

Appendix M

Cultural Resources

Cultural Resources Survey

PREPARED FOR: Berth 97-109 (China Shipping) Container Terminal Improvements
Project Recirculated Draft EIS/EIR

PREPARED BY: Elizabeth Calvit and Jessica Feldman

DATE: November 29, 2007

An architectural survey was conducted on Tuesday November 27, 2007, to evaluate the Catalina Express Terminal and the Princess Pavilion at Berth 95-100 at the Port of Los Angeles. The survey updated information collected in a 2003 survey of the project area.

The original field survey of the buildings within the project area was initially conducted in 2003 by Greenwood and Associates for CH2M HILL. Survey areas included Berths 97-109, the Catalina Express Terminal, and Knoll Hill. Knoll Hill is not in the project area, but the project area bounds it on two sides. Research indicated that Berths 97-109 have been utilized by several companies since its original construction. In the mid-1990s the site was cleared of all buildings and structures, filled, leveled and paved. None of the buildings and structures constructed for the Los Angeles Shipbuilding Company, the Todd Shipbuilding Company, or Chevron remains. In addition, a portion of the marine terminal area at the northeast corner of the project area, adjacent to the Turning Basin, was removed in 1997 to improve ship access to the West Basin and the Southwest Slip. Currently, this reconfigured site is designated as Berth 100 wharf.

One structure, the Vincent Thomas Bridge, is on the southern boundary of the project area. The bridge, constructed in 1963, has been assessed by Caltrans as a "5" rating, the lowest level of historic significance. It is the third longest suspension bridge on the West Coast.

The resources currently on the site are of recent construction: Berth 100 terminal was constructed in 2003, and a new rail spur also was built recently. Several resources have been removed: the timber wharf, a small feeder wharf, and associated piers located at Berth 104 were removed in 2002; the concrete retaining wall at Berth 105 and the concrete piers and platforms at Berths 108 and 109 recently were replaced. Front Street, which bounds the project site, has been in existence since the early development of San Pedro and was recently widened. Changes to the historic setting have resulted in a loss of historic integrity. Finally, the Harbor Belt Line rail spur that crosses the project area was constructed recently and, therefore, is not historically significant (CH2M HILL, 2003).

A survey, completed in November 2007, revisited the Catalina Express Terminal and documented the Princess Pavilion, located to the south of the Catalina Express Terminal. The field survey was performed to re-evaluate the historic significance of the Catalina Express Terminal since the building is approaching the 50-year mark. With its demolition proposed for the third phase of the project, the building could be 50 years old by the time the third phase is implemented. The Princess Pavilion is immediately adjacent to the project

area, and as part of the proposed project, it would be renovated to serve as the new Catalina Express Terminal.

The Catalina Express Terminal was dedicated in 1966. It is located at Berth 95, directly beneath the Vincent Thomas Bridge, and is within the project area. It is a single-story building with a mezzanine. An associated structure is adjacent to the terminal. Both buildings are constructed of concrete panel walls, each with a flat roof. The eastern side of the terminal, along the waterfront, serves as the passenger-loading area. The original windows have been replaced with bronzed insulated casement windows. The front elevation has a low, flat-roofed cantilevered overhang that runs almost the entire length of the elevation. It serves as a covered passenger drop-off area. Also in the front elevation to the right of the entrance, between the end of the overhang and the corner of the building are three windows covered by a decorative metal mesh. The windows are stacked one on top of the other. On the south elevation, the second floor mezzanine, windows are visible. The north elevation is a solid concrete wall, with one metal door and a roll-up door for the freight entrance. The elevation on the waterfront side was not accessible.

The terminal is less than 50 years old and does not meet the standard National Register of Historic Places (NRHP) criteria. The terminal was also evaluated to determine if it was exceptionally significant, under Criterion G, if a building is less than 50 years old. Based on the building's history and design, the 2003 report evaluation determined that the Catalina Express Terminal was ineligible for designation as a historic building at the national, state, and local level.

In 2007, another literature review was conducted and determined that the building was designed by A.C. Martin & Associates. The local firm is an influential architectural firm established in 1908 and named after A.C. Martin, its founder. Martin died in 1960, but the firm that bears his name continues to design and build major projects such as the high-rise towers of the Atlantic Richfield/Arco Plaza (1972), the Union Bank Building (1968), and the Security Pacific Plaza (1973-1974). Based on an evaluation of the terminal and a review of other buildings designed by A.C. Martin & Associates, the Catalina Express Terminal is not a significant work for the firm. The 2007 survey concurred with the previous findings that the Catalina Express Terminal is not eligible for listing on the NRHP.

The Princess Pavilion was constructed in 1978-79 and is less than 50 years old. The building is a one-story and is constructed of concrete panels with a flat roof. The rear elevation has one door and one large, nonoperable, three-paneled window. The primary elevation has one wood-paneled door with a fanlight window above the door. The rear, north elevation has no openings. The final elevation, which was not accessible, has a small addition, with each of the three sides of the addition containing fanlights with either a door or window below the fanlight. The short end of the addition has one fanlight and a door, the longer side has six inoperable windows, evenly spaced, with a door in the middle of the elevation. The third side of the addition has a fanlight with a door beneath it. The addition has engaged corner pilasters and elongated dentils below the cornice. The field survey determined that much of the original exterior has been modified, and, because the interior has been remodeled completely and does not retain any vestiges of its construction period. Additionally, as a building that is less than 50 years old, to be eligible for listing on the NRHP, it would have to meet the criterion of "exceptional significance." An evaluation of existing conditions and

a review of the history and design of the building determined that the Princess Pavilion does not meet this criterion. Therefore, it is ineligible for listing on the NRHP.

In conclusion, the field surveys, from 2003 and 2007, determined that there are no architectural resources within the boundaries of the project area that are considered historic or are otherwise eligible for listing on the NRHP.