

PONTE VISTA SAN PEDRO, CALIFORNIA

Historic Resource Report



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1. INTRODUCTION

1.1 Purpose and Qualifications

The purpose of this report is to determine and set forth whether or not ~~the Ponte Vista~~ development project (the "Project") will impact historic resources. The Project ~~is known as Ponte Vista and the site~~ is located in the City of Los Angeles on approximately 61.5-acres in the Harbor-Gateway Community Plan ~~A~~area. The Project site is bordered by Western Avenue to the west, Fitness Drive and multi-family residential developments to the south, the U.S. Navy's Defense Fuel Supply Point to the north, and the Mary Star of the Sea High School campus to the east. Land uses to the west, across Western Avenue, include the Green Hills Memorial Park cemetery and single-family residences.

The Project site is currently improved with 245 residential units, a community center, and a retail convenience facility that were constructed in 1964 by the U.S. Navy for the purpose of housing personnel stationed at the Long Beach Naval Shipyard. The Navy housing facility (formerly known as San Pedro Naval Housing) closed in 1997. A firefighting training facility was also located on the southwest portion of the site, and was subsequently closed. As part of the Project, existing improvements will be removed from the site.

Teresa Grimes, Principal Architectural Historian at Galvin Preservation Associates (GPA) was responsible for the preparation of this report. Ms. Grimes fulfills the qualifications for historic preservation professionals outlined in Title 36 of the Code of Federal Regulations, Part 61. Her resume is available upon request.

1.2 Methodology

In conducting the analysis of potential historic resources and impacts, GPA performed the following tasks ~~were performed~~:

1. Conducted a field inspection of the Project site and surrounding area to determine the study area for this report and to identify potential historic resources. The study area was identified as the Project site itself, which is referred to throughout this report as the San Pedro Naval Housing complex. Photographs were taken during the field inspection and included contextual views and selected buildings. However, photographs were not taken of e~~Each and every building was not photographed.~~
2. Researched the Project site to determine whether or not it or any of the buildings thereon are currently listed as landmarks at the national, state, or local levels and whether or not they have been previously evaluated as historic resources. The San Pedro Naval Housing project is not currently listed as a landmark at the national, state, or local levels and has not been previously evaluated as a historic resource. The only known historic resource in the vicinity of the Project site is the U.S. Navy's Defense Fuel Supply Point, which has been determined eligible for listing in the National Register of Historic Places.
3. Researched the general history of the Project site at the Los Angeles Central Library, San Pedro Historical Society, and other repositories including a review of the relevant databases, newspapers, books, and articles. Other on-line resources were researched as well.

4. Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation designations, and assessment processes and programs.

2. REGULATORY ENVIRONMENT

2.1 Regulatory Environment

Generally, a lead agency must consider a property a historic resource under the California Environmental Quality Act if it is eligible for listing in the California Register of Historical Resources (California Register). The California Register is modeled after the National Register of Historic Places (National Register). Furthermore, a property is presumed to be historically significant if it is listed in a local register of historic resources or has been identified as historically significant in a historic resources survey (provided certain criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant.¹ The National and California Register designation programs, as well as the City of Los Angeles Cultural Heritage Ordinance, are discussed below.

National Register of Historic Places

The National Register is "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."²

Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of [the following](#) four established criteria:³

- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of persons significant in our past; or
- C. 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. Yield, or may be likely to yield, information important in prehistory or history.

¹ Public Resources Code Section 5024.1 and 14 CCR Section 4850.

² Title 36 Code of Federal Regulations Part 60.2.

³ Title 36 Code of Federal Regulations Part 60.4.

Physical Integrity

According to *National Register Bulletin #15*, "to be eligible for listing in the National Register, a property must not only be shown to be significant under National Register criteria, but it also must have integrity." Integrity is defined in *National Register Bulletin #15* as "the ability of a property to convey its significance."⁴ Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity: ~~They are~~ feeling, association, workmanship, location, design, setting, and materials.

Context

To be eligible for listing in the National Register, a property must also be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear."⁵ A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the National Register.

Historic Districts

The National Register includes significant properties, which are classified as buildings, sites, districts, structures, or objects. A historic district "derives its importance from being a unified entity, even though it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties."⁶

A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development.⁷ A district's significance and historic integrity should help determine the boundaries. Other factors include:

- Visual barriers that mark a change in the historic character of the area or that break the continuity of the district, such as new construction, highways, or development of a different character;
- Visual changes in the character of the area due to different architectural styles, types, or periods, or to a decline in the concentration of contributing resources;
- Boundaries at a specific time in history, such as the original city limits or the legally recorded boundaries of a housing subdivision, estate, or ranch; and
- Clearly differentiated patterns of historical development, such as commercial versus residential or industrial.⁸

⁴ *National Register Bulletin #15*, pp. 44-45.

⁵ *Ibid.*, p. 7.

⁶ *Ibid.*, p. 5.

⁷ Title 36 Code of Federal Regulations Part 60.3(d).

⁸ *National Register Bulletin #21*, p. 12.

Within historic districts, properties are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archeological values for which a district is significant because:

- It was present during the period of significance, relates to the significance of the district, and retains its physical integrity; or
- It independently meets the criterion for listing as the National Register.⁹

Criteria Consideration G

Certain kinds of properties, like those less than 50 years of age, are not usually considered eligible for listing in the National Register. 50 years is the general estimate of the time needed to develop historical perspective and to evaluate significance. These properties can be eligible for listing, however, if they meet special requirements called Criteria Considerations, in addition to meeting the regular requirements. *National Register Bulletin #15* states that a property less than 50 years of age may be eligible for the National Register if it is of exceptional importance.¹⁰ Demonstrating exceptional importance requires the development of a historic context statement for the resource being evaluated, a comparative analysis with similar resources, and scholarly sources on the property type and historic context.

California Register of Historical Resources

In 1992, Governor Wilson signed Assembly Bill 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historic resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.¹¹

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process.¹² The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- ~~State~~California-Registered Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (SOHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.¹³

The criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property

⁹ *National Register Bulletin #16*, p. 16.

¹⁰ *Op cit.*, *National Register Bulletin #15*, p. 2.

¹¹ Public Resources Code Section 5024.1 (a).

¹² ~~Public Resources Code Section 5024.1.~~

¹³ Public Resources Code Section 5024.1 (d).

generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

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

Historic resources eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. Resources less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.¹⁴

The California Register may also include properties identified during historic resource surveys. However, the survey must meet all of the following criteria:¹⁵

1. The survey has been or will be included in the State Historic Resources Inventory;~~:-~~
2. The survey and the survey documentation were prepared in accordance with office [OHP] procedures and requirements;~~:-~~
3. The resource is evaluated and determined by the office [OHP] to have a significance rating of Category 1 to 5 on a DPR Form 523; ~~and-~~
- ~~4-~~If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

~~4.~~ _____

OHP Survey Methodology

The evaluation instructions and classification system proscribed by ~~the~~ SOHP in its *Instructions for Recording Historical Resources* provide a three-digit evaluation code for use in classifying potential historic resources. In 2003, the codes were revised to address the California Register. The first digit indicates the general category of evaluation. The second digit is a letter code to indicate whether the

¹⁴ Public Resources Code Section 4852.

¹⁵ Public Resources Code Section 5024.1.

resource is separately eligible (S), eligible as part of a district (D), or both (B). The third digit is a number, which is coded to describe some of the circumstances or conditions of the evaluation. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for listing in the National Register or the California Register through survey evaluation.
4. Appears eligible for listing in the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated or needs re-evaluation.

City of Los Angeles Cultural Heritage Ordinance

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1962 and amended it in 2007 (Sections 22.171 et. seq. of the Administrative Code). The Ordinance created a Cultural Heritage Commission and criteria for designating Historic-Cultural Monuments. The Commission is comprised of five citizens, appointed by the Mayor, who have exhibited knowledge of Los Angeles history, culture and architecture. [Administrative Code](#) Section 22.171.7 ~~of the Ordinance~~ states that:

For purposes of this article, a Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.

Unlike the National and California Registers, the Ordinance makes no mention of concepts such as physical integrity or period of significance. Moreover, properties do not have to reach a minimum age requirement, such as 50 years, to be designated as Monuments.

The [City of Los Angeles](#) Office of Historic Resources (OHR) ~~hasis_~~propos~~ed~~ing important changes aimed at strengthening demolition review procedures, clarifying criteria for historic designation, and enhancing notifications and protections for private property owners. While the Ordinance has undergone several minor procedural modifications, it has never been comprehensively updated to give our City a state-of-the-art historic preservation program. The current draft Ordinance, which has been approved by the [City](#) Planning Commission, now incorporates more than a dozen significant changes that have been requested by property owners and the development community.

Historic Preservation Overlay Zones

Recognizing the need to identify and protect neighborhoods with distinct architectural and cultural resources, the City has developed an expansive program of Historic Preservation Overlay Zones (HPOZs). HPOZs, commonly known as historic districts, provide for review of proposed exterior alterations and additions to historic properties within designated districts.

The City Council adopted the ordinance enabling the creation of HPOZs in 1979; Angelino Heights became Los Angeles' first HPOZ in 1983. [The Ordinance was updated in 2004.](#)¹⁶ Today, the City of Los Angeles has 22 designated HPOZs, with many more under consideration. HPOZ areas range in size from neighborhoods of approximately 50 parcels to more than 3,000 properties. While most districts are primarily residential, many have a mix of single-family and multi-family housing, and some include commercial and industrial properties. HPOZs are established and administered by the Los Angeles City Planning Department (in concert with the City Council). Individual buildings in an HPOZ need not be of landmark quality on their own: it is the collection of a cohesive, unique, and intact collection of historical resources that qualifies a neighborhood for HPOZ status.

3. HISTORIC BACKGROUND

3.1 History and Description

Constructed in 1964, the San Pedro Naval Housing complex served as the home to the personnel of the Long Beach Naval Shipyard and their families until the base closed in 1997. The San Pedro Naval Housing complex was constructed on land that was formerly associated with the Defense Fuel Supply Point.¹⁷ As the subdivision was constructed by and for the U.S. Navy, there were no building permits ~~required or issued by~~ filed with the City of Los Angeles. Furthermore, as the base closed, the records regarding the construction of the property could not be obtained. The names of the architects and planners responsible for the design of the San Pedro Naval Housing complex are therefore unknown.

~~Located~~ ~~Wedged~~ between Western Avenue and Gaffey Street, the 61.5-acre site has a curvilinear street plan. The complex is accessed on the west from Western Avenue and John Montgomery Drive, which forms a loop. Samuel Dupont Avenue runs parallel with Western Avenue and loops around to connect to John Montgomery Drive. John Sloat Place and Robert Stockton Place are the other streets in the middle of the site. There are sidewalks, but no street trees or furniture.

The complex consists of 245 single-story residential units built as duplexes with attached and detached garages. The exteriors of the buildings consist of stucco, wood, and brick walls, gabled roofs, and aluminum sliding windows and patio doors. Four different models were constructed. One example of each model is discussed below; however, variations were observed in the field. Different types of wall cladding were sometimes used on the same model.

¹⁶ [Los Angeles Municipal Code Section 12.20.3.](#)

¹⁷ No Author. "San Pedro Navymen Await Housing OK," in *Los Angeles Times*, November 24, 1963, p. CS1.



Figure 1: Model 1

Model 1 has a U-shaped configuration with a central driveway, flanked by one-car, detached garages. To the rear is a duplex with a shallow U-shaped plan. The dwelling units are visually separated by a notch in street-facing elevation. The duplex and the garages have gable-on-hipped roofs with overhanging eaves. The front elevation of the duplex and front and side elevations of the garages are sheathed with horizontal wood boards divided with thin vertical wood strips, while the remainder of the buildings are stuccoed. The main entrances to the dwelling units are in the corners of the U. Each unit features a rear patio with aluminum sliding doors. The patios consist of concrete slabs and are covered by wood pergolas. Aluminum sliding windows are used throughout. Window openings have a horizontal orientation.



Figure 2: Model 2

Model 2 consists of a two-car, detached garage with an L-shaped duplex to the side and rear. The two buildings are connected by a wood pergola along the street-facing elevation. The duplex and garage have gabled roofs with overhanging eaves. Exteriors are mostly stuccoed, but in certain segments there are panels of red brick. The main entrances to the dwelling units are in the corner of and end of the L. On the rear of each unit there is a covered patio with an aluminum sliding door and concrete slab. Opposing the patio is a projecting gabled bay. Aluminum sliding windows are used throughout. Window openings have a horizontal orientation.



Figure 3: Model 3

Model 3 is a single building with a U-shaped plan. A central driveway is flanked by attached one-car garages that face each other. The dwelling units are located at the rear of the U and are visually separated by a notch in street-facing elevation. The building has a gabled roof with overhanging eaves and a mostly stucco exterior. Vertical wood paneling covers the front and side elevations of the garages and sections below the window openings. The main entrances to the units are in the corners of the U. Each unit features a rear patio with aluminum sliding doors. The patios consist of concrete slabs and are covered by wood pergolas. Aluminum sliding windows are used throughout. Window openings have a horizontal orientation.



Figure 4: Model 4

Model 4 is essentially the same as Model 3 except that the garages are detached, and instead of vertical wood paneling there is board-and-batten siding.



Figure 5: Overview looking southeast toward the harbor.

The condition of the buildings is generally poor as they have been vacant for over ten years. The fact that they have been used for local police department training has accelerated their decline, as has the presence of a roaming herd of goats. Evidence of the goats' presence can be found inside some of the dwelling units in the northwest corner of the complex. Most of the windows and doors have been boarded over; however, broken windows and doors were observed. Some of the original windows and doors had been replaced, and it appears that some of the buildings have been restuccoed. In 1990, the Navy spent \$3.5 million on repairs and

landscaping.¹⁸ Although the precise nature of the repairs is unknown, it stands to reason that some of the repairs included exterior alterations. Patio pergolas were sometimes missing, and stumps indicated that trees and foundation plantings have been removed. The only extant planned landscaping that remains are trees that have survived without irrigation and maintenance.

¹⁸ Littlejohn, Donna. "43 Navy Houses Undergo Repairs," in *San Pedro News-Pilot*, October 27, 1990.



Figure 6: Aerial view of San Pedro with San Pedro Naval Housing complex highlighted in upper left.
| Image: Google Earth, [September 2010](#).



Figure 7: Aerial view of Project site in 1961, view looking north.



Figure 8: Aerial view of Project site occupied by the San Pedro Naval Housing complex in 1965, view looking west.



Figure 9: San Pedro Naval Housing, date unknown, LAPL Photograph Collection.

4. EVALUATION OF SIGNIFICANCE

4.1 National Register

Large properties with multiple buildings and structures from the same period of time, and multiple buildings or structures with a common history and use are typically evaluated to determine if such buildings constitute a National Register historic district. As such, the San Pedro Naval Housing complex was evaluated to determine if it constitutes a historic district. Historic districts usually ~~satisfy~~ meet the last portion of Criterion C, “a distinguishable entity whose components may lack individual distinction.” Such entities must also be significant within a historic context. As such, historic districts are usually historically significant under Criteria A, B, or D, or architecturally significant under other portions of Criterion C.

Criterion A

The San Pedro Naval Housing complex does not appear to be eligible under Criterion A because it is not associated with events that have made a significant contribution to the broad patterns of our history. Two interrelated contexts in the evaluation of historic significance were considered under Criterion A: the historical development of San Pedro and the history of the military in the San Pedro area.

*A Brief History of San Pedro*¹⁹

Before the Spaniards arrived, the San Pedro area was inhabited by the Tongva Indians. It is believed that between six and ten coastal villages, some with populations exceeding 300 villagers, shared the land. In 1542, a Portuguese explorer in the service of Spain, Juan Rodriguez Cabrillo, and his crew were the first Europeans to arrive at the harbor. Cabrillo called the harbor “Bay of Smokes” because of the smoke rising from the Tongva fires. A second Spanish explorer, Sebastian Vizcaino, arrived at the harbor in 1602, renaming it San Pedro. Colonization began with the arrival of these explorers and the founding of the San Gabriel Mission in 1771, the Pueblo of Los Angeles in 1781, and the San Fernando Mission in 1797. The surrounding land, which was primarily used for grazing, was split into large land grants and the population began spreading outwards.

In 1784, Juan Jose Dominguez, a 65-year-old retired soldier, was granted a grazing permit for 75,000 acres which encompass present-day San Pedro as well as Redondo Beach, Compton, Gardena, Torrance, and Wilmington. This land became known as Rancho San Pedro and was passed on to his nephew Cristobal Dominguez after his death in 1809. Soon after, Jose Dolores Sepulveda started ranching on a portion of Rancho San Pedro, beginning a feud between the Dominguez and Sepulveda families. In 1827 the dispute was settled when 32,000 acres of the western portion of the ranch, encompassing present-day Redondo Beach, Torrance, Carson, and Wilmington, was granted to Sepulveda, who renamed this portion Rancho Los Palos Verdes. The ranch was bordered by present-day Sepulveda Boulevard to the north, Figueroa Street and the harbor to the east, and the ocean to

¹⁹ This history was largely excerpted from the *San Pedro New Community Plan, Draft Environmental Impact Report*, prepared by Christopher A. Joseph & Associates, unpublished 2009. The following sources were referenced: Leonard and Dale Pitt, *Los Angeles from A to Z*. Los Angeles: University of California Press, pp. 451-452; Henry P. Silka, *San Pedro, A Pictorial History*. San Pedro Bay Historical Society, 1984; *Historic Context Statement, The Harbor Subregional Planning Area of the City of Los Angeles*, Historic Resources Group and the Los Angeles Conservancy, 1990; Jeffrey Herr, *Landmark L.A., Historic Cultural Monuments of Los Angeles*, City of Los Angeles Cultural Affairs Department, 2002. pp. 436, 466.

the south and west. For many years the descendants of the two families continued to ranch on the neighboring properties. The Sepulveda ranch was partitioned between multiple landowners from 1874 to 1882 and only 4,000 acres was left to the family.

San Pedro harbor provided the colonists with supplies; however, Spanish rule prohibited direct foreign trade at any California port other than Monterey, and a single supply ship per year supported the missions and pueblos. This was not enough to meet the need of the expanding population, and smuggling became prevalent. The high demand for goods also provided a lucrative business for Americans who traded for sea otter pelts and cattle hides. After Mexico gained its independence from the Spanish Empire in 1821, all California ports were opened to foreign trade. In the next 20 years, the hide-and-tallow trade boomed and a new landing was built on the tidal flats to accommodate trade ships.

The Mexican American War began in 1846. American forces landed in San Pedro and took control of Los Angeles in early August. In the Battle of Dominguez Ranch, which took place on Rancho San Pedro in late 1846, American soldiers were forced to retreat to their warship and left San Pedro harbor soon thereafter. Following the end of the war in 1848, Rancho San Pedro and Rancho Los Palos Verdes were granted United States patents in 1858 and 1880 respectively, verifying the original land grants to the Dominguez and Sepulveda families.

In 1851, Phineas Banning, a young entrepreneur from Baltimore, was hired to oversee a shipment of merchandise to Los Angeles. He settled in San Pedro and soon became manager of the port warehouse and started a stagecoach business, transporting passengers and goods to Los Angeles. In 1858, Banning moved to the inner bay and founded "San Pedro New Town" which was later renamed Wilmington, where he built his own wharf. With the onset of the Civil War, Banning deeded 60 acres of land to the government. This land became known as Drum Barracks and housed thousands of Union troops throughout the war. Banning's business thrived as he hauled supplies and sold goods to the military. By the time the Army left the Drum Barracks in 1866, Wilmington had become very well established and most of the shipping business had been redirected from San Pedro. The Los Angeles-San Pedro Railroad was completed in 1869 and connected Banning's wharf to Los Angeles, ensuring Wilmington's continued economic success.

Southern Pacific Railroad completed a line from San Francisco to Texas in 1876, connecting Los Angeles with the transcontinental system and increasing the importance of the San Pedro harbor. The residents of San Pedro formed neighborhoods around the business district, which stretched along present-day Harbor Boulevard and Beacon Streets between Fourth and Seventh Streets. South of the business district was Vinegar Hill, an established community of successful businessmen and their families. To the north was Nob Hill, known for its beautiful homes, and Barton Hill lay further to the north and west. The town of San Pedro incorporated in 1888. With the growing population came a high demand for goods, particularly lumber. Los Angeles became increasingly dependent on the port of San Pedro, which had been controlled by the Southern Pacific Railroad since the late 1870s. In 1885 the Santa Fe Railroad laid tracks in Southern California and established Redondo Beach as a port city. In 1891 the Terminal Railway laid tracks from Los Angeles to Terminal Island, and together these railroads diminished the prior control of the Southern Pacific Railway.

In 1890 plans to build a breakwater were approved and the project began in 1899. The breakwater would provide protection for anchored ships, thus ensuring the region's economic stability. With the plans for developing the port came the realization that funding for the project would be insufficient. The populations of San Pedro and Wilmington could not provide the tax revenue that the project would

require, and since they were outside the boundary of Los Angeles, the city could not legally provide the funds. Despite strong opposition, voters in San Pedro and Wilmington finally agreed to be annexed by Los Angeles in 1909. In return, Los Angeles would provide funding for the port improvements as well as health services, police and fire protection, parks and libraries, and new facilities for the fishing industry. In 1896, Union Oil constructed a pipeline to the east of San Pedro and soon petroleum replaced lumber as the most important commodity. With bond money from Los Angeles, the breakwater was completed in 1912.

The harbor continued to develop and the land on the slopes of San Pedro Hill behind Point Fermin was designated as a military reserve to protect the growing city. In 1914, this reserve was named Fort MacArthur, and it served as a military post through World War I. During the war, thousands of people were attracted to the harbor to work at the fish canneries and shipyards. It is estimated that 20,000 people were employed as shipbuilders during the war years. Despite the war, harbor improvements continued and the construction of Warehouse No. 1 began in 1915 followed by the construction of a new wharf for what would become Fish Harbor. Canneries were drawn to Fish Harbor and the fishing industry flourished. Among them was the White Star Cannery, the original packers of Wilbur F. Wood's *Chicken of the Sea*.

During Prohibition, smuggling became prevalent once again. Large ships outside the U.S. coastal limit would send illegal whiskey into the harbor via smaller boats. Harbor improvements during the 1920s included the present-day Henry Ford Avenue Bascule Bridge over Cerritos Channel and dredging at the West Basin to widen the channel. The business district on Beacon Street boomed with the growing shipping industry. More and more businesses opened along Pacific Avenue and Sixth Street which soon became prominent commercial streets. The maritime activities of harbor area attracted immigrants creating an ethnically diverse community. By the 1920s, several ethnic groups were established in the area including Portuguese, Scandinavians, Greeks, Yugoslavs, Italians, and Japanese, as well as the existing Mexican population.

Japanese fishing communities developed on Terminal Island between the early 1900s and the 1920s. The community of East San Pedro was comprised almost entirely of Japanese fishermen and their families. Many of them had been fishermen in Japan and brought their techniques to San Pedro's fishing industry. The completion of Fish Harbor in 1916 attracted canneries, which provided the community with employment and homes for rent. Terminal Elementary School was opened to serve the growing community and by the 1930s there were over 60 shops and businesses in East San Pedro and the Japanese population had grown to 2,000 citizens.

With the onset of the Great Depression in 1929, shipping activity decreased and thousands lost their jobs. A few jobs were available to make the continued harbor improvements, which included the construction of new warehouses, improvements to Fish Harbor, and the construction of the federally funded middle breakwater, which was completed in 1937. Other federal projects also provided employment. The Federal Building, which contained the U.S. Customs Service and the Post Office, was built in 1935 at Beacon and Ninth Streets. The Federal Correctional Institute was also built during this period and the prison is still in operation today.

The start of World War II sent shipping activities back into full swing. Just days after the bombing of Pearl Harbor in December 1941, the war reached San Pedro with a torpedo attack on a steamship off Point Fermin. 120,000 Japanese Americans across the country were forced to leave their homes and enter internment camps. The residents of East San Pedro were among them. Forced from their homes

in February 1942, they never returned to the island. Today the only sign of their existence is the Terminal School, which is now used by the Marine Corps.

San Pedro's shipyards and fish canneries flourished during World War II and the harbor became the world's largest fishing industry. It is estimated that an additional 20,000 people came to the area to help the war effort. After the war, demobilization resulted in high unemployment rates. But commerce and fishing activities continued to thrive and passenger transport had also become a profitable service.

By the start of the 1950s, the population of San Pedro reached 53,578 and was expanding rapidly. It was the high quality of life rather than the job opportunities that attracted residents to San Pedro during this era. Fort MacArthur was revived with the start of the Korean War in 1950 and served as an Army Reserve Training Center. The Long Beach Naval Shipyard was reactivated in 1951. In the 1950s, tensions of the Cold War led to the construction of several Nike missile sites (ground-based anti-aircraft missile systems) throughout the U.S. for the protection major cities, and Fort MacArthur served as the headquarters of air defense in Southern California until it closed in the late 1960s. During the 1950s many improvements were made to the harbor including the construction of several new passenger terminals. However, passenger traffic declined as tourists began opting for faster modes of travel, and the harbor saw an increase in the transport of oil. To accommodate the growing oil business, a supertanker terminal was built in 1959. By 1960 the port had a total oil storage capacity of ten million barrels. The construction of the Harbor Freeway continued through the 1950s and finally reached San Pedro, making the city more accessible to commuters. Construction along the waterfront in the 1960s brought, among other things, new bulk commodities and container terminals and the new Customs House on Terminal Island.

The development of new shipping methods and technologies meant ships could carry larger loads with a smaller crew, bringing less people to the port. With the decline in the shipyard and cannery activities in the 1960s and 1970s came the decline of the old business district and surrounding suburbs. In 1969 the Los Angeles City Council approved the Beacon Street Redevelopment Project, which reduced the area to empty lots until the late 1970s when several commercial buildings sprung up near Sixth and Beacon Streets.

With preparations for the nation's 1976 Bicentennial and the shock of the demolition of Beacon Street, concern for the preservation of San Pedro's cultural and historic resources grew and the San Pedro Bay Historical Society was formed in 1974. On October 3, 1976, the Republic of Korea presented the Friendship Bell to San Pedro in commemoration of the Bicentennial. The bell was designed by Kim Se-jung, who modeled it after the largest bell in Asia, the eighth-century brass bell of King Dongdok. The Friendship Bell stands on a hill above Point Fermin in San Pedro's Angel's Park. Continued efforts were made to preserve the history of the harbor area: in 1976 the *USS Los Angeles* Naval Monument was dedicated and in 1979 the Ferry Building opened to the public as a maritime museum.

Today the Port of Los Angeles remains one of the busiest ports in the country. With a primary residential land use component, San Pedro also has a commercial district centered in downtown San Pedro and an industrial component, which primarily produces supplies for the marine and petroleum industries.

Evaluation of Significance

The San Pedro Naval Housing complex is not significant in the context of the historical development of ~~the San Pedro community~~. The community of San Pedro was largely developed before World War II,

but benefited by the military build up during World War II . The San Pedro Naval Housing complex was constructed in 1964 as the home to the personnel of the Long Beach Naval Shipyard and their families until the facility closed in 1997. While the complex is associated with an important theme in the history of San Pedro—the military—it did not play a vital role. It was one of several housing projects developed for military personnel in the area. It was not related to a particular war or method of defense (the history of the military in San Pedro is discussed in greater detail below). Finally, research did not indicate that any significant events took place or are associated with the property. Therefore, the San Pedro Naval Housing complex is ineligible for listing in the National Register under Criterion A. Furthermore, as the property is not yet 50 years of age, it would have to meet Criteria Consideration G to be eligible for listing in the National Register. Criteria Consideration G requires properties to be of exceptional importance, which the San Pedro Naval Housing complex is not.

A Brief History of the Military in San Pedro

The San Pedro Naval Housing complex was developed to house personnel of the Long Beach Naval Shipyard and their families. The Long Beach Naval Shipyard was part of the Long Beach Naval Complex that also included the Long Beach Naval Station, a hospital, and associated housing. Although the complex was affiliated with the city of Long Beach by name, facilities were also located in the cities of Los Angeles and Palos Verdes.

The U.S. Army and Navy have played prominent roles in the history of San Pedro since the 19th century. In 1888, the U.S. War Department claimed the land and in 1897 and 1910 added to the acreage. The reservation was divided into the Lower, Middle and Upper Reservations. In 1914, the fort was named after Lt. General Arthur MacArthur, Civil War Medal of Honor recipient, and construction started on the armament, barracks, and administration buildings. Fort MacArthur was the U.S. Army post that protected the Port of Los Angeles from 1914 to 1974. From 1950 to 1974, Fort MacArthur was the launch facility for missile systems. In 1977, the Army deeded the Upper and Lower Reservations to the City of Los Angeles. The Upper Reservation is now a city park known as San Pedro's Angels Gate Park. There are two properties remaining that are listed in the National Register individually: Battery Osgood-Farley and Battery Barlow-Saxton. Battery Osgood-Farley is also designated Los Angeles Historic-Cultural Monument #515. The Lower Reservation was dredged and is now the Cabrillo Marina. The Middle Reservation is listed as a historic district on the National Register and is used today by the Los Angeles Air Force Base. The district includes administration buildings, officer's houses, an electric substation, bachelor officer's quarters, a guardhouse, post exchange, hide house, mess hall, and parade grounds. The American Trona Corporation Building is at Fort MacArthur and is individually listed in the National Register. Casa de San Pedro is also located at Fort MacArthur and is designated California Historical Landmark #920.²⁰

In 1846, during the war with Mexico, the U.S. Navy briefly established a naval base at San Pedro but it was abandoned after that war. The Navy returned in 1917 to build a training station and a submarine base. By the late 1920s the facility was specializing in servicing Navy auxiliary ships and was no longer a submarine base. In the years prior to World War II, government authorities became aware that additional capabilities would soon be needed at the site, such as the space and capability to anchor and command a fleet from this region of the United States. An act of legislation passed in 1940, known as Public Law 667, authorized the Navy to establish a fleet in the San Pedro and Long Beach region of California. Another bill passed granting the Navy several million dollars in order to update the facility and better accommodate an entire fleet of naval vessels. Following this bill, the Navy began construction on the facility, which became known as the Terminal Island Naval Facility,

²⁰ <http://www.ftmac.org/Fmhist.htm>, accessed September 22, 2010.

which was the main entity of the Long Beach Naval Complex. It was not completed until 1945. During the war the complex acquired piers, warehouses, a Marine barracks, large cranes, a boiler shop, a plate shop, massive above-ground and underground fuel storage facilities, a net depot, an ammunition depot, a large Navy hospital, a prison, a degaussing range, a radio station, an airfield, numerous smaller facilities, and a variety of schools.²¹

The lack of available space limited the Long Beach Naval Station from expanding in size so it was never intended to be a homeport for many of the Navy's ships. Nor was it to become a major operating base compared to those at San Diego, Puget Sound, and Pearl Harbor. Ship repair was the largest undertaking at the complex during the war. From February 1943 to August 1945 the shipyard docked more than 400 sea vessels and performed more than 300 major repairs, including work on destroyers, cruisers, and battleships. The shipyard also made a major conversion to the famous hospital ship "Hope" and built five floating dry docks that were used at various locations in the western Pacific. In 1948, the name was changed to Long Beach Naval Shipyard. With the end of hostilities, the shipyard was kept busy for several years deactivating, converting, mothballing, and selling ships.²²

The shipyard was closed in 1950 but reactivated in 1951 for the Korean War. By 1952, an attack carrier and destroyer escorts had transferred there. Supply and fuel depots at the site were reactivated in 1955. Additional ships were ported at the shipyard, and other ships were refurbished for transport overseas. In 1974, base realignment downgraded the status of the shipyard, and dozens of ships associated with the Long Beach Naval Station were transferred elsewhere. However, the complex was again upgraded to a Naval Station in 1979. During the 1980s at least two battleships were refurbished at the shipyard. In 1991, as a result of the Base Realignment Act, the Navy announced that it was reassigning 38 ships and 17,000 Navy personnel based in Long Beach to other West Coast ports.

There were several housing projects associated with the Long Beach Naval complex. In 1991, when it was announced that the complex would be closed, the *Los Angeles Times* reported:

The housing includes 763 two-, three-, and four-bedroom units at four locations in San Pedro; the 245-unit junior officer and senior enlisted personnel housing off Western Avenue built in 1964; the 140-unit Taper Avenue housing building in 1965; the 78-unit White's Point housing off 25th Street constructed in 1966; and the 300-unit housing project at Palos Verdes Drive North built in 1988...the Air Force has 574 housing units in San Pedro...²³

The older housing projects in San Pedro were referred to as Savannah, Cabrillo, Lexington, and Portsmouth. Mostly built during World War II, they were declared substandard and were supposed to have been demolished when other housing projects were constructed in the 1960s. The Portsmouth Defense Housing Project at 25th and Western, however, was not demolished until 1975.²⁴

Evaluation of Significance

The San Pedro Naval Housing complex is not significant in the context of the history of the military in San Pedro. It was constructed in 1964 to house personnel of the Long Beach Naval Shipyard and their

²¹ <http://www.militarymuseum.org/NOBLongBeach.html>, accessed September 22, 2010.

²² Ibid.

²³ Krikorian, Greg. "If Navy Ships Out, Officials Unsure About Future of Military Housing," in *Los Angeles Times*, July 4, 1991.

²⁴ No Author. "Photographs of Demolition in Progress," in *San Pedro News-Pilot*, April 25, 1975.

families until the facility closed in 1997. It was one of several housing projects that was developed for military personnel. Known historic resources associated with military history in San Pedro typically defended the harbor or played critical roles in war efforts, which the San Pedro Naval Housing complex did not do. Two resources affiliated with the Long Beach Naval Complex have been determined eligible for listing in the National Register: the Roosevelt Historic District at the Long Beach Naval Station and the Defense Fuel Supply Point. The Roosevelt Historic District was constructed between 1940 and 1943. It was determined eligible under Criterion A for its association with the buildup of permanent Naval facilities on the Pacific Coast under President Franklin D. Roosevelt during the mobilization period preceding World War II, and under Criterion C for its association with the prominent architect Paul R. Williams. Following the closure of the base, the district was demolished. The Defense Fuel Supply Point was constructed in 1943. Until it was closed in 1997, it was used to receive, store, and distribute diesel and jet fuels for military use. It was determined eligible under Criterion A. The San Pedro Naval Housing complex is not comparable to these and other resources associated with military history in the San Pedro area. Furthermore, as the property is not yet 50 years of age, it would have to meet Criteria Consideration G to be eligible for listing in the National Register. Criteria Consideration G requires properties to be of exceptional importance, which the San Pedro Naval Housing complex is not.

Criterion B

To be eligible for listing in the National Register under Criterion B, a property must be associated with the lives of persons significant in our past. There were numerous individuals who lived at the San Pedro Naval Housing complex between 1964 and 1997. Their names are unknown as such records, if kept by the U.S. Navy, were not available for the preparation of this report. In any event, the is no reason to believe that the San Pedro Naval Housing complex is ~~not~~ strongly associated with any individuals, historical or otherwise. It was constructed ~~by and~~ for the sole use of the U.S. Navy. The relationship between the property and the U.S. Navy is discussed under Criterion A. Therefore the San Pedro Naval Housing complex is ineligible for listing in the National Register under Criterion B.

Criterion C

The San Pedro Naval Housing complex was evaluated under two aspects of Criterion C: embodying the distinctive characteristics of a type, period, or method of construction; or representing a significant and distinguishable entity whose components may lack individual distinction. As a residential subdivision of one-story duplexes, it is a distinguishable entity. However, it is not an important example of modern community planning or a notable collection of Ranch style architecture.

A Brief History of the Ranch Style and Modern Community Planning

One of the most popular housing types from the 1940s to 1970s was the Ranch. The Ranch house epitomized unpretentious architecture and dominated the suburbs of the post-war period. It was more conservative than other modern residential architecture of the period, often using decorative elements based on historical forms.²⁵ American vernacular housing types and the simple houses of large working ranches of the late 19th century, such as adobe ranch houses popular during the mission era as well as the Jensen Alvarado House, inspired the earliest Ranch houses. The Will Rodgers House (1926) in Santa Monica was in the California Rustic style and was two stories, but had much in

²⁵ Hess, Alan. *Ranch House*. New York: Harry N. Abrams, Inc., 2004, p. 36.

common with Ranch houses seen later. Sited on a working ranch, the Rodgers House emphasized plain, rustic characteristics and outdoor living. By the late 1930s, the Ranch type was popular for custom-built homes. For example, the Knemeyer-Mills House (1939) in Rolling Hills designed by Lulah Maria Riggs is a classic Ranch house with its splayed wings, brick foundation walls, board and batten and stucco walls, and one story height.

Capitalizing on the national fascination with the "Old West," developers chose the Ranch type to be utilized for tract housing. The Palos Verdes Corporation developed one of the earliest tracts of Ranch houses in Southern California, known as Rolling Hills (1932). Houses had board and batten siding and wood shake roofs, were landscaped with eucalyptus and pyracanthas bushes, and were near riding trails for horses. Details and shapes seen in custom-built Ranch houses were simplified to mass-produce parts for tracts. Designer Cliff May and architect Chris Choate patented their design and building system, franchising their specifications by region to builders and lumber yards from California to Louisiana. Floor plans for the tract houses usually met FHA standards, so that the developer could receive guaranteed loans.

While tracts of Ranch houses were first developed in the West and Southwest, the type soon turned national through the dissemination of do-it-yourself plans and promotional articles in magazines, such as *House Beautiful*, *Better Homes and Gardens*, *American Home*, and *Sunset*. Cliff May partnered with *Sunset* magazine to publish *Sunset Western Ranch Houses* (1946). In this book, May interpreted the Ranch house as a type appropriate for the climate, culture, and landscape of the West. May also connected the Ranch house to the idyllic myth of the Spanish way of life that was quiet and calm. The book included Ranch houses across the West Coast from Seattle to San Diego and across the stylistic spectrum from contemporary to cottage-like.

The underlying philosophies of the Ranch house were informality, outdoor living, gracious entertaining, and natural materials. The most common style of Ranch house is the California Ranch. Features were single stories, asymmetrical massing in L- or U-shaped plans, low-pitched hipped or gabled roofs, wide eave overhangs, a variety of materials for exterior cladding, windows with multiple lights and diamond panes, and large picture windows. Decorative details commonly seen in California Ranch houses include scalloped bargeboards, false cupolas and dovescotes, shutters, and iron or wood porch supports. The California Ranch house accommodated America's adoption of the automobile as the primary means of transportation with a two-car garage and sprawling layout on a large lot.

The Modern Ranch style was influenced by the International Style. It emphasized horizontal planes more than the California Ranch. Character-defining features included low-pitched hipped or flat roofs, prominent rectangular chimneys, recessed entryways, and wood or concrete block privacy screens. The buildings in the San Pedro Naval Housing complex display only the basic characteristics of Modern Ranch style, but are not individually or collectively distinguished or important examples.

Ranch houses were sometimes custom-designed by architects, but more often than not they were part of a tract. The San Pedro Naval Housing project essentially mimics a type of residential subdivision that can be found throughout Southern California. As early as 1936, the FHA embraced the principles of modern community planning, advocating for well-designed comprehensive communities at the neighborhood scale. This development model would become the standard approach for the rapid development of the suburbs after World War II. The FHA published a series of informational pamphlets to help spread these ideas and to inform land developers and speculative builders of the economic advantages of good planning in the creation and maintenance of real estate values. These pamphlets also outlined concepts of proper street patterns, planning for parks, playgrounds, and commercial

areas, and recommending a buffer zone of multi-family dwellings and commercial buildings between major arterials and minor interior streets. The Housing Act of 1949 made large-scale housing tracts more profitable for the developer. While the act mainly addressed urban renewal and public housing, it also provided federal funding for activities related to infrastructure improvements in housing tracts such as basic water and sewage facilities and neighborhood amenities.

The two development types associated with the post-war residential development of Southern California are planned residential communities and residential subdivisions. Planned residential communities were conceived, usually by one developer, as an entire community with all elements including housing, commercial areas, parks, schools, and other amenities. These elements were planned at the same time as a unified design. Residential subdivisions, by contrast, were located near existing commercial and employment centers and may or may not have included amenities such as parks. In both cases, potential buyers were offered one of several model homes that were repeated throughout the subdivision. As such, both of these development types exhibited a strong visual consistency. Street patterns were sometimes divided into rectangular blocks to connect to the larger grid of boulevards, but were often curved and cul-de-saced, which set the subdivision apart from the larger grid.

Evaluation of Significance

It is not surprising that the U.S. Navy would have followed the trends in post-war community planning when building housing for its personnel. The San Pedro Naval Housing complex is typical of a residential subdivision constructed in the mid-1960s, except for the fact that the buildings are duplexes, not single-family houses. The street plan is curvilinear and only accessible from Western Avenue. Several models were designed and repeated throughout the subdivision. A community center was constructed as part of the subdivision. Such subdivisions were constructed throughout Southern California. The San Pedro Naval Housing complex was not an early or important example of modern community planning principles and is not a significant collection of Ranch style duplexes. Therefore, it is ineligible under Criterion C. Furthermore, as the property is not yet 50 years of age, it would have to meet Criteria Consideration G to be eligible for listing in the National Register. Criteria Consideration G requires properties to be of exceptional importance, which the San Pedro Naval Housing complex is not.

Criterion D

Criterion D was not considered in this report, as it generally applies to archeological resources. An archeological records search was not requested for this report. However, there is no evidence that it has the potential to yield information important to prehistory or history.

Integrity

Besides meeting one or more of the established criteria of significance, a property must also have integrity. In assessing the integrity of historic districts, the majority of the components that make up the historic district must possess integrity. There have been no major alterations or additions to the San Pedro Naval Housing project as a whole. The property retains its integrity of location because it has not been moved. No buildings have been lost or added and the street plan remains unchanged from the date of completion. The landscaping has not been maintained for over ten years; the grass has been allowed to die and many trees and shrubs have been removed. Therefore, the setting and design of the subdivision have been diminished by the loss of landscaping, but overall they remain intact. Similarly, the buildings themselves have not been maintained. Many have been used for police

department training, and as a result ~~they~~ are in poor condition. The integrity of materials and workmanship has been impacted, but remains intact. The integrity of feeling and association are the most difficult to assess because they depend on individual perceptions. The property still has the feelings of a 1960s subdivision. As the property, or any of the buildings thereon, has not been moved, it is still the place where the activity of housing military personnel occurred. Therefore, the property retains its integrity of feeling and association. While the condition of the property and the buildings thereon are generally poor, the property retains all seven aspects of integrity.

4.2 California Register of Historical Resources

The San Pedro Naval Housing complex is ineligible for listing in the California Register as a historic district for the same reasons noted above. None of the buildings were evaluated for individual eligibility, as they are alike and part of a tract. It is ineligible under Criterion 1 because it is not significant in the context of the history of San Pedro or the history of the military. Research did not indicate that any significant events took place or are associated with the property. It is ineligible under Criterion 2 because it is not strongly associated with any individuals, historic or otherwise. It is ineligible under Criterion 3 because it is a typical example of a residential subdivision constructed during the 1960s and collectively the buildings are only basic examples of the Ranch style of architecture. The property was not evaluated under Criterion 4; however, there is no evidence that it has the potential to yield information important to prehistory or history.

4.3 Los Angeles Cultural Heritage Ordinance

The City of Los Angeles Cultural Heritage Ordinance is applicable to the evaluation of individual resources but not groups of resources. Therefore, the property is ineligible for designation as a Los Angeles Historic-Cultural Monument because it was not the purpose or intent of the Ordinance to designate historic districts. There are a few cases where groups of resources have been designated as Monuments. For example, the Brooklyn Avenue Neighborhood Corridor is designated Monument #590. In these rare cases, however, the Cultural Heritage Commission was determined that the group of resources collectively met one or more of the criteria for designation in the Cultural Heritage Ordinance. The criteria are similar to the National and California Registers. Therefore, the San Pedro Naval Housing complex is ineligible for designation as a Monument for the same reasons noted above.

4.4 Historic Preservation Overlay Zone

The San Pedro Naval Housing complex is ineligible for designation as a HPOZ for the same reasons noted above. While it is visually cohesive, it lacks historical significance and architectural distinction.

4.5 Conclusions

The San Pedro Naval Housing complex is not currently listed as a landmark at the national, state, or local levels. It has not been identified as potentially significant in any historic resources surveys of the area. The property was evaluated by GPA as a historic district because it consists of a group of residential duplexes that were planned and constructed at the same time, in 1964. None of the buildings were evaluated for individual eligibility, as they are alike and part of a larger tract. Based upon the research and field inspection conducted for this report, GPA it was concluded that the property is ineligible for listing at the national, state, or local levels because it is lacking in historical significance or architectural distinction. The recommended evaluation code is 6Z, ineligible for

designation at the national, state, or local levels through survey evaluation. As the property is not a historic resource subject to CEQA, the project will have no impact on historic resources. No further study is required.

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