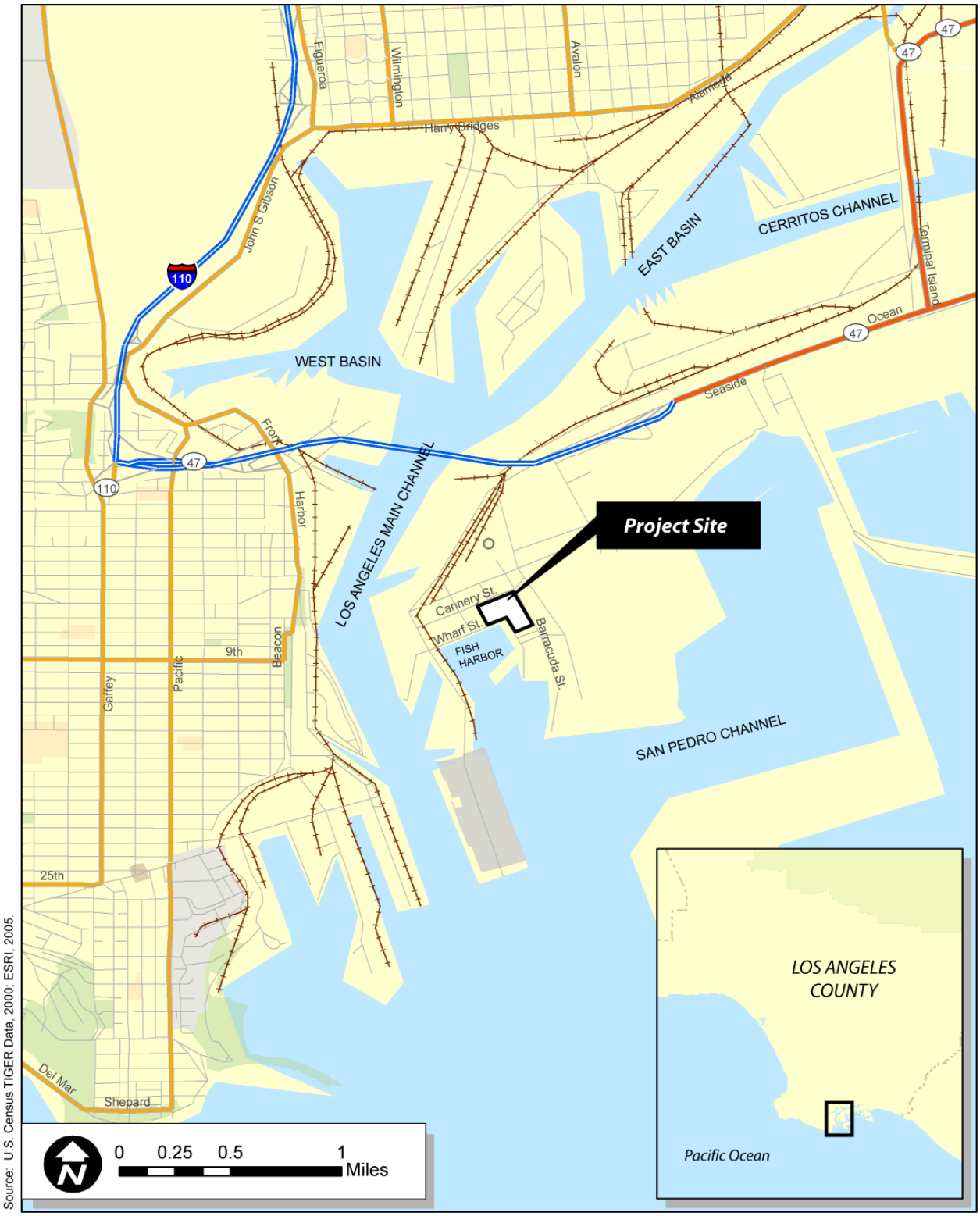
The Los Angeles Harbor Department (LAHD) contracted with Jones & Stokes to perform a survey and evaluation of the former Chicken of the Sea Plant, located at 338 Cannery Street on Terminal Island (Figure 1, Project Vicinity Map, Figure 2, Parcel Map, Figure 3 Survey Coverage Map). The LAHD is planning redevelopment of the area, which may include demolition of the building. For the purposes of the California Environmental Quality Act (CEQA), the identification and evaluation of historical resources within the project area will support an assessment of the impact of the project on cultural resources. To satisfy future projects subject to federal regulations, the building was also evaluated for eligibility for listing in the National Register of Historic Places (NRHP). The LAHD requested that Jones & Stokes provide a conclusive evaluation of the former Chicken of the Sea Plant at 338 Cannery Street to determine whether the property may qualify as a significant historical resource for the purposes of CEQA, and whether it is eligible for listing in the NRHP.

This report documents Jones & Stokes' methods and findings of an intensive architectural survey and evaluation of the property at 338 Cannery Street. Efforts included conducting archival research, surveying the resource, and applying the eligibility criteria for listing in the NRHP and in the California Register of Historical Resources (CRHR). Portia Lee, Jones & Stokes Senior Architectural Historian who meets the Secretary of the Interior's professional qualification standards for historian and architectural historian, conducted survey and evaluation work. Katy Lain conducted survey work and historical research. Portions of the report were written by Madeline Bowen, Portia Lee, and Katy Lain.

METHODOLOGY

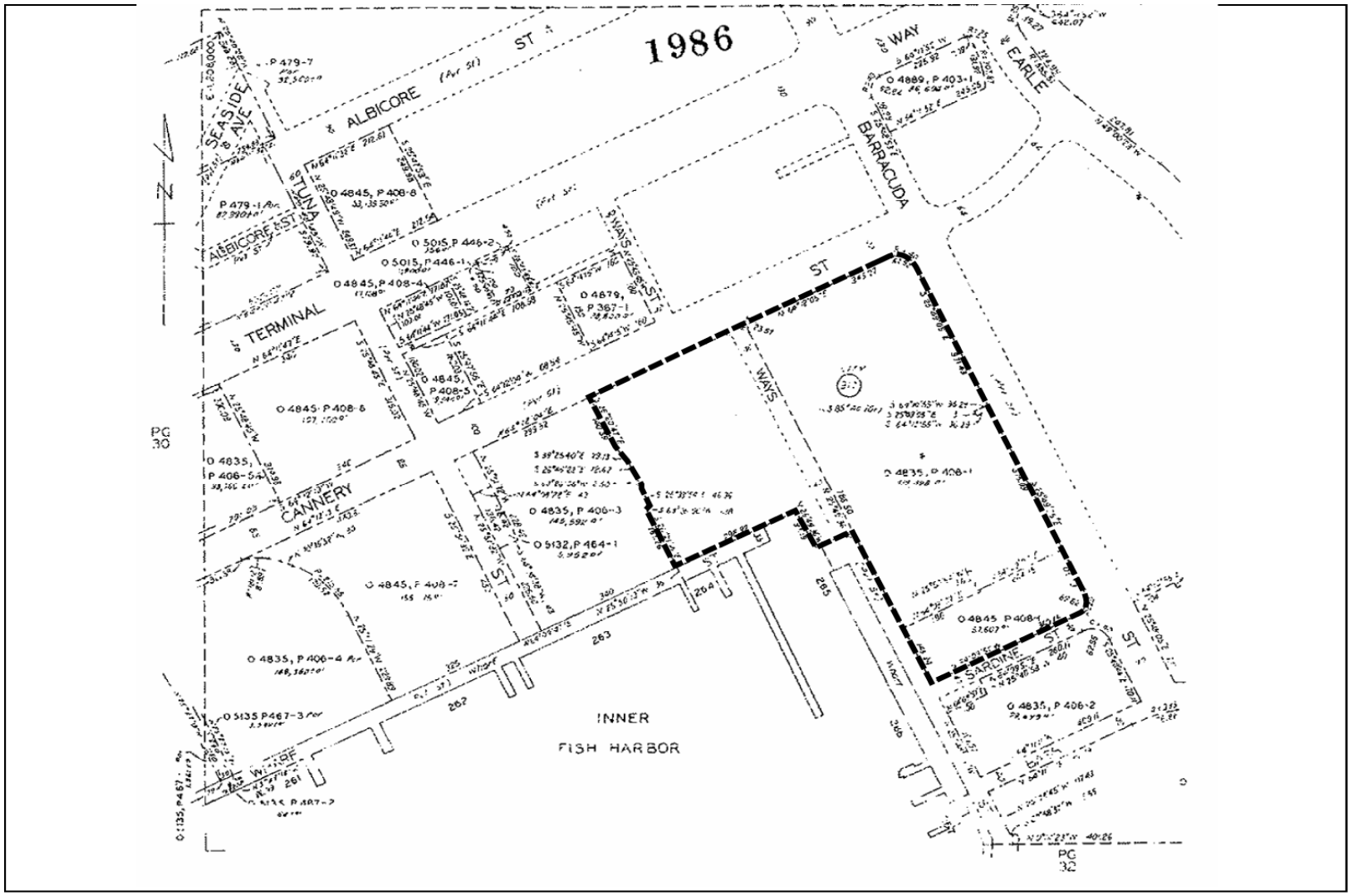
In 1983, the U. S. Army Corps of Engineers inventoried and evaluated Port of Los Angeles (Port) facilities at Fish Harbor and determined the harbor to be potentially eligible for listing in the NRHP. In 1995, San Buenaventura Research Associates inventoried Fish Harbor and its environs as part of a larger reconnaissance-level survey for Fugro West, Inc. The purpose of the larger port-wide reconnaissance survey was to identify areas with potential historical significance. The report concluded that the Fish Harbor area as a whole did not appear to meet the criteria for listing in NRHP due to a lack of integrity. As part of that report, historian Mitch Stone also evaluated a part of the subject building. He assigned the significance of the total building complex as "moderate" (San Buenaventura Research Associates 1995). These recommendations were not submitted to or concurred with by the California State Office of Historic Preservation.

In evaluating NRHP eligibility for the present Chicken of the Sea facility located at 338 Cannery Street between Ways and Barracuda Streets, archival research was conducted at the Port of Los



Jones & Stokes

Figure 1
Project Vicinity Map



Jones & Stokes

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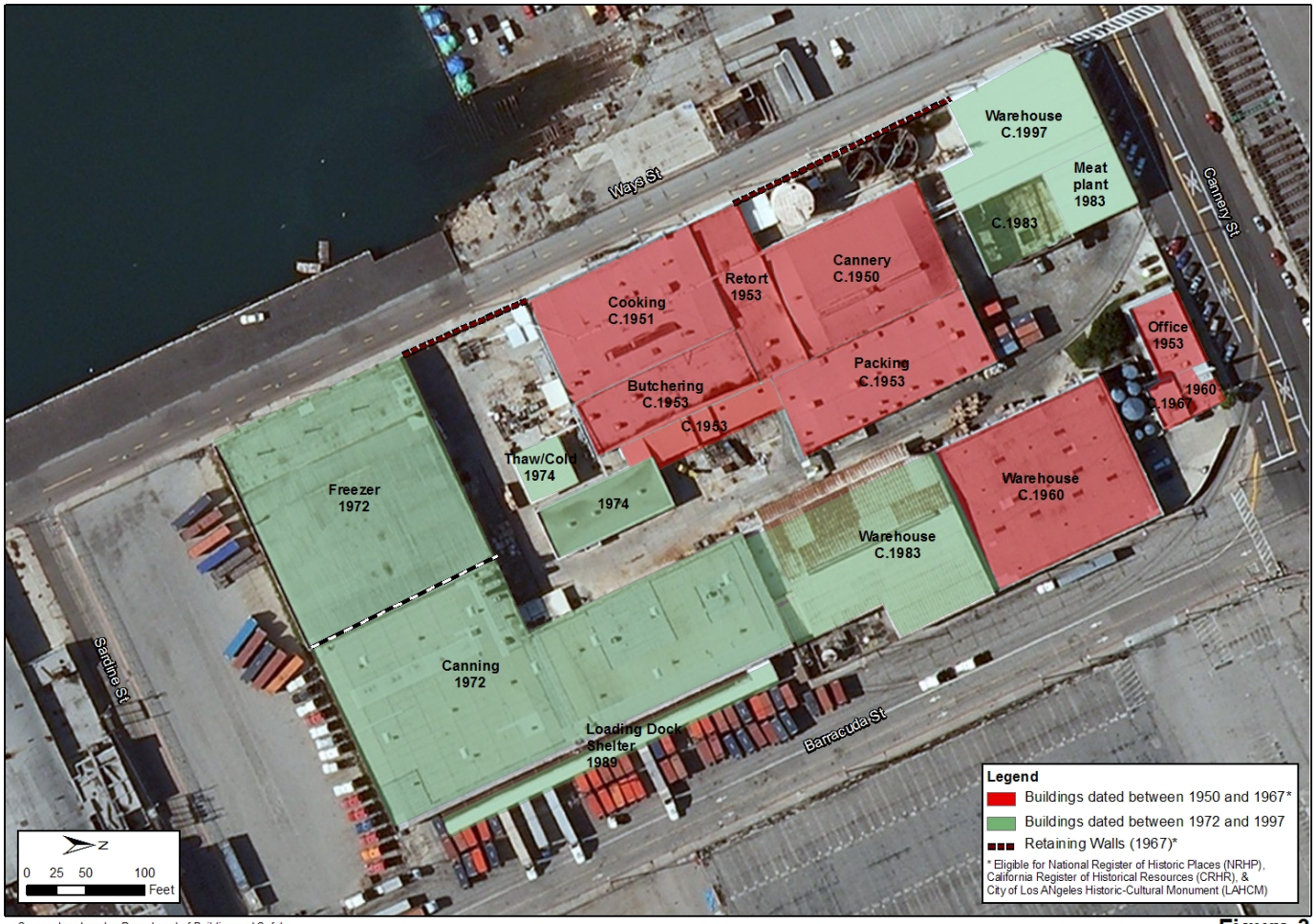

Source: Los Angeles Department of Building and Safety, Los Angeles Harbor Department Engineering Permits, ESRI Imagery (2008, 1.5m)

Jones & Stokes

Figure 3
Survey Coverage Map
Chicken of the Sea Plant

Angeles administrative offices, San Pedro Historical Society, Los Angeles Maritime Museum, Los Angeles Public Library, and files of the *Historical Los Angeles Times.* Research efforts focused on development of a broad context for the role of the canneries at the Port and property-specific history of the former Chicken of the Sea facility at 338 Cannery Street.

Jones & Stokes conducted an intensive survey of the former Chicken of the Sea facility, located at 338 Cannery Street, on May 2, 2006. Photographs and written descriptions of the buildings were prepared as part of this survey and will be recorded on California Department of Parks and Recreation (DPR) Series 523 Forms in Appendix A of the final report.

HISTORIC SETTING

Early History

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 general port facility. 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. While a few older residents realized the profit potential of the port area, 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 (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. The endpoints of two primary routes to the southwest gold fields, the Gila River Trail and the Old Spanish Trail, stood at Los Angeles. In 1857, Banning constructed new docks to capitalize on the increasing trade coming in and out of Los Angeles. With his base location up the bay at a Wilmington, Banning could shuttle materials on smaller boats to and from a second location on the Rancho San Pedro waterfront.

Banning also realized the importance of rail transportation and in 1869 organized the Los Angeles & San Pedro Railroad (LA&SP), the first route offering a reliable means of moving cargo from the ships coming into San Pedro Harbor to the City of Los Angeles. Improved transportation to and from the harbor had a significant effect on the growth of Los Angeles. By the turn of the century, city population had reached 102,000, resulting in increased demand for lumber and good at San Pedro Harbor (Matson 1920).

Los Angeles Harbor, 19th Century

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. Following an extensive battle with railroad magnate Collis Huntington who advocated a site near his holdings in Santa Monica, the city of Los Angeles San Pedro 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). Since the opening of the Panama Canal in 1915 was expected to decrease the time spent by ships traveling between eastern and western U.S. ports, the City of Los Angeles completed one of many large municipal terminals in the

San Pedro Waterfront, ca. 1910

harbor. The completion of this building symbolized the Port's transition from a small, poorly equipped landing to a significant seaport able to handle deep-sea ships with varied cargo (Queenan 1986).

Wartime Changes, 1914–1950

While the outbreak of World War I temporarily brought the idea of expanded worldwide trade to a halt, the principal uses of the Port changed considerably when England declared war on Germany in 1914. During this period, a significant increase in trade encouraged distributors to construct 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 (San Buenaventura Research Associates 1996).

Following the conclusion of World War I in 1918, the importation of lumber and other types of raw materials into the Port increased exponentially. Although some 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 (Queenan 1986; San Buenaventura Research Associates 1996).

During the Depression years, traffic within the Port slowed as part of the far-reaching effects of the collapse of the American economy. The Port witnessed a sharp decline in international trade, but 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, one of the major American ports closest to the fighting in the Pacific Ocean. The Port served as a location for the production of wartime materials, and as embarkation point for military personnel and equipment sent to the war zones. In addition, the U.S. Government acquired some 400 acres of Terminal Island for Navy uses in September 1942 (Queenan 1986). Following the war, the Los Angeles Harbor Department launched a broad restoration program for facilities within the harbor that required maintenance delayed during the war years, improved a number of older buildings, and removed many temporary wartime buildings (Queenan 1986).

Containerization: 1950 to Present

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 after a repetitive process of unloading and reloading at the wharf, and stowing into ships' holds by cranes or by hand. Once in the ship's holds, the cargo was stowed by longshoremen. Some efficiency was achieved by placing several individual packets (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 into cargo nets, and then hoist the nets into the ship where the individual pieces of cargo were again unloaded and stowed.

Containerization required the maritime industry to adapt to the needs of this mode of transport, utilizing not only specially designed ships, truck trailers, rail cars, and cargo cranes, but also new port facilities. Major improvements in the 1970s included the deepening of the main channel to accommodate the larger container vessels entering the bay, the purchase of land to expand terminals, and the replacement of older wharves that could not bear the increased weight of newer containers.

Port of Los Angeles Fishing and Canning Industry

Commercial fishing in the San Pedro area began with the establishment of the Golden Gate Packing Company on the wharf alongside the Main Ship Channel in 1893. The Golden Gate Packing Company moved its operation from San Francisco to the Port because it was suffering from a periodic slump in the anchovy and sardine business. Once at the Port, the company reestablished itself as the California Fish Company. Prior to 1903, San Pedro canneries packed sardines only. However, during the early 1900s, the sardine catch quantities began to decline in the Los Angles Harbor also, and canners needed to find another fish to pack and sell. Albacore tuna, an oily fish which often weighed between 20 and 40 pounds, abounded off the Southern California Coast. However, albacore was unfamiliar to most consumers and its oil made it difficult to can.

In 1903, Albert P. Halfhill, co-owner of the California Fish Company, working with his superintendent Wilbur F. Wood, invented a method for steaming albacore that removed the oil. He persuaded grocers in the Los Angeles area to give away cans of tuna when customers purchased coffee. This successful tuna promotional campaign along with generally affordable prices encouraged the public to try the new fish product and opened the way for nationwide marketing (Matson 1945; Queenan 1983; *Los Angeles Times* 1953). In 1912, Wood opened the California Tunny Canning Company located at the head of the SP slip on the west side of the Main Channel. Two years later, Frank L. Van Camp bought the company from Wood and renamed it "Van Camp Sea Food Company" (Van Camp 1925). The new business, marketing

"Chicken of the Sea," went on to become the leader in the tuna industry and was instrumental in popularizing tuna on the national market (Queenan 1983; *Los Angeles Times* 1953).

Throughout the early twentieth century, the fishing and canning industry at the Port of Los Angeles continued to grow rapidly. As early as 1893, Southern California fishermen began to use the purse seiner, a type of boat that catches surface fish by encircling them with a net and then drawing the net. The boat enabled fishermen to catch the elusive blue-fin and yellow-fin tuna. Soon purse seiners filled the harbor. In 1917, Martin J. Bogdanovich founded the French Sardine Company, which labeled its product Star-Kist. Eventually, the company became the largest fish cannery in the world. By World War I, the Port led the nation in commercial fishing, harvesting vast quantities of tuna, mackerel, and sardines from the Pacific Ocean (Skogsberg 1925; Queenan 1983.)

During the mid-1920s, to enable the various canning companies to expedite the handling of fish and to provide them with railroad distribution connections to the rest of the country, the Harbor Department built a small, protected anchorage known as Fish Harbor. Fish Harbor was completed by 1928 at a cost of $1.5 million (Queenan, 1983; Board of Harbor Commissioners 1925:16-17, 1928:50). By this time, the municipal wholesale fish market operated at Berth 80 on the Main Channel. Just to the south at Berths 77–78, fisherman could moor their boats at a wharf, and they built a cluster of sheds for storage and fish net mending (Sanborn 1920). By 1925, approximately 1,200 tuna fishing boats served the wholesale fish markets and seven canneries at the Port. While at least 80 percent of the sardine pack was exported to markets in Argentina, Manila, India, Belgium, England, and the Dutch East Indies, almost the entire tuna pack was consumed in the United States. Fish by-products, including fertilizer, supported both the California citrus industry and the rice fields in Japan.

Through the 1920s and 1930s, fishing and canning operations expanded at Fish Harbor, and that area became the focus of the industry at the Port. Twelve canneries leased space at Fish Harbor during this period. Although sardines remained important to the industry, tuna became dominant in volume and value during this period. In 1934, the volume of the tuna pack exceeded the sardine pack for the first time. During the 1930s, fishing and canning was a significant industry at the Port. In 1936, the value of the Los Angeles fish pack represented half the total for all of California and was twice that of the next largest fishing port. By 1939, the canneries and fishing fleet at the Port employed over 6,000 workers with a combined payroll of $6.75 million (Board of Harbor Commissioners 1936:55, 1939:25).

Fish Harbor, 1938

To increase the efficiency of the canneries through a ready supply of labor, the Harbor Commissioners leased and

developed land adjacent to Fish Harbor for cannery employees. By the early 1930s, more than 600 Japanese-Americans lived at Fish Harbor, manning the fishing boats and working in the canneries. However, during World War II the entire Japanese community was removed. By the late-1940s, the Port had demolished the remaining buildings (Queenan 1983; Pacific Air Industries 1949). Following the United States entry into World War II in December 1941, the Port turned its attention to the war effort. Fishing and canning continued to expand to meet wartime demand. After the war, the Port of Los Angeles immediately began restoring its property to pre-war status and resuming normal operations. Projects included completing general maintenance of Fish Harbor and constructing a new municipal fish market at Berth 72 on Fishermen's Wharf (Queenan 1983).

Due to growing demand for tuna and through expansion of fishing and canning operations, the Los Angeles Harbor, led by Fish Harbor, was the homeport to the world's largest fisheries in value and in tonnage of fish by the early-1950s (see Figure 3). Some 950 million pounds of fish were landed in the San Pedro district during the 1950–1951 season with a total value of the catch and canning distribution at approximately $78 million. The Los Angeles Harbor area produced nearly half of the 9.5 million cases of tuna packed in the United States during that season (Board of Harbor Commissioners 1951–1952:47).

The fishing and canning industry remained strong through the 1960s, though the future of the San Pedro facilities became doubtful as Van Camp and Star-Kist, the largest canners, opened new plants overseas, including American Samoa and Mexico. For a period of 75 years, canneries had expanded their building sites and sold their products all over the world. Tuna canning became a large and thriving industry, but plants and labels were kept within a small community of owners. After 1975, mergers and acquisition with large corporations changed the pattern of the industry. The last tuna cannery on Terminal Island, packing under the Chicken of the Sea label, was the subject site, which closed in October 2001 (*Daily Breeze* 2001).

Figure 4: Fish Harbor, Terminal Island, 1957. Courtesy Los Angeles Harbor Department.

SIGNIFICANCE CRITERIA

National Register of Historic Places Criteria

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

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

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

B. that are associated with the lives of persons significant in our past; or

C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

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

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

California Register of Historical Resources Criteria

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

The CRHR was created by the State Legislature in 1992 and is intended to serve as an authoritative listing of historical and archaeological resources in California. Additionally, the

eligibility criteria for the CRHR are intended to serve as the definitive criteria for assessing the significance of historical resources for purposes of CEQA, in this way establishing a consistent set of criteria to the evaluation process for all public agencies statewide.

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

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

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

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

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

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

Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the CRHR must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey their significance through their documented history and the quality of their important architectural elements.

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

Local Regulations

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

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

Significant Resource Types

The historic significance of the Port relates to the role that the Port facilities played in expanding the commercial and economic success of Los Angeles, which coincided with Los Angeles' emergence as an "international" city between the 1920s and the 1940s. Facilities typically associated with this theme include buildings and structures constructed to facilitate transshipment of goods from oceangoing vessels to rail or truck systems, especially those improvements added either by major shipping companies or by the Port in a port wide expansion aimed at meeting the demands of increased usage of the Port during this period. In the Fish Harbor area, properties associated with fishing and canning, a major Port industry from the 1920s through the 1980s, may be historically significant.

HISTORIC RESOURCES – THE CHICKEN OF THE SEA CANNERY PLANT, 338 CANNERY STREET

History

The former Chicken of the Sea Plant is located at 338 Cannery Street on a site bounded by Cannery Street on the north, Sardine Street on the south, Barracuda Street on the east and Ways Street on the west. From just after the turn of the century to the present time, and through

a succession of ownership and uses, the property's history is a microcosm of the rise and fall of tuna canning on Terminal Island, documenting changes over time in the marketing, technology, labor utilization, and assembly line canning processes in the industry.

The *Los Angeles Times* regularly covered cannery news at the Port with a special section titled "Shipping News." Articles on cannery activities at the Port reveal a tangled web of ownerships. All the canners worked with each other and were often related by families. They cooperated in associations to fight legal and workplace battles over catch limits and labor and union issues, and fostered innovation in boat design and assembly processes. However, over time two factors proved decisive for the future of the industry: a growing scarcity of fish and overseas competition.

Sanborn Fire Insurance Maps

Sanborn Fire Insurance Maps for 338 Cannery Street were reviewed to determine ownership and uses for the subject site (see Figures 4 and 5). The earliest appears to have been the small Ocean Products plant which processed sardines for fish oil and fertilizer. Sanborn Maps covering the years 1921–1932 show this structure designated as Ocean Products Shipping Company. Located at the northwest corner of the site adjoining Ways Street, the L-shaped building has the legends "W Ho" and "Fertilizer Mfg." Adjacent to this building is a structure that appears to be a furnace. Six steel oil tanks are illustrated. A penciled notation indicates "United By-Products." The rest of the site appears vacant, although another penciled notation indicates, "South Coast Fisheries, see Terminal Island card."

Sanborn Maps for 1921 updated to 1954 show the complete site running from Cannery to Sardine Streets north to south and Barracuda to Ways east and west. The site of the sardine oil tanks, now designated "Pacific Processing Corporation," has moved east to a larger site with more tanks at the northeastern corner of Cannery and Barracuda Street. The total site has been roughly divided into thirds with California Marine Curing and Packing Company occupying the northerly portion, South Coast Fisheries, the middle portion, and French Sardine Company the southerly portion, which extends to Sardine Street. On the last available Sanborn Map, 1921–1960, the property configuration remains unchanged. Across Sardine Street, south of the subject site, Pan-Pacific Fisheries has a tuna processing plant.

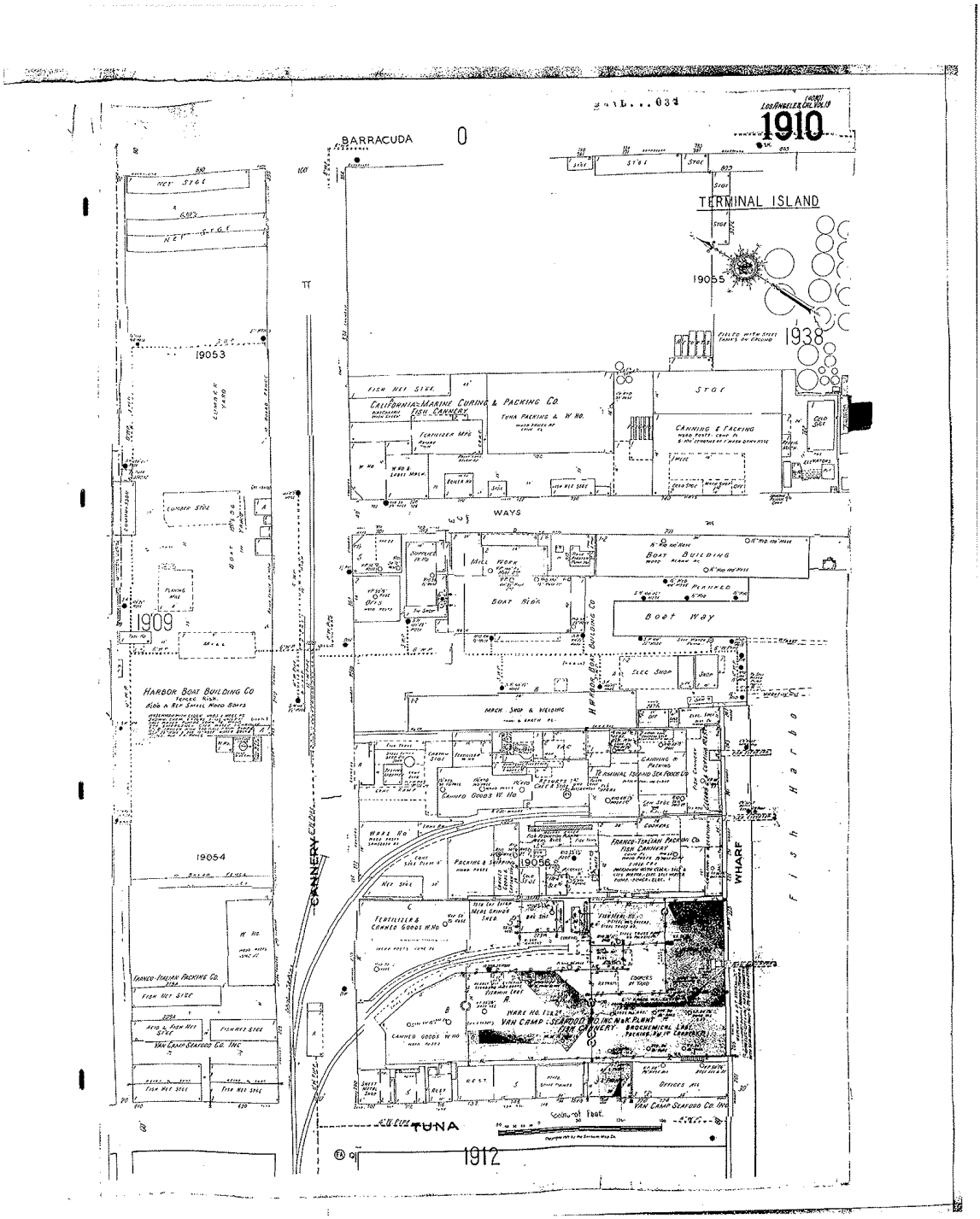

Figure 5: Sanborn Fire Insurance Map of Fish Harbor, 1921 (Updated 1950), Volume 19, Sheet 1910. California Marine Curing & Packing Company Fish Cannery can be seen at the top of the map. To the east, vacant land indicates the office building had not yet been constructed.

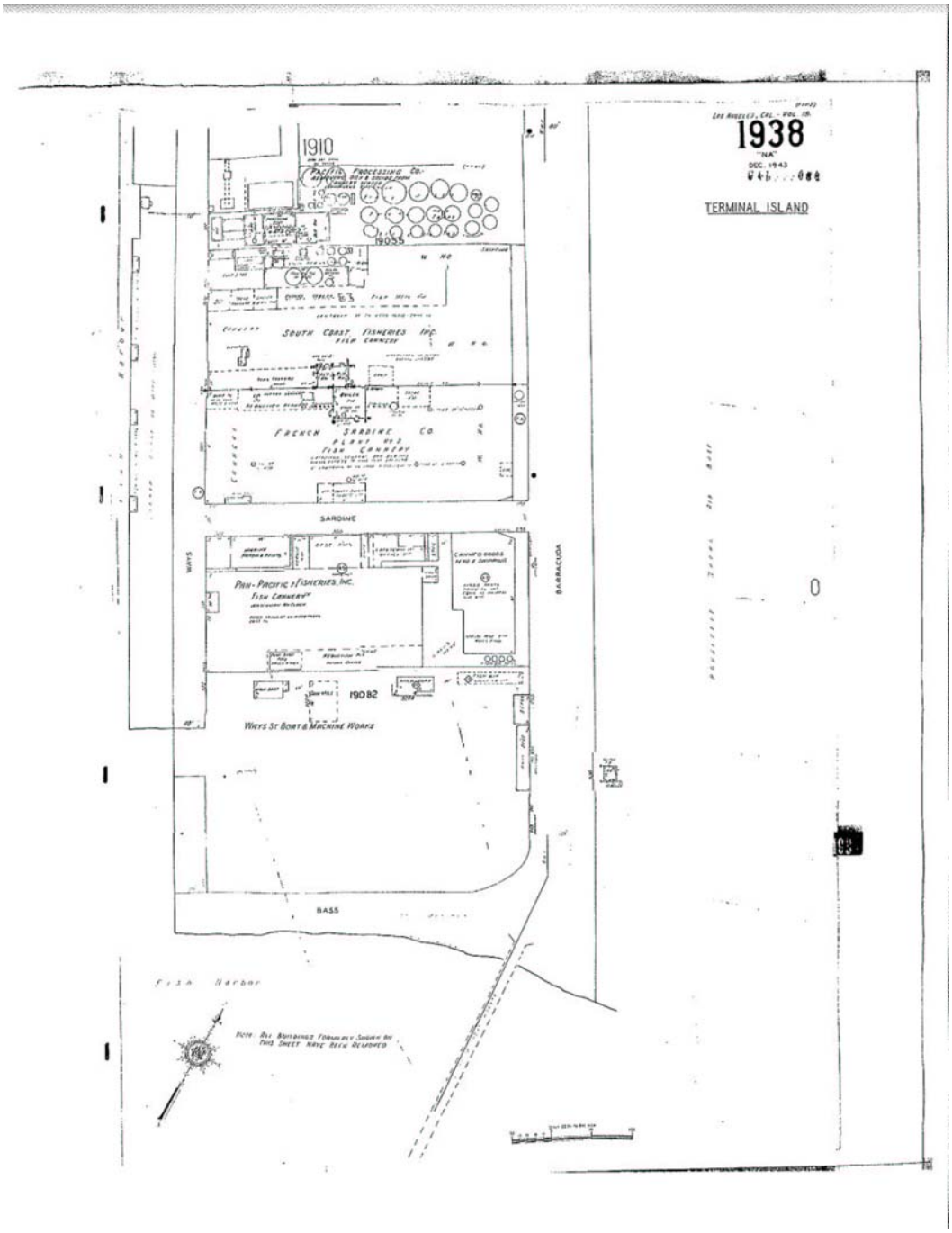

Figure 6: Sanborn Fire Insurance Map of Fish Harbor, 1921 (Updated 1950), Volume 19, Sheet 1938. Pacific Processing Company, South Coast Fisheries, Inc., Fish Cannery, and French Sardine Company's Plant No. 2 are visible at the top of the map. To the south of Sardine Street is Pan Pacific Fisheries, Inc., Fish Cannery.

Building Permit History

All building permits available for 338 Cannery Street were retrieved from the Los Angeles Department of Building and Safety. Engineering permits were obtained from the Los Angeles Harbor Department Archives. Permits indicate that California Marine Curing and Packing continued to occupy the northern portion of the parcel from January of 1958 to February of 1970. From February of 1973 to September of 1988, all building permits listed Pan Pacific Fisheries as owner.

California Marine was permitted for the following changes:

7-14-50	Dry Fish Cannery
4-27-53	Permit SP 5767 Private Office Building
1-10-58	Permit SP 17477: toilet room remodel.
3-14-60	Permit SP 22287: an office addition. Plot plan attached indicating a demolition of the existing office and addition of a new office on the Cannery Street frontage near Barracuda Street, presumably the presently existing office.
4-27-67	Permits SP 19092 and 38297: change corrugated siding on "various cannery buildings."
6-2-67.1	Permit SP 38479: addition of office and bathroom.
6-2-67.2	Permit SP 39225: work on retaining walls and footing. Plot plan attached.
2-19-70	Permit SP 43849: re-roofing.

Pan Pacific Fisheries made these changes to the plant:

2-23-73	Permits SP 49263, 49264,49265: Grading and construction of water treatment tanks.
8-2-74	Permit 51848: Fish thaw tanks and shelter. Plot plan attached.
10-8-74	Permit 08844: Evaporator Tanks.
7-31-76	Permit 55192: Solubles Evaporation. Plot plan attached; also 8-10-76.
9-14-81	Permit SP 66074: reroof.
4-26-83	Permit SP 68097: foundation for equipment.

Leasehold History

Ocean Products Corporation/Pacific Processing Company

The year Ocean Products Corporation began operations on Terminal Island could not be documented. The death of the owner William Engleman was reported in the *Los Angeles Times* on November 20, 1928. The sale of the company, described as a plant that converted sardines into fertilizer and fish meal, was reported a year later when a *Times* article dated December 28, 1929, stated that the three units would continue to operate with new ownership, "under a program of plant expansion, using the harbor factory and the uptown plant of United By-Products Company." The small size of the building may reflect the fact that California Fish and

Game regulations passed in 1925 mandated that packing plants could use no more than 25 percent of their capacity for the reduction of fish oil, meal and fertilizer. No information could be found on Pacific Processing Company.

South Coast Fisheries

The first published reference found for South Coast Fisheries appears in a *Times* article dated July 13, 1913. Titled "Make Fortunes Canning Fish," the article details the activities of fish canneries at San Pedro Harbor, reporting that tuna canning was still in its infancy, but several companies had already made "small fortunes." Privett Brothers, it was stated, had opened a new plant in Long Beach, having sold their interest in the South Coast Company to Nick Kuglich and George M. Evich (*Los Angeles Times* 1913).

An item in the "Shipping News" section of the *Los Angeles Times* reported that the Harbor Commissioners had granted a building permit to South Coast Fisheries, Inc. for construction of a cannery and reduction plant at 821 Ways Street. Separate bids were received for an industrial and sanitary sewer to serve the facility. The architect of record for the plant was William F. Durr (*Los Angeles Times*, December 1936).

On January 10, 1937, "Shipping News" reported that South Coast Fisheries would complete construction of its $100,000 plant at Fish Harbor "next week" in order to begin packing sardines and mackerel. The *Times* also noted that later installations would equip the plant to pack tuna (*Los Angeles Times* 1937).

Six years after the South Coast plant completion, the structure, along with the adjoining French Sardine Co. Plant No. 2, burned to the ground. The blaze occurred at the height of the packing season when the canneries were running at full wartime capacity and both canneries lost much of their canned stock and what was described as "irreplaceable equipment. Five months later the *Times* reported Kuglich's death. South Coast apparently rebuilt since a *Times* item published on June 3, 1950, reported that the company was one of seven Fish Harbor canneries suing the CIO Fishermen's Union and the Fishermen's Cooperative Association for illegal monopoly price-fixing, together with other members of the Fish Canners' Association, protesting harbor oil drilling (*Los Angeles Times*, January 1943, August 1943, 1950, 1957).

French Sardine Company

French Sardine Company was founded by Martin Bogdanovich, who later built the company into the world's largest tuna canning enterprise under the label Star-Kist. Bogdanovitch originally started his enterprise as a sardine-packing firm under the label French Sardine Company. By 1926, the company was also packing tuna and was part of a consortium of Terminal Island Packers that extended the fishery to Mexican waters. In 1928, the company applied for a lease, 60 x 120 feet at the northwest corner of Cannery and Ways Streets, to expand already existing facilities. The Harbor Board approved an application for improvements a year later. Like South Coast, French Sardine rebuilt after the 1943 fire since it appears at the Cannery and Ways location on the last Sanborn Map dated 1921–1960 (*Los Angeles Times* 1926, 1928).

California Marine Curing and Packing

***Los Angeles Times* display ad, June 3, 1948.**

On September 20, 1934, the *Times* reported the granting of a five-year lease on a frontage at Fish Harbor to California Marine Curing and Packing Company for a specialty plant to can and pack seafood at Fish Harbor. In December of the same year, the Harbor Department leased a 40' by 95' lot to California Marine Packing and Curing Company to build a reduction plant. The building measured 40 feet by 95 feet and was reported to be at Cannery and Ways Street "across from its present canning department." The plant, described as "bringing a new industry to Los Angeles," would cost $10,000 (*Los Angeles Times* 1936). William F. Durr was probably the architect for this facility (Jones and Stokes, November 2004).

On October 8, 1936, "Shipping News" reported that California Marine secured another lease at Fish Harbor to erect a $25,000 fishmeal plant. In 1948, a small display ad on the Ralphs Grocery page in the *Times* depicted a can of Priority Tuna, identifying California Marine Curing and Packing Company, Terminal Island as the packer (*Los Angeles Times* 1936, 1950). Max Gorby, President of California Marine Curing & Packing Company died on April 23, 1963. His brother Jack Gordy then became president of the Company (*Los Angeles Times* 1963). The last permit obtainable for California Marine was dated February 19, 1970.

Pan-Pacific Fisheries

Sardamack Fisheries Company, a predecessor to Pan Pacific Fisheries, constructed a new cannery at Fish Harbor in 1945, at one of the peak periods of expansion at Fish Harbor. This

facility was located south of the subject site. The company was well established in the business, having come to Fish Harbor from a previous location in Wilmington. A year later, the company was restructured as Pan-Pacific Fisheries, packing tuna, mackerel, sardines, and pilchards. The company operated its own finger pier on Fish Harbor, using a tunnel under the wharf to convey sardines and mackerel (Jones & Stokes, July 2004). Building permits indicate that Pan-Pacific expanded into the former French Sardine site at 338 Cannery Street in 1973, and pulled permits for various improvements in the plant until 1983. Pan Pacific Fisheries Inc. was acquired by C.H.B. Seafoods in July 1963 and operated until 1992 when it closed out operations (Jones & Stokes 2004).

Chicken of the Sea/Tri-Union International

Chicken of the Sea, a brand famous throughout the world, was pioneered by Gilbert C. Van Kamp and his son Frank Van Kamp. Frank Van Kamp persuaded his father to enter the fish canning market in San Pedro in 1914. Through an extensive modernization of the old California Tunny plant, the Van Kamps began a successful tuna canning operation at the Harbor. The company was the first to utilize purse seiners and led in innovation of assembly processes. It grew large and successful by amalgamating smaller companies and in 1940 began to use fish to harvest Vitamin D from tuna livers (*Los Angeles Times* 1914, 1940).

In the 1970s and 1980s, canneries began moving out of the harbor to lower wage area plants in Samoa and Puerto Rico. After Pan-Pacific Fisheries vacated the 338 Cannery Street plant, the building was unused for several years. In 1996, a group of Thailand fish packers, Tri-Union Inc., amalgamated with two other Asian companies and bought the 338 Cannery Street facility. In 1997, the group purchased the assets of Van Camp Seafood and began packing under the Chicken of the Sea logo. However, as the costs for deep-sea fishing in California climbed and the catch continued to dwindle, Chicken of the Sea International closed its doors. Fishing boats were moved to the western Pacific and fish were shipped for packing to a cannery in Pago-Pago in Western Samoa (*Daily Breeze* 2001). The subject site is presently used as a distribution center for canned tuna.

Property Description

The Chicken of the Sea cannery complex occupies a rectangular parcel located at 338 Cannery Street, Terminal Island. The structure, which has a northwest orientation, is bounded by Cannery Street on the north and Sardine Street on the south, Barracuda Street on the east, and Ways Street and Fish Harbor on the west. Historians Katy Lain and Portia Lee toured the building with Vincent Lauro of Tomich Brothers Seafood Company on May 2, 2006, in order to make a visual survey and photographic record of buildings on the site (see Photographs 1 through 4). Building identification was provided by Mr. Lauro, who reported that the span of time since the Tri-Union plant closed precludes any exact identification of the final use of buildings.

338 Cannery Street is a complex of approximately 10 Industrial Utilitarian style buildings and structures varying in area and constructed of a variety of materials, including wood frame, concrete, corrugated metal and brick. Buildings are assembled on the site in an irregular configuration, divided roughly in half by asphalt yard space with the storage, warehouse, and

Photograph 1. California Marine Buildings, facing south. 05.02.2006.

Photograph 2. California Marine Buildings, facing west. 05.02.2006.

Photograph 3. Fish Oil Tanks. 05.02.2006.

Photograph 4. Fish Retorts. 05.02.2006.

Photograph 5. Chicken of the Sea Plant main office, facing southwest. 05/02/2006.

office complex oriented to the east portion of the parcel. On the western side of the parcel, buildings contain fish processing, canning and distribution machinery. Rooflines are generally flat and frequently pierced by round ventilators, pipes and fans. A large water tank is visible above the rooflines. Interior ceilings are wood frame truss or concrete with ceiling height between 12 and 20 feet. A long glass monitor lights the packing and labeling rooms. Fenestration consists of window rows placed at infrequent intervals; doors are track-hung steel or wide, tall roll-ups. An unused railroad spur enters the property on the Cannery Street frontage.

Two large, contiguous concrete warehouses form the east elevation, which extends from Cannery Street southward along Barracuda Street, and is continued by a third warehouse, slightly separated from the second across a narrow passage. Yard space separates the east warehouse grouping from the west fish processing structures. Individual elements such as fish oil tanks, thawing tanks and hoses, circular metal retorts, pallet elevators, pumps and conveyor belts are situated in the intervening space. The west elevation extends about half way along Ways Street, and then continues along the Fish Harbor frontage to Sardine Street. A large metal roll-up door from the former freezer building provides access to the Fish Harbor wharf. The west grouping of buildings, which are placed irregularly in the asphalt yard, contains a packing room which was also used for labeling and casing. To the south are a cooling room, fish plant and butchering room. Freezer building and compression rooms are placed along the Sardine Street elevation.

The north elevation is defined by a Modernistic style, wood frame stucco and brick office building, ca. 1953, which was built during the tenure of California Marine Curing and Packing Company. No original permit was found for this building, although permits taken out by California Marine in 1960 and 1967 read "addition to office." The L-shaped building appears in its present location on the 1951 Sanborn Map. A one-story brick and wood frame structure elaborated with brick trim, the structure is set on a corner site with frontage on both Barracuda and Cannery Streets. A deep entryway features brick pillars that support a wide canopy sheltering divided glass entry doors. A low barrel roof covers a window row that extends to the Barracuda Street corner. Heavy wood muntins divide individual glass panes of the window row that is set on a base of similar brick. The building is presently occupied by Tomich Bros Seafood Company which utilizes it as warehouse space.

Building Plan

The building plan shown on Figure 7 was abstracted from a Fire Department evacuation plan, found in the plant during the 2006 ICF Jones & Stokes evaluation tour, dating presumably from the era of the Tri-Union ownership (Figure 7). Reconstructing the exact plan utilized by this company is problematical, but what is observed presently seems to follow generally the room and assembly processing arrangement that remains in the plant. The plan also reinforces the assumption that existing machinery utilized by Tri-Union was on the site from previous ownerships and adapted or re-used for their operation.

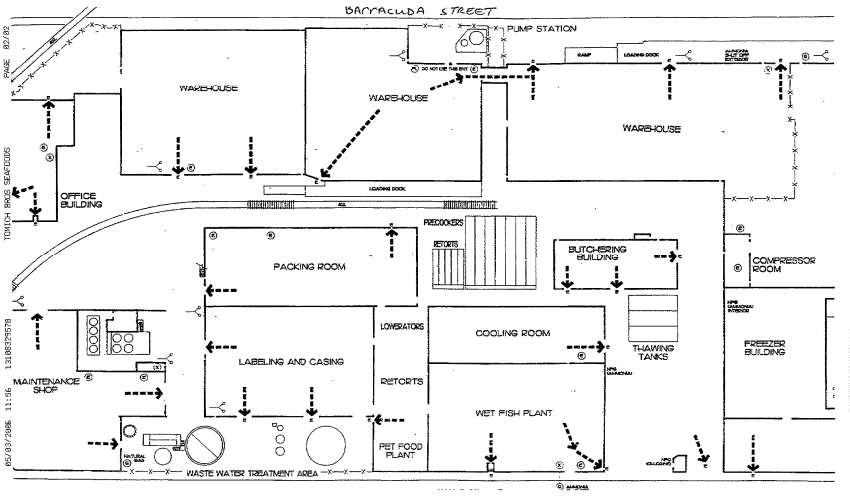

Figure 7: Fire Evacuation Plan, Chicken of the Sea Plant, n.d.

EVALUATION OF SIGNIFICANCE

Statement of Significance

Ocean Products Corporation, South Coast Fisheries, French Sardine, California Marine Curing and Packing, Pan Pacific Fisheries, and Chicken of the Sea occupied some portion of the 338 Cannery Site between 1913 and 2001. The group represents most of the important canners and processors in the industry. The site itself is an index to the evolution of the fish canning industry in the 20th industry, from its small beginning processing fish offal into fertilizer to its world dominance in the tuna packing industry. This persistence of usage over time gives the site its historic importance, showing the complex factors that shaped the fish packing industry: the nourishing of the consumer taste for tuna and the close business interrelationships among cannery company managers. Chicken of the Sea was the last operational cannery in the evolution of canning at Fish Harbor. Chicken of the Sea/Tri-Union reopened the plant in an attempt to profitably can tuna, until the plant finally closed permanently in 2001. No major changes to buildings and machinery are apparent after this time.

In 2004 a survey of the exterior of the Chicken of the Sea facilities was performed as part of an intensive survey by Jones and Stokes of the Pan-Pacific Fisheries building located to the south of the subject site across Ways Street. When Pan Pacific ceased operations in 1992, it also vacated the Chicken of the Sea buildings, which it had leased in 1973 to expand cannery

operations. However, since the Chicken of the Sea facility was not the subject of the report, the evaluator gave the Chicken of the Sea and adjoining Star Kist facilities, which Pan-Pacific had been utilizing, only a comparative exterior evaluation. The report noted extensive exterior alterations without specific details.

Both the exterior and interior of the Chicken of the Sea plant were extensively surveyed and evaluated for the present report. The majority of the structures were built during the plant's major period of operation from 1950-1967. Most of the structures on the site appear to have been adapted to changes in product, canning operation and machinery upgrades during this period. This span of years, the prime years of the tuna canning operation during and after World War II and the post-war boom years for the Port of Los Angeles, can be taken to represent the plant's period of significance. At the time of the survey, machinery of different types and functions was observed. It seems probable that most of what remains is machinery that was found useful from earlier periods and maintained until Chicken of the Sea/Tri-Union closed the plant in 2001.

Because of the many changes brought about by the continuing adaptive reuse of the Chicken of the Sea buildings, it is difficult to map individual structures with complete accuracy. Building permits can date a building exactly, but whether changes over time have impaired their integrity to the extent that they can no longer convey their significance is a more difficult problem. In order to determine which buildings existing on the Chicken of the Sea site still retain their basic configuration and sufficient integrity to convey the operation of the cannery site at Fish Harbor, a Survey Coverage Map was prepared utilizing Sanborn Maps, building permits, plot plans which accompanied the building permits, historical information from *The Annual Reports of the Harbor Commissioners*, and the "Shipping News" a regular section of the *Los Angeles Times* which covered both Harbor Commission meetings and local news at the Harbor waterfront. Potentially historic buildings and retaining walls are identified in red. (See Figure 3, page 4.)

Findings

Within the historic context of fish canneries at the Port of Los Angeles, those buildings on the Chicken of the Sea site that were existing during the occupancy of California Marine Curing and Packing Company, 1950 to 1967, and have retained substantial integrity, are eligible under Criteria A of the National Register of Historic Places as properties:

> A: "associated with events that have made a significant contribution to the broad patterns of our history.

These buildings are also eligible under Criterion 1of the California Register of Historical Places, as a property:

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

The California Marine buildings still extant and retaining integrity are significant under Criterion A of the National Register and under Criterion 1 of the California Register of Historical Resources for their important association with the canning industry and the history the buildings conveys about the individual cannery companies that occupied the site. In addition, the plant is associated with the economic development of Fish Harbor through its succession of owners and evolution of products and canning technology during the period of significance 1950 to 1967. Building permits issued after 1967 were taken out by Pan Pacific Fisheries. Those buildings are not eligible under National Register or California Register criteria as they have not yet reached the 50 year age mark required for eligibility.

Properties eligible under National Register criteria must also retain integrity, which is defined as the ability of a property to convey its significance. Integrity is grounded in an understanding of a property's physical features and how they relate to its significance. To retain historic integrity, a property will always possess several aspects of integrity.

The California Marine buildings on the site retain integrity of location, defined as the place where the historic property is constructed, or the place where the historic event occurred.

The California Marine buildings have lost some aspects of design integrity, defined as the combination of elements that create the form, plan, space, structure and style of a property. The elements of design include historic functions and technologies, structural system and arrangement of spaces. However, its function as a cannery is still apparent given it relationship to setting and location and cannery elements still in the buildings.

The California Marine buildings retain integrity of setting, defined as the physical environment of a historic property. Although cannery operations have ceased, the California Marine buildings on the site retain their relationship and positioning at Fish Harbor.

The California Marine buildings have lost some integrity of materials, defined as the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. .

The California Marine buildings have lost some integrity of workmanship, defined as the physical evidence of crafts of a particular culture or people during any given period in history or prehistory. However, some fish canning elements such as retorts, machinery and canning lines, as well as building configuration were observed during site visits.

The California Marine buildings have retained integrity of feeling, defined as the historic sense of a particular period in time. Despite the site's evolution of processes and products over time, as well as the continuing evolution of canning technology, the buildings still show their history and connection to the canning industry at Fish Harbor.

The California Marine Buildings on the site do retain integrity of association, defined as the direct link between an important historic events and a historic property, through their association with a significant industry at the port, and their continuity of use as fish processing plants.

The buildings do not appear to be eligible under Architecture/Design, (Criterion C) of the National Register of Historic Places as structures that

> "embodies the distinctive characteristic of a type, period or method of construction, or represents the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction."

The site is **not** eligible for the California Register under Criterion 3, since the building the building **does not**

> embody the distinctive characteristic of a type, period region or method of construction, or represent the work of an important creative individual or possess high artistic values.

While the entire Chicken of the Sea complex exhibits a variety of individual buildings in the Utilitarian Commercial style, the complex as a whole does not have sufficient integrity to convey its significance under National Register Criteria C or California Register Criterion 3 in terms of style or use. The structures are not the work of a master builder, nor do they possess high artistic values, nor are they individually distinguished, or representative of the work of an important creative individual.

Los Angeles Cultural Heritage Monument Criteria

The Chicken of the Sea building complex **does** appear to qualify for listing as a Los Angeles Historic-Cultural Monument as a

> "site 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…"

The structures derive their its historic and cultural significance to the City of Los Angeles from the part they played in the "broad patterns" of the economic and social history of the city through the promotion of new fish products such as tuna, and their ability to demonstrate the evolution of the fish canning industry from 1913 to 2001.

Integrity

National Register Bulletin, "How to Apply the National Register Criteria for Evaluation states: "Ultimately, the question of integrity is answered by whether or not the property retains the **identity** for which it is significant". It appears that the California Marine buildings on the Chicken of the Sea site have retained sufficient aspects of integrity to convey their significance. While there have been changes over time, all changes made were in the course promotion of the fish cannery usage and therefore can qualify or the National Register of Historic Places and the California Register of Historical Resources under Criteria A and 2 respectively.

RECOMMENDATIONS

Due to their significant historic associations, those California Marine Curing and Packing company buildings on the Chicken of the Sea site which date between 1950 to 1970, the period of occupation and use by the California Marine Curing and Packing Company, appear to be eligible for the NRHP under Criteria A and for the CRHR under Criteria 1. The building is also potentially eligible as a Los Angeles Historic-Cultural Monument.

The Los Angeles Harbor Department may wish to consider a National Register District at Fish Harbor. If so, the former Chicken of the Sea plant site appears to be a potential contributor to a National Register district within the context of cannery-related structures. A district, as defined by the National Register, can contain contributing buildings that might not be individually distinctive as long as the majority of the components add to the district's historic character, and the grouping achieves significance as a whole within its historic context.

It is further recommended that the LAHD document the historical significance of the former Chicken of the Sea property through an interpretive program that utilizes current and historic photographs, results of archival research and associated materials, and the results of

focused oral history documentation. This interpretive program would be exhibited electronically via the Port of Los Angeles historical web site, www.laporthistory.org. This website is organized in historic tours or "modules" that relate to a particular aspect of Port history. The module for the former Chicken of the Sea Cannery would be expanded to interpret the fishing and canning industry focused at Fish Harbor (including the extant Canner's Steam Company building), and it could include the wholesale fish market and Fisherman's Slip at Berths 73–80.

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

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Appendix A. DPR Forms

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

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
NRHP Status Code 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

* Resource Name or #: Chicken of the Sea Cannery
P1. Other Identifier: 338 Cannery Street
* P2. Location: ☑ Not for Publication ☐ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad San Pedro, California Date 1992 T___; R___; ___ 1/4 of ___1/4 of Sec___; _____ B.M.
c. Address 338 Cannery St City San Pedro Zip 90731
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor's Parcel Number: 7440-029-917.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The Chicken of the Sea cannery complex occupies a rectangular parcel located at 338 Cannery Street, Terminal Island. The structure, which has a northwest orientation, is bounded by Cannery Street on the north, Sardine Street on the south, lying between Barracuda Street on the east and Ways Street and Fish Harbor on the west. The cannery plant is a complex of 10 Industrial Utilitarian style buildings and structures, varying in area and constructed of a variety of materials, including wood frame, concrete, corrugated metal and brick. Buildings are assembled on the site in an irregular plan, divided roughly in half by asphalt yard space with storage/warehouse and office buildings oriented to the east portion of the parcel. On the western side of the parcel, buildings contain fish processing, canning and distribution elements. Rooflines are generally flat, although frequently pierced by round ventilators, pipes and fans. A large water tank is visible above rooflines. Interior ceilings are wood frame truss or concrete with ceiling height between 12 and 20 feet. A long glass monitor lights the packing and labeling rooms. Fenestration consists of window rows placed at infrequent intervals; doors are track-hung steel or wide, tall roll-ups. An unused railroad spur enters the property on the Cannery Street frontage. (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, etc.)

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

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

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1943 Circa

* P7. Owner and Address:
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90733-0151

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

* P9. Date Recorded: 06.12.06

* P10. Survey Type: (Describe)
Intensive Survey

* P11. Report Citation: (Cite survey report/other sources or "none") Jones & Stokes. 2006. Architectural Survey and Evaluation of Chicken of the Sea, 338 Cannery Street, San Pedro, California.

* 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

* NRHP Status Code 3CS

* Resource Name or #: Chicken of the Sea Cannery

B1. Historic Name:

B2. Common Name Chicken of the Sea Cannery

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

* B5. Architectural Style: Industrial

* B6. Construction History: (Construction date, alterations, and date of alterations.)
Original building permits were not located for the structures located on this property. Alteration permits were issued to 4 canneries formerly located on this parcel: California Marine & Curing Company, South Coast Fisheries, French Sardine, and Pan Pacific Fisheries. Sanborn maps detailing the area indicate that the office building located at 338 Cannery Street was constructed circa 1953.

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

* B8. Related Features:

B9a. Architect: N/A b. Builder: N/A

* B10. Significance: Theme Fishing and Canning Industry Area San Pedro
Period of Significance 1943-2002 Property Type Industrial Applicable Criteria A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The canneries that occupied the 338 Cannery Street site represent several of the most important in the tuna cannery industry that flourished at Fish Harbor, Terminal Island, in the 20th century. While the site is not definitively associated with a single cannery, it appears to be the last remaining cannery with intact structural and machinery elements that can document the fish canning process from the early days of the canning of sardines and their by products, through the height of the tuna harvesting industry in the 1940s and 1950s, to the end of fish packing on Terminal Island when the Chicken of the Sea/Tri Union operation shut down in 2001. The Chicken of the Sea building complex appears eligible under Register Criterion A, for its significant association with the canning industry and the history it conveys about individual canneries that occupied the site. In addition, the plant is associated with an important industry at the Port of Los Angeles and the development of Fish Harbor over an 80-year period. The remaining cannery machinery is an index to canning and processing methods, and machinery on the site comprises a group of historic artifacts that can still convey how the cannery operated. The buildings have good integrity and the canning artifacts still extant have sufficient integrity to convey their significance and purpose. The site does not appear to be eligible under Architecture/Design, (Criterion C) of the National Register of Historic Places, since the building complex is not individually distinguished, or associated with a master architect, nor is the cannery known to be associated with persons significant in history (Criterion B).

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

* B12. References:
Los Angeles Department of Building and Safety Archives

Proquest/Historical Los Angeles Times

Sanborn Historical Fire Insurance Maps

B13. Remarks:

(Sketch map with north arrow required)

* B14. Evaluator: Portia Lee
Date of Evaluation: 05.02.06

(This space reserved for official comments.)

P3a. Description (Continued):

Two large, contiguous concrete warehouses form the east elevation which extends from Cannery Street southward along Barracuda Street and is continued by a third warehouse, slightly separated from the second across a narrow passage. Yard space separates the west warehouse grouping from the east fish processing structures. Individual elements such as fish oil tanks, thawing tanks and hoses, circular metal retorts, pallet elevators, pumps and conveyor belts are situated in the intervening space. The west elevation extends about half way along Ways Street, and then continues along Fish Harbor frontage to Sardine Street. A large metal roll-up door provides access to the Fish Harbor wharf. The west grouping of buildings, which are placed irregularly in the asphalt yard, contains a packing room, and labeling and casing room. To the south are a cooling room, west fish plant and butchering room. Freezer building and compression rooms are placed along the Sardine Street elevation.

The north elevation is defined by a Modernistic style, wood frame stucco and brick office building, ca. 1950, which was built during the tenure of California Marine Curing and Packing Company. No original permit was found for this building, although permits taken out by California Marine in 1960 and 1967 read “addition to office.” The L-shaped building appears in its present location on the 1951 Sanborn Map. The rectangular plan structure, a one-story brick and wood frame structure elaborated with brick trim, is set on a corner site with frontage on both Barracuda and Cannery Streets. A deep entryway features brick pillars that support a wide canopy sheltering divided glass entry doors. A low barrel roof covers a window row that extends to the Barracuda Street corner. Heavy wood muntins divide individual glass panes of the window row that is set on a base of similar brick. The building is presently occupied by Tomich Bros Seafood Company.

Appendix B. Timeline of the Fishing Industry in Los Angeles Harbor

Timeline of the Fishing Industry in Los Angeles Harbor

1893 Golden Gate Packing Company moved its operations from San Francisco to Los Angeles and re-established itself as the California Fish Company.

A small sardine cannery began in San Pedro.

1897 Admiral John C. Walker recommended that port development continue in San Pedro, creating plans of expanding port activity to help create today the Port of Los Angeles.

1903 Albert Halfhill, co-owner of the California Fish Company, developed a method of canning whereby albacore were steamed (removing the oils and changing the color white), and the meat was packed in vegetable oil. This gave the tuna a more acceptable taste and appearance (some said like chicken) to Euro-American consumers.

1905 Tuna canning began due to depletion of sardines.

1906 City annexed the harbor.

City of Los Angeles annexed a 16-miles of land along the ocean in San Pedro and Wilmington; three years later they would become the City of Los Angeles.

1907 On December 9th the Los Angeles City Council created the Los Angeles Board of Harbor Commissioners, marking the official founding of the Port of Los Angeles.

1909 Numerous harbor improvements occurred, including completion of a two mile breakwater, broadening and dredging of the main channel, construction of Angel's Gate lighthouse, and completion of wharfs, piers, and warehouses.

Canning sardines stopped due to desire for white meat of albacore.

San Pedro and Wilmington were annexed.

1912 Wilbur Wood opened the California Tuna Canning Company at Los Angeles Harbor. Two years later, Frank Van Camp bought the company and renamed it Van Camp Sea Food Company. This new company became best known for its Chicken of the Sea product line.

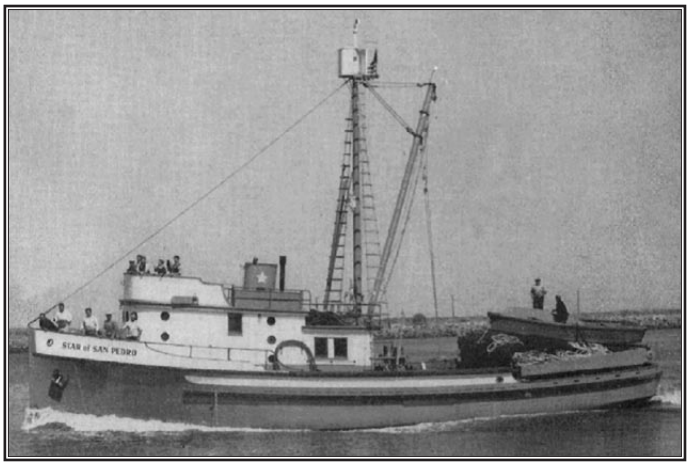
1914 Panama Canal opened with the Port of Los Angeles as became the natural port-of-call for most transpacific and coastal users.

California Fish Company's first building was destroyed by fire.

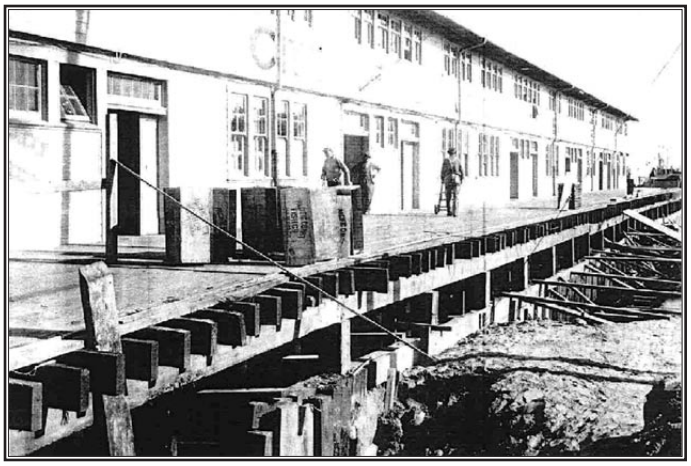
Rear Admiral John C. Walker (Queenan 1983).

Pacific Tuna Canning Co. (top) opened in 1911. White Star Canning Co. (above) opened in 1912 (Pacific Fishermen 1952).

California Fish Company's first building, destroyed by fire in 1914 (Queenan 1983).



Purse seine boat, circa 1916 (Scofield 1951).



The rear elevation of the Wholesale Municipal Fish Market at Berths 79–80, 1917 (San Pedro Historical Society).

1915 As a part of the LA port development program Fish Harbor was constructed.

1916 The purse seiner, a type of boat that catches surface fish by encircling them with a net and then drawing (pursing) the net, was introduced.

16 tuna canneries in Southern California had 1,800 workers and were valued at approximately $1 million.

1917 Martin Bogdanovich founded the French Sardine Company, better known by its later name Star-Kist. Eventually, the company became the largest fish cannery in the world.

Peak year of albacore with 34 million pounds caught.

Warehouse No. 1 was completed.

Market value of Albacore dropped and desire for other types of tuna arose.

Within 2 years, sardines caught rose from under 16 million to 158 million pounds, and a total of 40 canneries were established.

The first Municipal Fish Market was constructed at the port.

1928 Fish Harbor was completed for $1.5 million, where canning operations congregated, allowing for more efficient landings of raw fish and a concentrated railroad and truck distribution point.

Mackerel became 2nd in popularity under sardines and tuna.

1929 75% of the catches in California were canned in Los Angeles Harbor.

Los Angeles brought in 45% of catches in California and 1/4th of total catches in the United States, including Alaska, with a total of 857 million pounds.

LA Harbor generated 2.25 million gallons of fish oil and 20,000 tons of fish meal.

Warehouse No. 1, 1917 (Queenan 1983).

The French Sardine Company first established a building in 1917. In the picture is owner Martin Bogdanovich (Queenan 1983).

1930 Beginning in 1917, increase in trade at the Port led distributors to construct a large number of warehouses and transit sheds, and a vast railroad network developed around the harbor and Los Angeles. Harbor facilities served a diverse range of products, including oil, lumber, shipbuilding, cotton, citrus crops, steel, and fishing and canning.

Peak year for tuna fishing with 40% of 111 million pounds from LA Harbor.

1930s Fishing and canning became a significant industry in Los Angeles; it was tied with San Diego as the largest center for fish canning in the country, and it ranked among the world's largest.

1931 Loss in markets with 37% of state catches, only 441 million pounds.

1932 75% of over 1,800 commercial fishermen were foreign born.

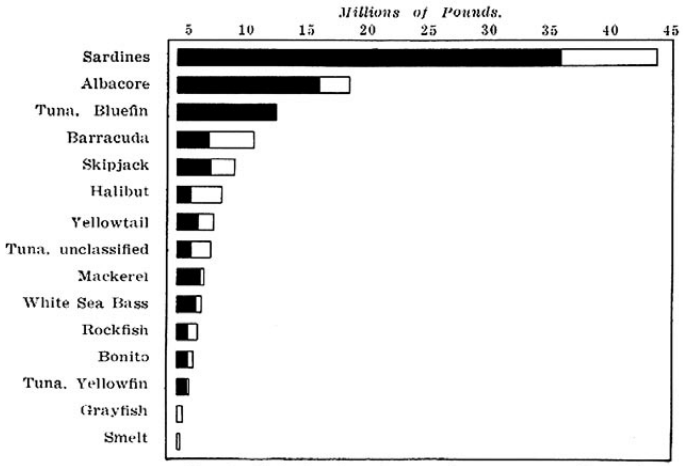
1939 The canneries and fishing fleet at the Los Angeles harbor employed more than 6,000 workers with a combined payroll of $6.75 million.

1941 Municipal Ferry Terminal was established to carry cars and people from San Pedro to Terminal Island until 1963 when the bridge was completed; it later turned into the Maritime Museum when the bridge was completed.

1944 French Sardine (Star-Kist) founder Martin Bogdanovich died

1945 Formerly known as Sardamack Fisheries and an established canner of tuna, mackerel and sardines, Pan Pacific broke ground on a new cannery in September of 1945. This plant was the first of a number of expansions in cannery facilities following WWII.

1946 Tuna canning in Los Angeles Harbor became the largest in the world in following WW II.



Average annual landings of common marine fish in Southern California, 1919–1921. Black, of local origin landed in Los Angeles County (Skogsberg 1925).

Municipal Ferry, constructed in 1941 (Queenan 1983).

Main Channel and Municipal Fish Market, circa 1940 (Port of Los Angeles).

Pan Pacific Sea Food plant was completed on October 1, 1946, opening day of the sardine season. The new cannery plant cost approximately $500,000 and was designed by James R. Friend, who worked in the Long Beach and Los Angeles areas and designed other Port buildings. The cannery was considered the most modern plant of its kind at Fish Harbor in 1946.

1947 Coast Fisheries Company constructed a building at Fries Avenue and Water Street.

1950 Los Angeles Harbor area produced nearly half of the 9.5 million cases of tuna packed in the U.S. during that season, approximately $78 million.

1950s LA Harbor accounted for 80% of the 12 million cases of tuna produced in the U.S.; the canneries employed 5,000 people with payrolls of $15 million, and they maintained a yearly volume of business exceeding $150 million.

1951 Municipal Wholesale Fish Market was constructed.

The new Canner's Cooperative Steam Company was formed to supply steam to canneries throughout Fish Harbor. The cooperative was incorporated in December 1950 and consisted of five Fish Harbor tuna canneries: Van Camp, French Sardine, South Coast Fisheries, Terminal Island Sea Foods, and California Marine Curing & Packing. By the early 1950s, the five participating canneries were so successful that they required their own steam processing plant. Eventually, other canneries at Fish Harbor, including Pan Pacific, joined the cooperative.

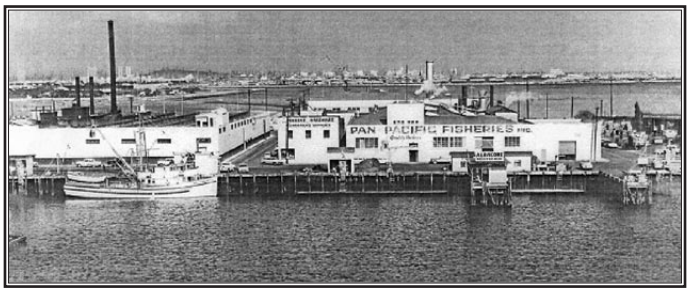
1952 French Sardine Company became Star-Kist.

The new Star-Kist plant was completed at a cost of $1 million was said to be the largest tuna-packing facility in the world. The plant covered 10 acres, could pack more than 400 tons of tuna in a single 8 hour shift, and contained modern docking facilities and innovative machinery.

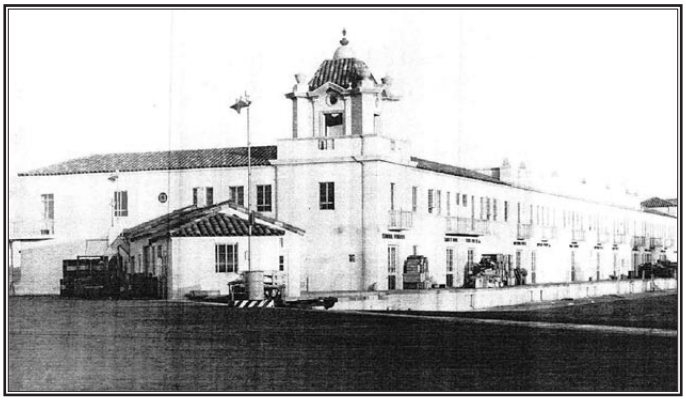
1953 Coast Fisheries had become a division of the Quaker Oats Company and was advertising and marketing "Puss 'n Boots" cat food extensively around the United States, labeling the product's maker as "Coast Fisheries Division of Quaker Oats Company, Wilmington, California.

One of the Star-Kist Canning facilities, built in 1943 (courtesy J. Deluca, 2007)


Inside of one of the Star-Kist facilities, no date (Queenan 1983).



Pan Pacific Fisheries Canning Building, no date (San Pedro Historical Society).


Municipal Wholesale Fish Market (San Pedro Historical Society, 1951).

1954 LA County seal was established and included a tuna fish, along with other well-known industries—oil, film, and cattle in the early days.

1961 Star-Kist Tuna introduces the "Charlie the Tuna" cartoon mascot.

1963 C.H.B. Seafoods acquired Pan Pacific, Heinz Corporation acquired Star-Kist, and Ralston Purina acquired Van Camp. The dominant tuna canning operations, once locally based, were now part of multinational food-processing conglomerates.

1972 San Pedro fishermen begin to face serious competition from foreign fleets.

1973 The Commercial Diving Center Inc. bought the Coast Fishing Company Building and was renamed the National Polytechnic College of Engineering and Oceaneering.

1977 Star-Kist Cannery becomes the largest fish-processing plant in the world.

1980s Tuna industry became contracted to one small operation.

1984 Star-Kist was the first big cannery to shut down.

1992 CHB Foods cannery, formerly known as Pan Pacific, was shut down.

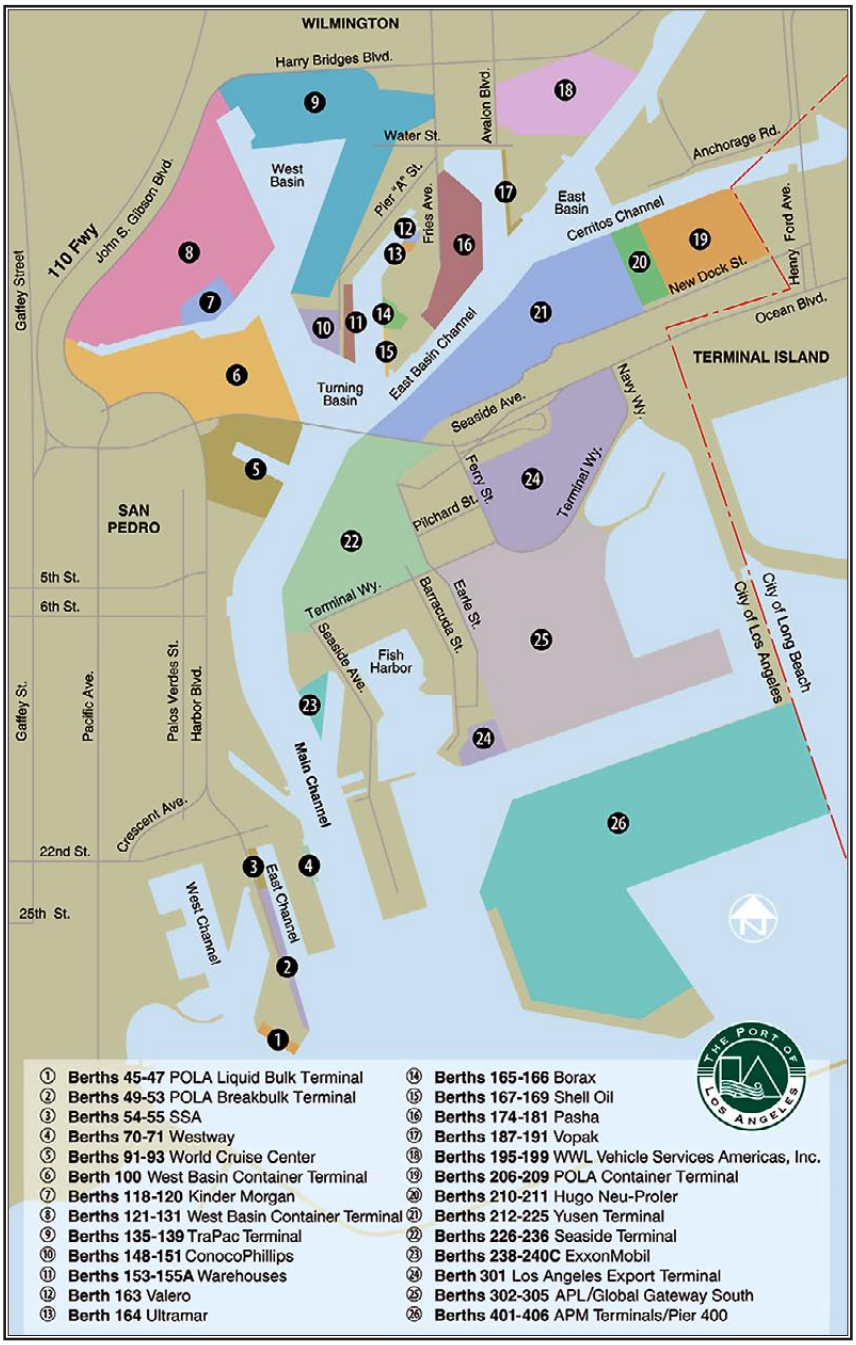
1994 Pier 300/400 underwent construction as the largest capital improvement undertaking of all US seaports and the Port's most ambitious development project.

2001 Chicken of the Sea tuna canning plant at the Los Angeles Harbor closed down, displacing 250 workers in the San Pedro area of Los Angeles and representing the last tuna fish canning operation in the continental U.S.

2006 Ports of Los Angeles and Long Beach together create the San Pedro Bay Ports Clean Air Action Plan, which plans to reduce emissions by 50% within five years.

2007 The Port's Centennial birthday.

Coast Fisheries Building (David Greenwood, Jones & Stokes, 2006).



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Attachment C: Los Angeles Historic Preservation Overlay Zone

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ORDINANCE NO. 184903

An ordinance amending Section 12.20.3 of the Los Angeles Municipal Code to clarify review procedures, add frequently used definitions, and outline procedures and fees for technical corrections to Historic Resources Surveys, and unpermitted demolition.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.20.3 of the Los Angeles Municipal Code is amended in its entirety to read as follows:

SEC. 12.20.3. "HP" HISTORIC PRESERVATION OVERLAY ZONE.

The following regulations shall apply in an HP Historic Preservation Overlay Zone:

A. Purpose. It is hereby declared as a matter of public policy that the recognition, preservation, enhancement, and use of buildings, structures, Landscaping, Natural Features, and areas within the City of Los Angeles having Historic, architectural, cultural or aesthetic significance are required in the interest of the health, economic prosperity, cultural enrichment and general welfare of the people. The purpose of this section is to:

1. Protect and enhance the use of buildings, structures, Natural Features, and areas, which are reminders of the City's history, or which are unique and irreplaceable assets to the City and its neighborhoods, or which are worthy examples of past architectural styles;

2. Develop and maintain the appropriate settings and environment to preserve these buildings, structures, Landscaping, Natural Features, and areas;

3. Enhance property values, stabilize neighborhoods and/or communities, render property eligible for financial benefits, and promote tourist trade and interest;

4. Foster public appreciation of the beauty of the City, of the accomplishments of its past as reflected through its buildings, structures, Landscaping, Natural Features, and areas;

5. Promote education by preserving and encouraging interest in cultural, social, economic, political and architectural phases of its history;

6. Promote the involvement of all aspects of the City's diverse neighborhoods in the historic preservation process; and

7. To ensure that all procedures comply with the California Environmental Quality Act (CEQA).

B. Definitions. For the purposes of this Section 12.20.3, the following words and phrases are defined:

1. **ADDITION** is an extension or increase in floor area or height of a building or structure.

2. **ALTERATION** is any exterior change or modification of a building, structure, Landscaping, Natural Feature or lot within a Historic Preservation Overlay Zone, including, but not limited to, changing exterior paint color, removal of significant trees or Landscaping, installation or removal of fencing, and similar Projects, and including street features, furniture or fixtures.

3. **BOARD** is the respective Historic Preservation Board as established by this section.

4. **BUILDING COVERAGE** is the area of a parcel covered by buildings measured from the outside of the exterior perimeter of a building, including covered porches, patios, and detached or attached accessory structures. Building Coverage does not include uncovered areas such as paved parking, driveways, walkways, steps, terraces, decks, and porches; or roof overhangs and architectural projections not designed for shelter or occupancy.

5. **CERTIFICATE OF APPROPRIATENESS** is an approved certificate issued for the construction, Additions over established thresholds outlined in Section 12.20.3 K, Demolition, Reconstruction, Alteration, removal, or relocation of any publicly or privately owned building, structure, Landscaping, Natural Feature, or lot within a Historic Preservation Overlay Zone that is identified as a Contributing Element in the Historic Resources Survey for the zone, including street features, furniture or fixtures.

6. **CERTIFICATE OF COMPATIBILITY** is an approved certificate issued for the construction of a new building or structure on a lot, Demolition, or building replacement of an element, identified as Non-Contributing, or not listed, in the Historic Resources Survey for the zone.

7. **CONTRIBUTING ELEMENT** is any building, structure, Landscaping, Natural Feature identified on the Historic Resources Survey as contributing to the Historic significance of the Historic Preservation Overlay Zone, including a building or structure which has been altered, where the nature and extent of the Alterations are determined reversible by the Historic Resources Survey.

8. **CULTURAL** is anything pertaining to the concepts, skills, habits, arts, instruments or institutions of a given people at any given point in time.

9. **DEMOLITION** is the removal of more than 50% of the perimeter wall framing, the removal of more than 50% of the roof framing, or the substantial removal of the exterior of a facade in the Street-Visible Area.

10. **HISTORIC** is any building, structure, Landscaping, Natural Feature, or lot, including street features, furniture or fixtures which depicts, represents or is associated with persons or phenomena which significantly affect or which have significantly affected the functional activities, heritage, growth or development of the City, State, or Nation.

11. **HISTORIC RESOURCES SURVEY** is a document, which identifies all contributing and non-contributing buildings, structures and all contributing Landscaping, Natural Features and lots, individually or collectively, including street features, furniture or fixtures, and which is certified as to its accuracy and completeness by the Cultural Heritage Commission.

12. **HISTORICAL PROPERTY CONTRACT** is a contract, between an Owner or Owners of a Historical-Cultural Monument or a Contributing Element and the City of Los Angeles, which meets all requirements of California Government Code Sections 50281 and 50282 and 19.140, et seq., of the Los Angeles Administrative Code.

13. **LANDSCAPING** is the design and organization of landforms, hardscape, and softscape, including individual groupings of trees, shrubs, groundcovers, vines, pathways, arbors, etc.

14. **MAINTENANCE AND REPAIR** is any work done to correct the deterioration, decay of, or damage to a building, structure or lot, or any part thereof, including replacement in-kind where required, and which does not involve a change in the existing design, materials, or exterior paint color.

15. **MONUMENT** is any building, structure, Landscaping, Natural Feature, or lot designated as a City Historic-Cultural Monument.

16. **NATURAL FEATURE** is any significant tree, plant life, geographical or geological feature identified individually or collectively on the Historic Resources Survey as contributing to the Cultural or Historical significance of the Historic Preservation Overlay Zone.

17. **NON-CONTRIBUTING ELEMENT** is any building, structure, Natural Feature, lot, or Landscaping, that is identified in the Historic Resources Survey as a Non-Contributing Element, or not listed in the Historic Resources Survey.

18. OWNER is any person, association, partnership, firm, corporation or public entity identified as the holder of title on any property as shown on the records of the City Engineer or on the last assessment roll of the County of Los Angeles, as applicable. For purposes of this section, the term Owner shall also refer to an appointed representative of an association, partnership, firm, corporation, or public entity which is a recorded Owner.

19. PRESERVATION ZONE is any area of the City of Los Angeles containing buildings, structures, Landscaping, Natural Features or lots having Historic, architectural, Cultural or aesthetic significance and designated as a Historic Preservation Overlay Zone under the provisions of this section.

20. PROJECT is the Addition, Alteration, construction, Demolition, Reconstruction, Rehabilitation, relocation, removal or Restoration of the exterior of any building, structure, Landscaping, Natural Feature, or lot, within a Preservation Zone, except as provided under Subsection H. A Project may or may not require a building permit, and may include, but not be limited to changing exterior paint color, removal of significant trees or Landscaping, installation or removal of fencing, replacement of windows and/or doors which are character-defining features of architectural styles, removal of features that may or may not have a building permit, or changes to public spaces and similar activities.

21. RECONSTRUCTION is the act or process of reproducing by new construction the exact form, features and details of a vanished building, portion of a building, structure, landscape, Natural Feature, or object as it appeared at a specific period of time, on its original or a substitute lot.

22. REHABILITATION is the act or process of returning a property to a state of utility, through repair or Alteration, which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its Historical, architectural and Cultural values.

23. RENTER is any person, association, partnership, firm, corporation, or public entity which has rented or leased a dwelling unit or other structure within a Preservation Zone for a continuous time period of at least three years. For purposes of this section, the term Renter shall also refer to an appointed representative of an association, partnership, firm, corporation, or public entity which is a renter.

24. RESTORATION is the act or process of accurately recovering the form, features and details of a property as it appeared at a particular period of time by means of the removal of later work or by the replacement of missing earlier work.

25. RIGHT-OF-WAY is the dedicated area that includes roadways, medians and/or sidewalks.

26. STREET VISIBLE AREA is any portion of the front, side, and rear facades that can be seen from any adjacent street, alley, or sidewalk, or that would be visible but are currently obstructed by landscaping, fencing, or freestanding walls. The Street Visible Area includes undeveloped portions of the lot where new construction would be visible from the adjacent street or sidewalk; facades that are generally visible from non-adjacent streets due to steep topography; or second stories visible over adjacent one-story structures.

C. Relationship to Other Provisions of the Code. Whenever the City Council establishes, adds land to, eliminates land from or repeals in its entirety a Preservation Zone, the provisions of this section shall not be construed as an intent to abrogate any other provision of this Code. Any street, or portion thereof, located within or sharing a boundary with a Preservation Zone(s), is not subject to the street dedication and/or improvement requirements as set forth in Sections 12.37 A-C and 17.05 of the Los Angeles Municipal Code unless requested by the Director of Planning, provided that the existing sidewalk(s) is in compliance with any accessibility guidelines within the public right-of-way that are adopted to comply with Title II of the Americans with Disabilities Act. When it appears that there is a conflict, the most restrictive requirements of this Code shall apply, except for a requirement in this section, which may compromise public safety if enforced.

D. Historic Preservation Board.

1. Establishment. There is hereby established for each Preservation Zone a Historic Preservation Board. A Board may serve two or more Preservation Zones in joint name and administration. Preservation Zones may have separate, individual Preservation Plans administered under one Board. Each Board shall have, as part of its name, words linking it to its area(s) of administration and distinguishing it from all other boards.

2. Composition. A Board shall be comprised of five members. Where a Board serves two or more Preservation Zones, the Board shall be comprised of seven members. At least three members shall be Renters or Owners of property in the Preservation Zone(s), with a Renter or property Owner representative from each Preservation Zone on the Board. In the event a Preservation Zone is established for an area insufficient in size to provide for a Board whose members meet the requirements of this subsection, for appointment purposes only, the area may be expanded to include the community plan area in which the Preservation Zone is located. In the event a Board still cannot be comprised of members who meet the requirements of this subsection, the Director of Planning shall assume all the powers and duties otherwise assigned to the Board for the Preservation Zone(s) until a Board can be established.

3. **Term of Membership.** Members of the Board shall serve for a term of four years. Members of the Board whose terms have expired may continue to serve on the Board until their replacements are appointed.

4. **Appointment of Members.** All members shall have demonstrated a knowledge of, and interest in, the culture, buildings, structures, historic architecture, history and features of the area encompassed by the Preservation Zone and, to the extent feasible, shall have experience in historic preservation. The appointing authorities are encouraged to consider the cultural diversity of the Preservation Zone in making their appointments. Appointees serve at the pleasure of the appointing authority, and the appointment may be rescinded at any time prior to the expiration of a member's term. To the maximum extent practicable, members shall be appointed as follows:

(a)

Appointing Body	Appointee Qualifications
Mayor	One member having extensive real estate or construction experience.
Councilmember	One member who is a Renter or Owner of Property in the Preservation Zone(s) shall be appointed by the Councilmember of the district in which the Preservation Zone is located. Where a Board serves two or more Preservation Zones two Renters or Owners of Property shall be appointed.
Cultural Heritage Commission	One member shall be an architect licensed by the State of California.
Cultural Heritage Commission	One member who is a Renter or Owner of Property in the Preservation Zone(s). Where a Board serves two or more Preservation Zones two Renters or Owners of Property shall be appointed.
Board	One member who is a Renter or Owner of Property in the Preservation Zone(s), pursuant to the criteria set forth in Subsection D.4(d).

(b) Where a Board serves two or more Preservation Zones in joint name and administration, a Renter or property Owner representative shall be appointed for each Preservation Zone the Board serves.

(c) In cases where the Preservation Zone(s) is/are located in more than one council district, the appointment shall be made by the Councilmember representing the greatest land area in the Preservation Zone(s).

(d) The Board shall consider appointee suggestions from the certified Neighborhood Council representing the district in which the Preservation Zone(s) is/are located. In cases where the Preservation Zone(s) is/are located in an area represented by more than one Neighborhood Council, the appointee suggestions shall be made by the Neighborhood Council representing the greatest land area in the Preservation Zone(s). In those Preservation Zones containing no Certified Neighborhood Councils, or if, after notification of a vacancy by the Planning Department, the Certified Neighborhood Council fails to make suggestions within 45 days, or at least one Certified Neighborhood Council meeting has been held, whichever occurs first, the Board may make its appointment without delay.

5. Vacancies. In the event of a vacancy occurring during the term of a member of the Board, the same body or official, or their successors, who appointed the member shall make a new appointment. The new appointment shall serve a four-year term beginning on the date of appointment. Where the member is required to have specified qualifications, the vacancy shall be filled with a person having these qualifications. If the appointing authority does not make an appointment within 60 days of the vacancy, the President of the City Council shall make a temporary appointment to serve until the appointing authority makes an appointment to occupy the seat or for a period of no more than one year.

6. Expiration of Term. Upon expiration of a term for any member of the Board, the appointment for the next succeeding term shall be made by the same body or official, or their successors, which made the previous appointment. No member of a Board shall serve more than two consecutive four-year terms.

7. Boardmember Performance. Boardmembers shall be expected to regularly attend scheduled Board meetings and fully participate in the powers and duties of the Board. Appointees serve at the pleasure of the appointing authority and the appointment may be rescinded at any time prior to the expiration of a member's term. A Boardmember with more than three consecutive unexcused absences or eight unexcused absences in a year period from regularly scheduled meetings may be removed by the appointing

authority. Excused absences may be granted by the Board chair. In the event a Boardmember accrues unexcused absences, the Board shall notify the appointing authority.

8. Organization and Administration. Each Board shall schedule regular meetings at fixed times within the month with a minimum of two meetings a month. Meetings may be canceled if no deemed complete applications are received at least three working days prior to the next scheduled meeting. There shall be at least one meeting a year. The Board shall establish rules, procedures and guidelines as it may deem necessary to properly exercise its function. The Board shall elect a Chairperson and Vice-Chairperson who shall serve for a one-year period. The Board shall designate a Secretary who shall serve at the Board's pleasure. For a five-member Board, three members shall constitute a quorum. For a seven-member Board, four members shall constitute a quorum. Decisions shall be determined by majority vote of the Board. Public minutes and records shall be kept of all meetings and proceedings showing the attendance, resolutions, findings, determinations and decisions, including the vote of each member. To the extent possible, the staff of the Department of City Planning may assist the Board in performing its duties and functions.

9. Power and Duties. When considering any matter under its jurisdiction, the Board shall have the following power and duties:

(a) To evaluate any proposed changes to the boundaries of the Preservation Zone it administers and make recommendations to the City Planning Commission, Cultural Heritage Commission and City Council.

(b) To evaluate any Historic Resources Survey, resurvey, partial resurvey, or modification undertaken within the Preservation Zone it administers and make recommendations to the City Planning Commission, Cultural Heritage Commission and City Council.

(c) To study, review and evaluate any proposals for the designation of Historic-Cultural Monuments within the Preservation Zone it administers and make recommendations to the Cultural Heritage Commission and City Council, and to request that other City departments develop procedures to provide notice to the Boards of actions relating to Historic-Cultural Monuments.

(d) To evaluate applications for Certificates of Appropriateness or Certificates of Compatibility and make recommendations to the Director or the Area Planning Commission.

(e) To encourage understanding of and participation in historic preservation by residents, visitors, private businesses, private organizations and governmental agencies.

(f) In pursuit of the purposes of this section, to render guidance and advice to any Owner or occupant on construction, Demolition, Alteration, removal or relocation of any Monument or any building, structure, Landscaping, Natural Feature or lot within the Preservation Zone it administers. This guidance and advice shall be consistent with approved procedures and guidelines, and the Preservation Plan, or in absence of a Plan, the guidance and advice shall be consistent with the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

(g) To tour the Preservation Zone it represents on a regular basis, to promote the purposes of this section and to report to appropriate City agencies matters which may require enforcement action.

(h) To assist in the updating of the Historic Resources Survey for the Preservation Zone utilizing the criteria in Subsection F.3(c), below.

(i) To make recommendations to decision makers concerning façade easements, covenants, and the imposition of other conditions for the purposes of historic preservation.

(j) To make recommendations to the City Council concerning the utilization of grants and budget appropriations to promote historic preservation.

(k) To assist in the preparation of a Preservation Plan, which clarifies and elaborates upon these regulations as they apply to the Preservation Zone, and which contains the elements listed in Subsection E.3.

10. Conflict of Interest. No Boardmember shall discuss with anyone the merits of any matter pending before the Board other than during a duly called meeting of the Board or subcommittee of the Board. No member shall accept professional employment on a case that has been acted upon by the Board in the previous 12 months or is reasonably expected to be acted upon by the Board in the next 12 months.

E. Preservation Plan. A Preservation Plan clarifies and elaborates upon these regulations as they apply to individual Preservation Zones. A Preservation Plan is used by the Director, Board, property Owners and residents in the application of preservation principles within a Preservation Zone.

1. Preparation of a Preservation Plan. A draft Preservation Plan shall be made available by the Board for review and comment to property Owners and Renters within the Preservation Zone.

(a) Creation of a Preservation Plan where a Board exists. Where established, a Board, with the assistance of the Director, shall prepare a Preservation Plan, which may be prepared with the assistance of historic preservation groups.

(b) Creation of a Preservation Plan where no Board exists. Where no Board exists, or has yet to be appointed, the Director, in consultation with the Councilmember(s) representing the Preservation Zone, may create a working committee of diverse neighborhood stakeholders to prepare a Preservation Plan for the Preservation Zone. This committee shall not assume any duties beyond preparation of the Preservation Plan.

2. Approval of a Preservation Plan.

(a) Commission Hearing and Notice. A draft Preservation Plan shall be set for a public hearing before the City Planning Commission or a hearing officer as directed by the City Planning Commission prior to the Commission action. Notice of the hearing shall be given as provided in Section 12.24 D.2 of this Code.

(b) Cultural Heritage Commission Recommendation. The Cultural Heritage Commission shall submit its recommendation regarding a proposed Preservation Plan within 45 days from the date of the submission to the Commission. Upon action, or failure to act, the Cultural Heritage Commission shall transmit its recommendation, if any, comments, and any related files to the City Planning Commission.

(c) Decision by City Planning Commission. Following notice and public hearing, pursuant to Subsection E.2(a), above, the City Planning Commission may make its report and approve, approve with changes, or disapprove a Preservation Plan.

3. Elements. A Preservation Plan shall contain the following elements:

(a) A mission statement;

(b) Goals and objectives;

(c) A function of the Plan section, including the role and organization of a Preservation Plan, Historic Preservation Overlay Zone process overview, and work exempted from review, if any, and delegation of Board authority to the Director, if any;

(d) The Historic Resources Survey;

(e) A brief context statement which identifies the Historic, architectural and Cultural significance of the Preservation Zone;

(f) The Secretary of the Interior's Standards for Rehabilitation;

(g) Design guidelines for Rehabilitation or Restoration, Additions, Alterations, infill and the form of single- and multi-family residential, commercial, mixed-use and other non-residential buildings, structures, and public areas. The guidelines shall use the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; and

(h) Preservation incentives and adaptive reuse policies, including policies concerning adaptive reuse projects permitted under Section 12.24 X.12 of this Code.

4. Modification of a City Planning Commission Approved Preservation Plan. After approval by the City Planning Commission, a Preservation Plan shall be reviewed by the Board at least every five years, or as needed. Any modifications to the Plan resulting from the review shall be processed pursuant to the provisions of Subsection E, above.

F. Procedures for Establishment, Boundary Change or Repeal of a Preservation Zone.

1. Requirements. The processing of an initiation or an application to establish, change the boundaries of or repeal a Preservation Zone shall conform with all the requirements of Section 12.32 A through D of this Code, and the following additional requirements.

2. Initiation of Preservation Zone.

(a) By City Council, the City Planning Commission, the Director of Planning and the Cultural Heritage Commission. In addition to the provisions of Section 12.32 A, the Cultural Heritage Commission may initiate proceedings to establish, repeal, or change the boundaries of a Preservation Zone. Upon initiation by City Council, the City Planning Commission, the Director of Planning, or the Cultural Heritage Commission, a Historic Resources Survey shall be prepared, pursuant to Subdivision 3, below.

(b) By Application. The proceedings for the establishment of a Preservation Zone may also be initiated by Owners or Renters of property within the boundaries of the proposed or existing Preservation Zone, pursuant to Section 12.32 S.3(b) of this Code.

(1) An Historic Resources Survey shall not be prepared for a proposed Preservation Zone until such an application is verified by the Planning Department to contain the signatures of at least 75 percent of the Owners or lessees of property within the proposed district, pursuant to the requirements of Section 12.32 S.3 (b) of this Code.

(2) The application shall not be deemed complete until the requirements of Subsection F.2(b)(1), above, are met and an Historic Resources Survey for the proposed Preservation Zone has been certified by the Cultural Heritage Commission pursuant to Subdivision 4(a), below.

3. Historic Resources Survey.

(a) Purpose. Each Preservation Zone shall have an Historic Resources Survey, which identifies all Contributing and Non-Contributing Elements and is certified as to its accuracy and completeness by the Cultural Heritage Commission.

(b) Context Statement. In addition to the requirements above, the Historic Resources Survey shall also include a context statement supporting a finding establishing the relation between the physical environment of the Preservation Zone and its history, thereby allowing the identification of Historic features in the area as contributing or non-contributing. The context statement shall represent the history of the area by theme, place, and time. It shall define the various Historical factors which shaped the development of the area. It shall define a period of significance for the Preservation Zone, and relate Historic features to that period of significance. It may include, but not be limited to, Historical activities or events, associations with Historic personages, architectural styles and movements, master architects, designers, building types, building materials, landscape design, or pattern of physical development that influenced the character of the Preservation Zone at a particular time in history.

(c) Finding of Contribution. For the purposes of this section, no building, structure, Landscaping, or Natural Feature shall be considered a Contributing Element unless it is identified as a Contributing Element in the Historic Resources Survey for the applicable Preservation Zone. Features designated as contributing shall meet one or more of the following criteria:

(1) Adds to the Historic architectural qualities or Historic associations for which a property is significant because it was

present during the period of significance, and possesses Historic integrity reflecting its character at that time; or

(2) Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or

(3) Retaining the building, structure, Landscaping, or Natural Feature, would contribute to the preservation and protection of an Historic place or area of Historic interest in the City.

(d) Modification of a Previously Certified Historic Resources Survey. The City Council, City Planning Commission, or Director may find that a previously certified Historic Resources Survey needs to be modified, and may call for a revision, re-survey, or partial re-survey to a previously certified survey. Modifications, including boundary changes, re-surveys, partial re-surveys, and minor corrections of a previously certified Historic Resources Survey shall be processed as follows:

(1) Revisions involving a boundary change, expansion, or contraction of a Preservation Zone shall be certified by the Cultural Heritage Commission as to the accuracy of the survey, and shall be forwarded to the City Planning Commission for recommendation and the City Council for final action.

(2) Revisions involving a re-survey or partial re-survey of an existing Preservation Zone shall be certified by the Cultural Heritage Commission as to the accuracy of the survey, and shall be forwarded to the City Planning Commission for final action.

(3) The correction of technical errors and omissions in a previously certified Historic Resources Survey can be made by the Director based on input from the Board and the Cultural Heritage Commission or its designee.

(e) Application Procedure for Redesignation of an Individual Property in a Certified Historic Resources Survey (Technical Correction).

(1) Application, Form and Contents. To apply for a technical correction to a previously certified Historic Resources Survey pursuant to Section 12.20.3 F.3(d)(3), an applicant shall file an application with the Department of City Planning, on a form provided by the Department, and include all information required by the instructions on the application. Prior to deeming the application

complete, the Director shall advise the applicant of the processes to be followed and fees to be paid. Upon receipt of a complete application, the Director or his/her designee shall review all documents submitted and have the authority to approve or deny a technical correction.

(2) Application Fees. The application fees for a Property Survey Redesignation shall be as set forth in Section 19.01 F of this Code.

4. Approval Process.

(a) Cultural Heritage Commission Determination. The Cultural Heritage Commission shall certify each Historic Resources Survey as to its accuracy and completeness, and the establishment of or change in boundaries of a Preservation Zone upon: (1) a majority vote and (2) a written finding that structures, Landscaping, and Natural Features within the Preservation Zone meet one or more of criteria (1) through (3), inclusive, in Subdivision 3(c) of Subsection F within 45 days from the date of the submission to the Commission. This time limit may be extended for a specified further time period if the Cultural Heritage Commission requests an extension, in writing, from the City Planning Commission. Upon action, or failure to act, the Cultural Heritage Commission shall transmit their determination, comments, and any related files to the City Planning Commission for recommendation.

(b) City Planning Commission Approval. The City Planning Commission shall make its report and recommendation to approve, approve with changes, or disapprove the consideration to establish, repeal, or change the boundaries of a Preservation Zone, pursuant to Section 12.32 C of this Code. In granting approval, the City Planning Commission shall find that the proposed boundaries are appropriate and make the findings of contribution required in Subsection F.3(c). The City Planning Commission shall also carefully consider the Historic Resources Survey and the determination of the Cultural Heritage Commission. The Director and the City Planning Commission may recommend conditions to be included in the initial Preservation Plan for a specific Preservation Zone, as appropriate to further the purpose of this section.

(c) City Council. Pursuant to Section 12.32 C.7 of this Code, the City Council may approve or disapprove the establishment, repeal, or change in the boundaries of a Preservation Zone. The City Council may require that a specific Preservation Zone does not take effect until a Preservation Plan for the Preservation Zone is first approved by the City Planning Commission.

G. Review of Projects in Historic Preservation Overlay Zones. All Projects within Preservation Zones, except as exempted in Subsection H, shall be submitted in conjunction with an application, if necessary, to the Department of City Planning upon a form provided for that purpose. Upon receipt of an application, the Director shall review a request and find whether the Project requires a Certificate of Appropriateness, pursuant to Subsection K; a Certificate of Compatibility, pursuant to Subsection L; or is eligible for review under Conforming Work on Contributing Elements, pursuant to Subsection I; or Conforming Work on Non-Contributing Elements, pursuant to Subsection J. All questions of Street Visible Area are to be determined by Department of City Planning Staff. In instances where multiple applications are received, which collectively involve an impact to a Structure or feature in the Street-Visible-Area, a Certificate of Appropriateness or Certificate of Compatibility may be required for additional work.

H. Exemptions. The provisions of Section 12.20.3 shall not apply to the following:

1. The correction of Emergency or Hazardous Conditions where the Department of Building and Safety, Housing and Community Investment Department, or other enforcement agency has determined that emergency or hazardous conditions currently exist and the emergency or hazardous conditions must be corrected in the interest of the public health, safety and welfare. When feasible, the Department of Building and Safety, Housing and Community Investment Department, or other enforcement agency should consult with the Director on how to correct the hazardous condition, consistent with the goals of the Preservation Zone. However, any other work shall comply with the provisions of this section.

2. Department of Public Works improvements located, in whole or in part, within a Preservation Zone, where the Director finds:

(a) That the certified Historic Resources Survey for the Preservation Zone does not identify any Contributing Elements located within the Right-of-Way and/or where the Right-of- Way is not specifically addressed in the approved Preservation Plan for the Preservation Zone; and

(b) Where the Department of Public Works has completed the CEQA review of the proposed improvement, and the review has determined that the improvement is exempt from CEQA, or will have no potentially significant environmental impacts.

The relevant Board shall be notified of the Project, given a description of the Project, and an opportunity to comment.

3. Work authorized by an approved Historical Property Contract by the City Council.

4. Where a building, structure, Landscaping, Natural Feature or lot has been designated as a City Historic-Cultural Monument by the City Council, unless proposed for demolition.

However, those properties with Federal or State historic designation which are not designated as City Historic-Cultural Monuments or do not have a City Historical Property Contract are not exempt from review under Section 12.20.3.

5. Where work consists of Repair to existing structural elements and foundations with no physical change to the exterior of a building.

6. Where work consists of interior Alterations that do not result in a change to an exterior feature.

7. Where the type of work has been specifically deemed exempt from review as set forth in the approved Preservation Plan for a specific Preservation Zone.

I. Conforming Work on Contributing Elements. Conforming Work may fall into two categories, Major Conforming Work and Minor Conforming Work. It is the further intent of this section to require Conforming Work on Contributing Elements for some Projects which may, or may not, require a building permit, including, but not limited to, changing exterior paint color, removal of significant trees or Landscaping, installation or removal of fencing, window and door replacement, changes to public spaces, and similar Projects. Conforming Work meeting the criteria and thresholds set forth in this subsection shall not require Certificates of Appropriateness set forth in Subsection K.

1. Procedure. Pursuant to Subsection G, the Director shall forward applications for Conforming Work on Contributing Elements to the Board for conformance review and sign off. The Board may delegate its review authority to the Director of Planning as specified in the Preservation Plan approved for the Preservation Zone.

(a) Application, Form and Contents. To apply for Conforming Work on a Contributing Element, an owner shall file an application with the Department of City Planning and include all information required by the instructions on the application. Prior to deeming the application complete, the Director shall determine and, if necessary, advise the applicant of the processes to be followed and fees to be paid.

(b) Application Fees. The application fees for Major Conforming Work on a Contributing Element shall be as set forth in

Section 19.01 F. Minor Conforming Work shall not require an application fee.

2. Review Criteria. A request for Conforming Work on Contributing Elements shall be reviewed for conformity with the Preservation Plan for the Preservation Zone or, if none exists, the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, and at least one of following conditions:

Review Criteria for Contributing Elements		
Project Scope		
(a) Minor Conforming Work	**(1)**	Restoration work, Rehabilitation, Maintenance, and/or Repair of architectural features on any Contributing Building, structure, Landscaping, Natural Feature or lot.
	(2)	Projects that do not require the issuance of a building permit but affect the building or site, pursuant to Section 91.106.2 of this Code.
(b) Major Conforming Work	**(1)**	Addition(s) to any and all structures on a lot or new Building(s) that satisfy all of the following: (a) The Addition(s) or new Building(s) result(s) in an increase of less than twenty (20) percent of the Building Coverage legally existing on the effective date of the Historic Preservation Overlay Zone; (b) The Addition(s) or new Building(s) is/are located outside of a Street Visible Area; (c) No increase in height is proposed; and (d) The Addition(s) and/or new Building does/do not involve two or more structures.
	(2)	Construction of detached garage, porte cochere, carport, storage building, tool or garden shed, or animal-keeping use structure in a Street Visible Area in which the proposed square footage is equal to less than ten (10) percent of the lot area.
	(3)	Demolition of a detached garage, porte cochere, carport, storage building, tool or garden shed, or animal-keeping use structure pursuant to the criteria set forth in Subsection I.2(c).
	(4)	Demolition and Reconstruction taken in response to natural disaster or to correct a hazardous condition (subject to the provisions of Public Resources Code Section 5028, where applicable).
	(5)	Correction of Code Enforcement Conditions.

(c) Where the Project consists of the Demolition of a detached garage, porte cochere, carport, storage building, tool or garden shed, or animal-keeping use structure, the Director of Planning shall review a request and determine whether such requests qualify for review under Conforming Work, based on at least one of the following considerations:

(1) It can be demonstrated that the structure was built outside of the Period of Significance for the HPOZ through building permits, or where building permits do not exist, through Sanborn Fire Insurance Maps or historic records or photographs.

(2) The Demolition of the structure will not degrade the status of the lot as a Contributing Element in the Historic Preservation Overlay Zone.

(3) The Demolition will not affect the integrity and development pattern of the district as a whole.

Any request for the Demolition of a detached garage, porte cochere, carport, storage building, tool or garden shed, or animal-keeping use structure that does not meet one or more of the above criteria shall be reviewed pursuant to Certificate of Appropriateness provisions in Section 12.20.3 K.4.

3. Time to Act. The Board shall act on the request for Conforming Work on Contributing Elements at its next agendized Board meeting within 21 days of the Director deeming an application complete, unless the applicant and the Director mutually agree in writing to an extension of time. The applicant may request a transfer of jurisdiction to the Director if the Board fails to act within 21 days. Applications reviewed under Conforming Work shall be agendized by the Board.

4. Certification. The Board shall review and sign off a request for Conforming Work on Contributing Elements if it finds that the work meets the criteria as set forth in Subdivision 2, above. The Board does not have the authority to impose conditions on Conforming Work. If the Board finds that the work does not meet the criteria, as set forth in Subdivision 2, above, it shall specify in writing as to why.

5. If an application fails to conform to the criteria of Conforming Work on Contributing Elements, an applicant may elect to file for review under the Certificate of Appropriateness procedure pursuant to Subsection K.

J. Conforming Work on Non-Contributing Elements. Conforming Work may fall into two categories, Major Conforming Work and Minor Conforming Work. It is the further intent of this section to require Conforming Work on Non-Contributing

Elements for some Projects which may or may not require a building permit, including, but not limited to, changing exterior paint color, removal of trees or Landscaping, installation or removal of fencing, window and door replacement, changes to public spaces, and similar Projects. Conforming Work meeting the criteria and thresholds set forth in this subsection shall not require Certificates of Compatibility set forth in Subsection L. However, an applicant not approved under Subsection J may elect to file for a Certificate of Compatibility.

1. Procedure. Pursuant to Subsection G, the Director shall forward applications for Conforming Work on Non-Contributing Elements to the Board for conformance review and sign off. The Board may delegate its review authority to the Director as specified in the Preservation Plan approved for the Preservation Zone.

(a) Application, Form and Contents. To apply for Conforming Work on a Non-Contributing Element, an owner shall file an application with the Department of City Planning and include all information required by the instructions on the application. Prior to deeming the application complete, the Director shall determine and, if necessary, advise the applicant of the processes to be followed and fees to be paid.

(b) Application Fees. The application fees for Major Conforming Work on a Non-Contributing Element shall be as set forth in Section 19.01 F of this Code. Minor Conforming Work shall not require an application fee.

2. Review Criteria. A request for Conforming Work on Non-Contributing Elements shall be reviewed for conformity with the Preservation Plan for the Preservation Zone, and at least one of following conditions:

Review Criteria for Non-Contributing Elements		
	Project Scope	
(a) Minor Conforming Work	**(1)**	Rehabilitation, Maintenance, or Repair of architectural features on any Non-Contributing building, structure, Landscaping, Natural Feature or lot.
	(2)	Relocation of buildings or structures dating from the Preservation Zone's Period of Significance onto a lot designated as a Non-Contributing Element in a Preservation Zone.
	(3)	Projects that do not require the issuance of a building permit but affect the building or site, pursuant to Section 91.106.2 of this Code.
(b) Major Conforming Work	**(1)**	Addition(s) to any and all structures on a lot.

	(2)	Construction or Demolition of a structure located outside of a Street Visible Area.
	(3)	Construction of a detached garage, porte cochere, carport, storage building, tool or garden shed, or animal-keeping use structure located in a Street Visible Area in which the proposed square footage is equal to less than ten (10) percent of the lot area.
	(4)	Relocation or Demolition of a detached garage, porte cochere, carport, storage building, tool or garden shed, or animal-keeping use structure located in a Street Visible Area.
	(5)	Correction of Code Enforcement conditions.

3. **Time to Act.** The Board shall act on a request for Conforming Work on Non-Contributing Elements at its next agendized Board meeting within 21 days of the Director deeming an application complete, unless the applicant and the Director mutually agree in writing to an extension of time. The applicant may request a transfer of jurisdiction to the Director if the Board fails to act within the 21 days. Applications reviewed under Conforming Work shall be agendized by the Board.

4. **Certification.** The Board shall review and sign off a request for Conforming Work on Non-Contributing Elements if it finds that the work meets the criteria as set forth in Subdivision 2, above. The Board does not have the authority to impose conditions on Conforming Work. If the Board finds that the work does not meet the criteria, as set forth in Subdivision 2, above, it shall specify in writing as to why.

5. If an application fails to conform to the criteria of Conforming Work on Non-Contributing Elements, an applicant may elect to file for review under the Certificate of Compatibility procedure pursuant to Subsection L.

K. Certificate of Appropriateness for Contributing Elements.

1. **Purpose**. It is the intent of this section to require the issuance of a Certificate of Appropriateness for any Project affecting a Contributing Element, except as set forth in Subdivision 2(b), below. It is the further intent of this section to require a Certificate of Appropriateness for some Projects which may or may not require a building permit, including, but not limited to, changing exterior paint color, removal of significant trees or Landscaping, installation or removal of fencing, window and door replacement which are character-defining features of architectural styles, changes to public spaces and similar Projects. However, an applicant not approved under Subsection I may elect to file for a Certificate of Appropriateness.

2. Requirements.

(a) Prohibition. No person shall construct, add to, alter, cause the Demolition, relocation or removal of any building, structure, Landscaping, or Natural Feature designated as contributing in the Historic Resources Survey for a Preservation Zone unless a Certificate of Appropriateness has been approved for that action pursuant to this section, with the exception of Conforming Work on Contributing Elements, which shall not require a Certificate of Appropriateness. In the event that Demolition, removal, or relocation has occurred without a Certificate of Appropriateness for Demolition, removal, or relocation having been approved for such action pursuant to Section 12.20.3 K.5 below, a Certificate of Appropriateness shall be based on the existing conditions of the Historic Resource prior to the Demolition, removal, or relocation. No Certificate of Appropriateness shall be approved unless the plans for the construction, Demolition, Alteration, Addition, relocation, or removal conform with the provisions of this section. Any approval, conditional approval, or denial shall include written findings in support.

(b) Conforming Work. Nothing in this section shall be construed as to require a Certificate of Appropriateness for the ordinary Maintenance and Repair of any exterior architectural feature of a property within a Preservation Zone, which does not involve a change in design, material, color, or outward appearance. Work meeting the criteria for Conforming Work on Contributing Elements shall not require a Certificate of Appropriateness.

3. Procedures For Obtaining a Certificate of Appropriateness.

(a) Any plan for the construction, Addition, Alteration, Demolition, Reconstruction, relocation or removal of a building, structure, Landscaping, or Natural Feature, or any combination designated as contributing in the Historic Resources Survey for a Preservation Zone shall be submitted, in conjunction with an application, to the Department of City Planning upon a form provided for that purpose. Upon an application being deemed complete by the Director, one copy each of the application and relevant documents shall be mailed by the Department of City Planning to both the Cultural Heritage Commission and to each Board member for the Preservation Zone for evaluation.

(b) Application Fees. The application fees for a Certificate of Appropriateness shall be as set forth in Section 19.01 F of this Code.

(c) Cultural Heritage Commission and Board Recommendations. A notice and hearing shall be completed pursuant to Subsection M below. The Cultural Heritage Commission and the Board shall submit their recommendations to the Director as to whether the Certificate should be approved, conditionally approved or disapproved. In the event that the Cultural Heritage Commission or Board does not submit its recommendations within 30 days of the postmarked date of mailing of the application from the City Planning Department, the Cultural Heritage Commission or Board shall be deemed to have forfeited all jurisdiction in the matter and the Certificate may be approved, conditionally approved or disapproved as filed. The applicant and the Director may mutually agree in writing to a longer period of time for the Board to act.

(d) Director and Area Planning Commission Determination. The Director shall have the authority to approve, conditionally approve or disapprove a Certificate of Appropriateness for construction, Addition, Alteration or Reconstruction. The Area Planning Commission shall have the jurisdiction to approve, conditionally approve or disapprove a Certificate of Appropriateness for Demolition, removal or relocation.

(e) Time to Act. The Director or Area Planning Commission, whichever has jurisdiction, shall render a determination on any Certificate of Appropriateness within 75 days of an application being deemed complete, unless the applicant and the Director mutually consent in writing to a longer period. A copy of the determination shall be mailed to the applicant, the Board, the Cultural Heritage Commission and any other interested parties. No Certificate of Appropriateness shall be issued until the appeal period in Subsection N has expired or until any appeal has been resolved.

(f) Other City Approvals. The requirements for a Certificate of Appropriateness are in addition to other City approvals (building permits, variances, etc.) or other legal requirements, such as Public Resources Code Section 5028, which may be required. The time periods specified above may be extended, if necessary, with the written mutual consent of the applicant and the Director.

(g) Modification of an Approved Certificate of Appropriateness. Once a Certificate of Appropriateness becomes effective, any subsequent proposed modification to the project shall require review by the Director, who shall grant approval of the modification if he or she finds the modification to be substantially in conformance with the original approved project. If the Director finds that the proposed modification does not substantially conform with the original approved

project, then the applicant shall resubmit the project for a new Certificate of Appropriateness.

(1) Modification Procedure. To modify an approved Certificate of Appropriateness, an applicant shall submit to the Department of City Planning plans, elevations, or details of the proposed modification and any additional information determined necessary for conformance review. The Director may forward proposed modifications to the Board and/or the Cultural Heritage Commission's Designee for consultation.

4. Standards for Issuance of Certificate of Appropriateness for Construction, Addition, Alteration, or Reconstruction. The Director shall base a determination whether to approve, conditionally approve or disapprove a Certificate of Appropriateness for construction, Addition, Alteration or Reconstruction on each of the following:

(a) If no Preservation Plan exists, whether the Project complies with Standards for Rehabilitation approved by the United States Secretary of the Interior considering the following factors:

(1) architectural design;

(2) height, bulk, and massing of buildings and structures;

(3) lot coverage and orientation of buildings;

(4) color and texture of surface materials;

(5) grading and site development;

(6) landscaping;

(7) changes to Natural Features;

(8) antennas, satellite dishes and solar collectors;

(9) off-street parking;

(10) light fixtures and street furniture;

(11) steps, walls, fencing, doors, windows, screens and security grills;

(12) yards and setbacks; or

(13) signs; and

(b) Whether the Project protects and preserves the Historic and architectural qualities and the physical characteristics which make the building, structure, landscape, or Natural Feature a Contributing Element of the Preservation Zone; or

(c) If a Preservation Plan exists, whether the Project complies with the Preservation Plan approved by the City Planning Commission for the Preservation Zone.

5. Standards for Issuance of Certificate of Appropriateness for Demolition, Removal or Relocation. Any person proposing Demolition, removal or relocation of any contributing building, structure, Landscaping, or Natural Feature within a Preservation Zone not qualifying as Conforming Work on Contributing Elements shall apply for a Certificate of Appropriateness and the appropriate environmental review.

No Certificate of Appropriateness shall be issued for Demolition, removal or relocation of any building, structure, Landscaping, Natural Feature or lot within a Preservation Zone that is designated as a Contributing Element, and the application shall be denied unless the Owner can demonstrate to the Area Planning Commission that the Owner would be deprived of all economically viable use of the property. In making its determination, the Area Planning Commission-shall consider any evidence presented concerning the following:

(a) An opinion regarding the structural soundness of the structure and its suitability for continued use, renovation, Restoration or Rehabilitation from a licensed engineer or architect who meets the Secretary of the Interior's Professional Qualification Standards as established by the Code of Federal Regulation, 36 CFR Part 61. This opinion shall be based on the Secretary of the Interior's Standards for Architectural and Engineering Documentation with Guidelines;

(b) An estimate of the cost of the proposed Alteration, construction, Demolition, or removal and an estimate of any additional cost that would be incurred to comply with the recommendation of the Board for changes necessary for it to be approved;

(c) An estimate of the market value of the property in its current condition; after completion of the proposed Alteration, construction, Demolition, or removal; after any expenditure necessary to comply with the recommendation of the Board for changes necessary for the Area Planning Commission to approve a Certificate of Appropriateness; and, in the case of a proposed Demolition, after renovation of the existing structure for continued use;

(d) In the case of a proposed Demolition, an estimate from architects, developers, real estate consultants, appraisers, or other real estate professionals experienced in Rehabilitation as to the economic feasibility of Restoration, renovation or Rehabilitation of any existing structure or objects. This shall include tax incentives and any special funding sources, or government incentives which may be available.

In a case where Demolition, removal, or relocation of any Contributing Element, without a Certificate of Appropriateness for Demolition, Removal, or Relocation has occurred, Section 12.20.3 K.5 shall not apply. Procedures in Sections 12.20.3 K.1-4 and/or Section 12.20.3 Q shall apply.

L. Certificate of Compatibility for Non-Contributing Elements.

1. Purpose. The intent of this section is to ensure compatibility of Non-Contributing Elements with the character of the Preservation Zone and to ensure that any construction or Demolition work is undertaken in a manner that does not impair the essential form and integrity of the Historic character of its environment.

(a) A request for a Certificate of Compatibility shall be reviewed for conformity with the Preservation Plan for the Preservation Zone and shall consist of at least one of the following project types:

(1) Where the Project on a Non-Contributing Element does not qualify as Conforming Work;

(2) Where construction or Demolition of a structure is done in a Street Visible Area on a lot designated as a Non-Contributing Element;

(3) Where structures not dating from the Preservation Zone's period of significance are replaced or relocated onto a lot designated as a Non-Contributing Element.

(b) Other types of work solely involving Non-Contributing Elements, including the relocation of buildings or structures dating from the Preservation Zone's period of significance onto a lot designated as a Non-Contributing Element, are eligible for review under Conforming Work on Non-Contributors as set forth in Subsection J. The Director shall review a request, pursuant to Subsection G and find whether the application is eligible for Conforming Work on Non- Contributors as outlined in Subsection J or requires a Certificate of Compatibility. An applicant not approved under Subsection J may elect to file for a Certificate of Compatibility.

2. Prohibition. No person shall construct, add to, alter, cause the Demolition, relocation or removal of any building, structure, Landscaping, or Natural Feature designated as a Non-Contributing Element or not listed in the Historic Resources Survey for a Preservation Zone unless a Certificate of Compatibility has been approved for that action pursuant to this section. Additions and Alterations may be exempt from this section provided they meet the criteria in Subsection J. No Certificate of Compatibility shall be approved unless the plans for the construction, Demolition, Alteration, Addition, relocation, or removal conform with the provisions of this section. Any approval, conditional approval, or denial shall include written justification pursuant to Section 12.20.3 L.4.

3. Procedures For Obtaining A Certificate of Compatibility.

(a) Plans shall be submitted, in conjunction with an application, to the Department of City Planning upon a form provided for that purpose. Upon an application being deemed complete by the Director, one copy of the application and relevant documents shall be mailed by the Department of City Planning to each Boardmember of the Preservation Zone for evaluation.

(b) Application Fees. The application fees for a Certificate of Compatibility shall be as set forth in Section 19.01 F of this Code.

(c) Cultural Heritage Commission and Board Recommendations. A notice and hearing shall be completed pursuant to Subsection M, below. The Cultural Heritage Commission and the Board shall submit their recommendations to the Director as to whether the Certificate of Compatibility should be approved, conditionally approved, or disapproved within 30 days of the postmarked date of mailing of the application from the City Planning Department. In the event the Cultural Heritage Commission or the Board does not submit its recommendation within 30 days, the Cultural Heritage Commission or the Board shall forfeit all jurisdiction. The applicant and the Director may mutually agree in writing to a longer period of time for the Board to act.

(d) Director Determination. The Director shall have the authority to approve, conditionally approve or disapprove a Certificate of Compatibility.

(e) Time to Act. The Director shall render a determination on a Certificate of Compatibility within 75 days of an application being deemed complete, unless the applicant and the Director mutually consent in writing to a longer period. A copy of the determination shall be mailed to the applicant, the Board, and any other interested parties. No permits shall be issued for the subject Certificate of Compatibility until the appeal period,

as set forth in Subsection N, has expired or until any appeal has been resolved.

(f) Other City Approvals. The requirements for a Certificate of Compatibility are in addition to other City approvals (building permits, variances, etc.) and other legal requirements, such as Public Resources Code Section 5028, which may be required. The time periods specified above may be extended, if necessary, with the written mutual consent of the applicant and the Director.

(g) Modification of an Approved Certificate of Compatibility. Once a Certificate of Compatibility becomes effective, any subsequent proposed modification to the project shall require review by the Director, who shall grant approval of the modification if he or she finds the modification to be substantially in conformance with the original approved project. If the Director finds that the proposed modification does not substantially conform with the original approved project, then the applicant shall resubmit the project for a new Certificate of Compatibility.

(1) Modification Procedure. To modify an approved Certificate of Compatibility, an applicant shall submit to the Department of City Planning plans, elevations, or details of the proposed modification and any additional information determined necessary for conformance review. The Director may forward proposed modifications to the Board and/or the Cultural Heritage Commission's Designee for consultation.

4. Standards for Issuance of Certificate of Compatibility for New Building Construction or Replacement, and the Relocation of Buildings or Structures Not Dating from the Preservation Zone's Period of Significance Onto a Lot Designated as a Non-Contributing Element. The Director shall base a determination whether to approve, conditionally approve or disapprove a Certificate of Compatibility on each of the following:

(a) If no Preservation Plan exists, whether the following aspects of the Project do not impair the essential form and integrity of the Historic character of its surrounding built environment, considering the following factors;

(1) architectural design;

(2) height, bulk, and massing of buildings and structures;

(3) lot coverage and orientation of buildings;

(4) color and texture of surface materials;

(5) grading and lot development;

(6) Landscaping;

(7) changes to Natural Features;

(8) steps, walls, fencing, doors, windows, screens, and security grills;

(9) yards and setbacks;

(10) off street parking;

(11) light fixtures and street furniture;

(12) antennas, satellite dishes and solar collectors; or

(13) signs.

New construction shall not destroy Historic features or materials that characterize the property. The design of new construction shall subtly differentiate the new construction from the surrounding Historic built fabric, and shall be contextually compatible with the massing, size, scale, and architectural features of nearby structures in the Preservation Zone; or

(b) Whether the Project complies with the Preservation Plan approved by the City Planning Commission for the Preservation Zone.

5. Certificates of Compatibility for the Demolition of Non-Contributing Elements. After notice and hearing pursuant to Subsection M below, the Board shall submit its comments on a request for Demolition of a Non-Contributing Element, considering the impact(s) of the Demolition of the Non-Contributing Element to the essential form and integrity of the Historic character of its surrounding built environment within 30 days of the postmarked date of mailing of the application from the City Planning Department. In the event the Board does not submit its comment within 30 days, the Board shall forfeit all jurisdiction. The applicant and the Director may mutually agree in writing to a longer period of time for the Board to comment.

(a) In a case where Demolition of any Non-Contributing Element, without a Certificate of Compatibility for the Demolition of Non-Contributing Elements or permit has occurred, Section 12.20.3 L.5 shall not apply. Procedures in Sections 12.20.3 L.1-4 and/or Section 12.20.3 Q shall apply.

M. Notice and Public Hearing. Before making its recommendation to approve, conditionally approve or disapprove an application pursuant to this section for a Certificate of Appropriateness or Certificate of Compatibility, the Board shall hold a public hearing on the matter. The applicant shall notify the Owners and occupants of all properties abutting, across the street or alley from, or having a common corner with the

subject property at least ten days prior to the date of the hearing. Notice of the public hearing shall be posted by the applicant in a conspicuous place on the subject property at least ten days prior to the date of the public hearing.

(1) A copy of the Board's recommendation pursuant to Subsection K.3(b) regarding a Certificate of Appropriateness or Subsection L.3(b) regarding a Certificate of Compatibility shall be sent to the Director.

(2) A copy of the final determination by the Director, or Area Planning Commission shall be mailed to the Board, to the Cultural Heritage Commission, to the applicant, and to other interested parties.

N. Appeals. For any application for a Certificate of Appropriateness pursuant to Subsection K or a Certificate of Compatibility pursuant to Subsection L, the action of the Director or the Area Planning Commission shall be deemed to be final unless appealed. No Certificate of Appropriateness or Certificate of Compatibility, shall be deemed approved or issued until the time period for appeal has expired.

(1) An initial decision of the Director is appealable to the Area Planning Commission

(2) An initial decision by the Area Planning Commission is appealable to the City Council.

An appeal may be filed by the applicant or any aggrieved party. An appeal may also be filed by the Mayor or a member of the City Council. Unless a Board member is an applicant, he or she may not appeal any initial decision of the Director or Area Planning Commission as it pertains to this section. An appeal shall be filed at the public counter of the Planning Department within 15 days of the date of the decision to approve, conditionally approve, or disapprove the application for Certificate of Appropriateness or Certificate of Compatibility. The appeal shall set forth specifically how the petitioner believes the findings and decision are in error. An appeal shall be filed in triplicate, and the Planning Department shall forward a copy to the Board and the Cultural Heritage Commission. The appellate body may grant, conditionally grant or deny the appeal. Before acting on any appeal, the appellate body shall set the matter for hearing, giving a minimum of 15 days' notice to the applicant, the appellant, the Cultural Heritage Commission, the relevant Board and any other interested parties of record. The failure of the appellate body to act upon an appeal within 75 days after the expiration of the appeal period or within an additional period as may be agreed upon by the applicant and the appellate body shall be deemed a denial of the appeal and the original action on the matter shall become final.

O. Authority of Cultural Heritage Commission not Affected. Notwithstanding any provisions of this section, nothing here shall be construed as superseding or overriding the Cultural Heritage Commission's authority as provided in Los Angeles Administrative Code Section 22.171, et seq.

P. Publicly Owned Property. The provisions of this section shall apply to any building, structure, Landscaping, Natural Feature or lot within a Preservation Zone which is owned or leased by a public entity to the extent permitted by law.

Q. Enforcement. The Department of Building and Safety, the Housing and Community Investment Department, or any successor agencies, whichever has jurisdiction, shall make all inspections of properties which are in violation of this section when apprised that work has been done or is required to be done pursuant to a building permit. Violations, the correction of which do not require a building permit, shall be investigated and resolved jointly by the Planning Department, the Department of Building and Safety, the Housing and Community Investment Department, or any successor agencies, whichever has jurisdiction, and if a violation is found, the Planning Department may then request the Department of Building and Safety, the Housing and Community Investment Department or any successor agencies to issue appropriate orders for compliance. Any person who has failed to comply with the provisions of this section shall be subject to the provisions of Section 11.00 (m) of this Code. The Owner of the property in violation shall be assessed a minimum inspection fee, as specified in Section 98.0412 of this Code for each site inspection. No building permit shall be cleared by the Planning Department while an outstanding violation exists, regardless of whether a building permit is required or not for the violation.

R. Demolition of Buildings without a Permit. Any Demolition or relocation of a Contributing or Non-Contributing Element, or a portion thereof, done without a building permit and Certificate of Appropriateness or Certificate of Compatibility approvals pursuant to Sections 12.20.3 K.5 and 12.20.3 L.5, shall be reviewed by the Director of Planning in accordance with the provisions of Section 12.20.3 S.

S. Preliminary Evaluation of Demolition or Relocation without Permit.

1. Purpose. The purpose of this subsection is to require the documentation of the loss of historic features as a result of unpermitted construction or Demolition activities, relocation, neglectful ownership, or man-made disaster.

2. Prohibition. Where Demolition or relocation to all or portions of a Contributing or Non-Contributing Element has occurred without the necessary approvals, the provisions of Section 12.20.3 K.5 (COA-DEM) or 12.20.3 L.5 (CCMP) shall not apply. Upon completion of a Preliminary Evaluation of Demolition or Relocation without Permit, and Section 91.106.4.1(10) proceedings by the Department of Building and Safety, an application for Certificate of Appropriateness or Certificate of Compatibility shall be reviewed in accordance with the provisions of Sections 12.20.3 K and 12.20.3 L, whichever is applicable.

3. **Procedures**

(a) Evaluation. The Director of Planning or his or her designee can initiate review on the Demolition or relocation of a structure, in whole or in part, commenced prior to the issuance of a building permit. During the investigation, all work on the site shall cease and an order to comply shall be issued per Section 12.20.3 Q. Review by the Director shall include, but is not limited to, documentation of the structure(s) as it (they) existed at the time of the Historic Resources Survey, permit history research, site visits, documentation of the loss of building features, identification of salvageable features, and evaluation of the demolition's impact on the historic resource.

(b) Evaluation Fees. Fees for the preliminary evaluation will be assessed pursuant to Section 19.01 F of this Code.

4. Notice. A copy of the evaluation shall be mailed to the Department of Building and Safety, the applicant, the Board, Council Office, and any other interested parties.

5. Proceedings Pursuant to Los Angeles Municipal Code Section 91.106.4.1(10). Upon completion of the evaluation, the matter shall be referred to the Department of Building and Safety for investigation and enforcement pursuant to Section 91.106.4.1(10). The Department of Building and Safety shall be authorized to withhold development permits on said property for five years if it determines that demolition occurred in violation of Section 91.106.4.1(10). Any person who has failed to comply with the provisions of Section 12.20.3 K.5 or 12.20.3 L.5 shall be subject to the provisions of Section 11.00 (l) of this Code.

6. During the Section 91.106.4.1(10) proceedings and the five year-penalty period, the property owner shall be responsible for protecting any features of the original structure which remain intact, securing the property from vandalism and theft, and keeping the property free of other nuisances.

T. Injunctive Relief. Where it appears that the Owner, occupant or person in charge of a building, structure, Landscaping, Natural Feature, lot or area within a Preservation Zone threatens, permits, is about to do or is doing any work or activity in violation of this section, the City Attorney may forthwith apply to an appropriate court for a temporary restraining order, preliminary or permanent injunction, or other or further relief as appears appropriate.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of APR 25 2017.

HOLLY L. WOLCOTT, City Clerk

By _____
Deputy

Approved MAY 02 2017

_____
Mayor

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By _____
OSCAR MEDELLIN
Deputy City Attorney

Date January 30, 2017

File No. CF 16-1157

Pursuant to Charter Section 559, I **approve** this ordinance on behalf of the City Planning Commission and recommend that it be adopted

January 31, 2017

See attached report.

_____
Vincent P. Bertoni, AICP
Director of Planning

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DECLARATION OF POSTING ORDINANCE

I, JULIA AMANTI, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 184903 – **An Ordinance amending Section 12.20.3 of the Los Angeles Municipal Code to clarify review procedures, add frequently used definitions, and outline procedures and fees for technical corrections to Historic Resources Surveys, and unpermitted demolition** – a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on **April 24, 2017**, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on **May 8, 2017** I posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Copies of said ordinance were posted conspicuously beginning on **May 8, 2017** and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this **8th** day of **May, 2017** at Los Angeles, California.

Julia Amanti, Deputy City Clerk

Ordinance Effective Date: June 17, 2017 **Council File No. 16-1157**

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Attachment D: City of Los Angeles Harbor Department

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LOS ANGELES HARBOR DEPARTMENT – BUILT ENVIRONMENT HISTORIC, ARCHITECTURAL AND CULTURAL RESOURCE POLICY

I. GOAL - Encourage the preservation of the built historic, architectural and cultural resources within the Port of Los Angeles in a manner consistent with the City of Los Angeles Harbor Department's (Harbor Department) mission and obligations under the Tideland Trust Doctrine, Tideland Trust Grant, California Coastal Act, City of Los Angeles Charter, and the Port Master Plan.

II. INTRODUCTION

A. The purpose of this Built Environment Historic, Architectural and Cultural Resource Policy is to encourage and establish priorities for preservation and reuse of the historic, architectural and cultural heritage represented by the built environment, defined as buildings, structures, objects, districts and sites in the Port of Los Angeles.

B. The Port has been integral to the development of the City of Los Angeles, California and the United States. This important historical role can be seen in the evolution of the Port's built environment as it has adapted over time to major events, technologies, social change and the changing patterns and processes of maritime business, commerce and trade. The built environment of the Port and its association with significant events, activities, developments, architectural history, and engineering achievements of the past provides an opportunity to appreciate and honor the historic role played by the Port.

C. The City of Los Angeles Board of Harbor Commissioners (Board) recognizes historic, architectural and cultural resources of the built environment as an important part of our heritage and recognizes the value of historic preservation within the context of a modern-day industrial and commercial port operation.

D. This policy provides a guide to Harbor Department staff and the public for the identification, evaluation and the appropriate treatment of historic buildings and structures owned by, or located on property under the possession, management or control of the Harbor Department.

E. The Board directs the Executive Director, designee, to carry out this policy.

III. INVENTORY

A. Harbor Department staff shall maintain a Built Inventory (Inventory)

B. The Inventory shall include, but not be limited to, historic, architectural and cultural resources consisting of:

1. Buildings, structures, objects and districts listed on the following registers or lists of historic and cultural resources (Register(s)): federal National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks,

California Points of Historical Interest or City of Los Angeles Historic-Cultural Monument are within the scope of this policy.

2. Buildings, structures, objects and districts determined by the Executive Director designee to be a historic resource. The Executive Director designee should consult with a person or persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61), for assistance in determining what may be potentially eligible for inclusion on Registers either individually or as a historic district.

3. Buildings, structures, objects and districts determined by the Executive Director designee that do not qualify as a historic resource. The Executive Director designee should consult with a person or persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61), for assistance in determining what may not be potentially eligible for inclusion on Registers either individually or as part of a historic district.

C. The Inventory shall include, but not be limited to, information concerning:

1. Location of building, structure, object or district.

2. Name or description.

3. Whether building, structure, object or district is listed on a Register, determined to be potentially eligible for listing on a Register or determined to not be potentially eligible for listing on a Register.

a. If listed, identification of the Register.

b. If determined to be potentially eligible for listing on a Register, identification of criteria under which it is eligible.

c. If determined to not be eligible for listing on a Register.

4. Whether the building, structure, or object is listed or potentially eligible for listing on a Register as part of a historic district.

5. Date of evaluation or listing on a Register.

D. If a building, structure or object forms part of an historic district, all buildings, structures or objects contributing to the district shall be identified as well as buildings, structures or objects that do not contribute to the historic district.

IV. EVALUATION

A. All evaluations concerning recommendations as to the historic status pertaining to buildings, structures, objects, districts or areas under this policy should be carried out by person or persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61)

B. All evaluations shall include SurveyLA and California Department of Parks and Recreation recordation forms for evaluated objects, buildings, structures and districts.

C. Two years from the adoption of this policy, and every five years thereafter, Harbor Department staff shall identify buildings, structures, objects and districts that may be potential historic resources. Harbor Department staff may identify these buildings, structures, objects and districts by, but not limited to, information in Harbor Department records, other government records, private records; published reports; newspapers; magazines or information from the public. Once buildings, structures, objects and districts have been identified by the Harbor Department, staff shall determine which, if any, of the buildings and structures will undergo evaluation.

D. The benchmark for evaluation shall be 50-years of age in keeping with the National Park Service guidance. Buildings, structures, objects and districts less than 50 years of age will be evaluated if the Executive Director or his or her designee identifies a reason, including but not limited to the building or structure, object or district possessing exceptional importance, such as to believe an evaluation is warranted.

V. PRESERVATION

A. The Harbor Department shall promote and establish priorities for the preservation and adaptive reuse, where feasible, of historic buildings, structures, objects and districts owned, or located on property owned, by the Harbor Department, consistent with the mandates imposed upon it by the Tideland Trust Doctrine, Tideland Trust Grant, California Coastal Act, City of Los Angeles Charter, the Port Master Plan, and laws of the United States and the State of California.

B. The Harbor Department shall also promote preservation and adaptive reuse of its historic resources through the Port of Los Angeles Real Estate Leasing Policy and through its issuance of Harbor Department General Engineering Permits.

C. Harbor Department staff shall consider historic resources during the earliest stages of project planning to determine the feasibility of reuse in its current capacity or its adaptive reuse while preserving its character defining features. This consideration will include direct and indirect effects upon the historic resource.

D. If historic resources are involved in any potential leasing transaction by the Harbor Department, the Executive Director shall direct that evaluation criteria related to preservation and adapted reuse of this historic resource be one of the criteria to evaluate the extent to which the proposed lease promotes and provides for an adaptive reuse of the building or structure and the preservation of character defining features of the historic resource. In all cases where historic resources are involved, preservation and adaptive reuse shall be encouraged.

E. The environmental review process for analysis of potential impacts to a building, structure or object shall include, but not be limited to, the following steps implemented by the Director of the Environmental Management Division in consultation with the Director of the Engineering Division:

1. If a building, structure, object or district is included on the Inventory, but not listed on a federal, state or local Register, Environmental Management Division shall reevaluate its status if the previous evaluation is greater than five years old.

2. If a building, structure, object or district is not included in the Inventory and is over 50-years of age the building or structure shall be evaluated to determine potentially eligible for listing in a Register.

3. If a building, structure object or district is less than 50-years of age, Harbor Department staff will determine whether its evaluation is warranted. Criteria to be considered regarding a decision to evaluate shall include, but not limited to:

    a. The age of the buildings structures, object or district shall be one of the criteria in the determination, with older buildings, structures, objects and districts having a higher value in the consideration on whether to evaluate.

    b. Innovation in engineering or architecture recognized through time as trend setting in national or regional periodicals and widely emulated.

    c. If resource is the only one remaining having an important association with a historic person or event.

    d. Whether or not the resource is an integral part of a district that is potentially eligible for listing on a Register.

4. Only after completion of environmental review (as applicable) will a General Engineering Permit, including those for demolition or substantial alternation, be issued.

F. Any alteration or changes to a building, structure, object and district identified as a historic resource shall be done, if practicable, in conformance with the Secretary of the Interior's Standards for Treatment of Historic Properties as determined the Executive Director or Board of Harbor Commissioners based on recommendations of a person or persons meeting the meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61).

G. The Executive Director shall ensure that any historic building, structure, object or district owned by the Harbor Department shall be secured until such time as its ultimate disposition has been determined by the Harbor Department. Further, and if appropriate, the Executive Director may take additional steps to ensure that such building, structure, object or district is stabilized or maintained at a standard so as not to produce a detrimental effect upon its character.

H. In undertaking projects involving historic resources, the Harbor Department shall comply with all applicable laws, rules and regulations including but not limited to the California Environmental Quality Act. The Harbor Department staff shall consider the potential effects on historic resources as early in the environmental process as possible.

VI. DOCUMENTATION OF HISTORIC RESOURCES

A. Prior to issuance of permits for demolition or substantial alteration of a historic resource, the Harbor Department shall ensure that documentation of the buildings proposed for demolition is completed in the form of a Historic American Building Survey (HABS) Level II documentation that shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The documentation shall include large-format photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a person or persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61). The original archival-quality documentation shall be placed in the Harbor Department Archive, under the care of the Harbor Department Archivist.

B. Items of historic or cultural value salvaged or removed from the historic resource before demolition or alteration may be offered to a museum, historical society or placed in the Harbor Department Archive, under the care of the Harbor Department Archivist.

C. Make information on Port historic and cultural resources available to the public through, but not limited to:

1. Enhanced use of Web media such as the Harbor Department Virtual History Tour website; and

2. Through support of heritage tourism by ongoing Port tours, community events and outreach.