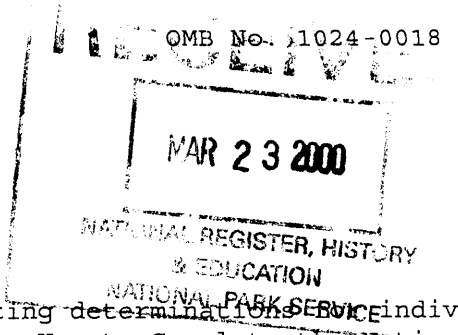


United States Department of the Interior
National Park Service



**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

This form is for use in nominating or requesting determination of individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

=====

1. Name of Property Los Angeles Municipal Warehouse No. 1

=====

historic name Municipal Warehouse No. 1

other names/site number Warehouse at berths 59-60, Parcel No. 364

=====

2. Location

=====

street & number 2500 Signal Street N/A not for publication
city or town San Pedro vicinity N/A
state California code CA county Los Angeles zip code 031

=====

3. State/Federal Agency Certification

=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Manuel Almeyda February 22, 2000
Signature of certifying official Date

STATE HISTORIC PRESERVATION OFFICER

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

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State or Federal agency and bureau

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Signature of commenting or other official Date

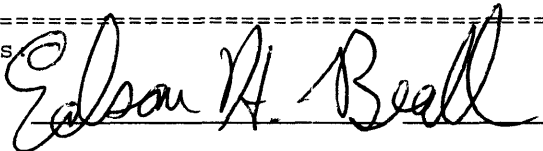
State or Federal agency and bureau

=====

4. National Park Service Certification

=====

I, hereby certify that this property is



entered in the National Register

___ See continuation sheet.

___ determined eligible for the

National Register

___ See continuation sheet.

___ determined not eligible for the

National Register

___ removed from the National Register

___ other (explain): _____



Signature of Keeper

7.21.00

Date
of Action

=====

5. Classification

=====

Ownership of Property (Check as many boxes as apply)

- ___ private
- public-local
- ___ public-State
- ___ public-Federal

Category of Property (Check only one box)

- building(s)
- ___ district
- ___ site
- ___ structure
- ___ object

Number of Resources within Property

Contributing	Noncontributing
<u> 1 </u>	___ buildings
___	___ sites
___	___ structures
___	___ objects
<u> 1 </u>	<u> 0 </u> Total

Number of contributing resources previously listed in the National Register N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

N/A

=====
6. Function or Use
=====

Historic Functions (Enter categories from instructions)

Cat: COMMERCE Sub: Warehouse

Current Functions (Enter categories from instructions)

Cat: COMMERCE Sub: Warehouse

=====
7. Description
=====

Architectural Classification (Enter categories from instructions)

 None

Materials (Enter categories from instructions)

foundation Concrete
roof Concrete
walls Concrete

other Steel

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheet

=====
8. Statement of Significance
=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property 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 represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- a owned by a religious institution or used for religious purposes.
- b removed from its original location.
- c a birthplace or a grave.
- d a cemetery.
- e a reconstructed building, object, or structure.
- f a commemorative property.
- g less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Commerce
Maritime History

Period of Significance 1917-1950 Significant Dates _____

Significant Person
(Complete if Criterion B is marked above) _____

Cultural Affiliation _____

Architect/Builder Peter Ficker

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.) See continuation sheet

=====

9. Major Bibliographical References

=====

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Port of Los Angeles archives

=====

10. Geographical Data

=====

Acreage of Property 2.48

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	11	382200	3731740	3	_____	_____
2	_____	_____	_____	4	_____	_____

See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

=====
11. Form Prepared By
=====

name/title Susan E. Lassell, Preservation Specialist
organization Jones & Stokes date December 21, 1999
street & number 2600 V Street telephone 916/737.3000
city or town Sacramento state CA zip code 95818

=====
Additional Documentation
=====

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====
Property Owner
=====

(Complete this item at the request of the SHPO or FPO.)

name _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

=====
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 1

Los Angeles Municipal Warehouse No. 1
name of property

Los Angeles County, California
county and State

7. Description

Summary

Los Angeles Municipal Warehouse No. 1 is located in the southwestern portion of the Port of Los Angeles, in San Pedro, California. The Warehouse is a large, six-story structure containing 500,000 square feet in its 475 by 150-foot rectangular plan. The building was constructed with steel reinforced, poured-in-place concrete, and has a flat roof with a short parapet wall with an unornamented cornice. The building is characterized by vertical elements on all elevations, including full-height engaged pilasters, projecting concrete fire-escape stairways, steel loading bay doors at each floor level, and cast-concrete gargoyle drain spouts at each floor level. The building sits at the south end of berths 59-60, located between Signal Street to the west, the Main Ship Channel on the east and the Outer Harbor to the south. The building is immediately surrounded by water to the east and south, by one story wooden transit sheds and railroad sidings on the opposite side of Signal Street to the west, and by two tank farms to the north. The warehouse is in good condition, although the balustrades on the fire escape stairways show advanced signs of concrete failure. There have been no unsympathetic additions or alterations, and recent Port activities include partial restoration of the steel water tank on the roof. Overall, the warehouse retains excellent integrity of location, design, setting, workmanship, association, and feeling and good integrity of materials.

Detailed Description

Warehouse No. 1 sits at the south end of berths 59-60. A series of railroad tracks terminates inside the warehouse, connecting the building to the remainder of the port. A parallel set of tracks terminates at the transit sheds on the opposite side of Signal Street. Thus, rail cars and trucks can pull up to the transit sheds on the east side, and ships can dock at the wharves on the west side. However, the warehouse is not functionally related to just these transit sheds, as warehoused material would come from and be distributed to all of the transit sheds at the port in addition to businesses outside the port. Two tank farms used for petroleum and chemical products are located to the north of the warehouse. The nearest facility was built in the 1970s, replacing a single story warehouse previously located at the site. North of this tank farm is a second tank farm surrounded by a stuccoed wall. This facility was built in 1958-1959 replacing warehouses built during World War II. Before the war the site was occupied by a tank farm, built in the 1920s.

Warehouse No. 1 is a six story with basement rectangular structure that is divided into seven bays longitudinally and 17 bays laterally. The northern and southern elevations are composed of two, featureless concrete panels flanking three, narrower central panels defined by shallow engaged pilasters. On the northern

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 2

Los Angeles Municipal Warehouse No. 1
name of property

Los Angeles County, California
county and State

7. Description, continued

elevation these center panels are placed over a wide ground floor freight entrance supported by two massive concrete piers. The eastern and western freight entrances were designed to accommodate railroad cars and are located at grade. The central entrance is located slightly above grade and is accessed by a concrete ramp.

The eastern and western elevations are characterized by four banks of projecting concrete fire escapes supported by concrete corbels alternating with pairs of riveted steel freight doors. The fire escapes are flanked by single, 9 light steel frame fixed sash windows with heavy concrete sills. At ground level, directly below each fire escape, there are two entry doors and four 9 light steel fixed sash windows that lead into the first level of freight bays. Sub-terrain freight lifts are located in front of each set of freight doors, and are covered with a pair of steel doors. Lion-faced gargoyles encase drain spouts and are placed at floor level in five vertical bands across the eastern and western elevations.

The interior of the warehouses consists of seven longitudinal bays. On the first level the two external bays, on the east and west sides of the building are partitioned from the central three bays by a concrete wall. These bays are further divided by lateral walls, creating individual freight storage rooms. These rooms are accessed from the outside via the swinging steel freight doors and from the inside via large, single weight-and-pulley sliding steel doors. The central three longitudinal bays are designed to facilitate the allocation of freight throughout the building. The eastern-most longitudinal bay consists of a set of railroad tracks at grade level, with removable steel plates acting as bridges between the freight storage rooms and the central longitudinal bay. The central longitudinal bay is at first floor level (i.e., approximately 4 feet above grade) and houses three regularly spaced freight elevators and a 1000-pound floor scale. The western-most central bay is also at first floor level and is used for driving forklifts and other equipment between the western freight-storage rooms and the central bays. Massive beveled concrete mushroom columns support the interior floors at each level of the building.

The second through sixth levels of the building are identical. On these levels the longitudinal bays are open, but are divided into seven lateral bays by concrete walls. The walls each have a single, large door opening with the same weight-and-pulley sliding steel doors as on the first level. There are two types of features that interrupt the open plan of the freight storage areas on these levels. One is the continuation of the three freight elevators. The other is a corkscrew shaped steel chute that runs from the fifth floor to the second level. Wood trap doors can be lowered via a weight-and-pulley system at each of the floor levels, allowing items to be conveyed from any one of the upper levels to a particular lower level, depending on which trap doors are opened or closed.

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National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7, 8 Page 3

Los Angeles Municipal Warehouse No. 1
name of property

Los Angeles County, California
county and State

7. Description, continued

The roof can be accessed via either the fire escape stairways or a stairway located in the southern-most bay of the sixth level. The stairway from the sixth floor was added during the Navy occupation of the warehouse in 1918-1920. The flat roof is built-up and covered with gravel. Features on the roof include: the elevator machinery structures in the center; 14 small concrete structures housing the overhead whip-hoists used to load and unload merchandise on the upper levels located directly above the steel doors on the elevations below; a large riveted steel water tower with a conical roof at the northern end, and; a small elevated wood frame room with a flat roof that was added to the southeast corner in 1920 as a U.S. Weather Bureau signal station. The steel-riveted water tank is currently being partially restored and painted with "welcome" in various languages.

8. Statement of Significance

Completed in 1917, Warehouse No.1 served as the Port's only bonded warehouse, a function that was critical to the Los Angeles' entry into international trade markets. During the era of break-bulk cargo handling, warehousing at the port terminals played a critical role in achieving economically efficient commerce. Warehouse No.1 served a leading role in warehousing at the Port of Los Angeles from 1917 through the early 1960s when cargo containerization revolutionized cargo handling by nearly eliminating the need for warehousing. Warehouse No. 1 continues to serve in its original capacity, and remains a prominent visual landmark for ships entering the deep water channel and for residents and visitors of San Pedro. This building was recommended as eligible for individual listing in the NRHP by the US Army Corp of Engineers (Roberts, 1978; Schwartz, 1983), and appears to remain eligible under Criterion A (events), for its close association with the rise to international prominence of the modern port. Since no exceptionally important events or trends are related to the period of 1950-1965, the period of significance is that period of break-bulk cargo transshipment between 1917 and 1950. As the warehouse ages, the period of significance will increase until it reaches the end date of 1965.

Criteria A: Association with Events Important in our History.

The development of the Port of Los Angeles at San Pedro is directly related to the transition of the small former pueblo of Los Angeles into the international city that we recognize today. From the turn of the century, the only ships that could enter the San Pedro Bay were shallow coastal vessels. These ships mainly carried lumber, with little else brought in trade. Warehouses at that time were small and privately owned, so most of the lumber was stacked outside and exposed to the elements. The Southern Pacific Railroad had not yet expanded into Los Angeles, and a major battle ensued during the 1890s between Leland Stanford and Collis Huntington

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 4

Los Angeles Municipal Warehouse No. 1
name of property

Los Angeles County, California
county and State

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8. Statement of Significance, continued

over the location and control of the first deep-water harbor for Los Angeles. Then governor Stanford favored San Pedro, while Huntington as the newly appointed president of the Southern Pacific favored a railroad dominated harbor at Santa Monica. This feud garnered national press as Stanford and Huntington each enlisted allies in Congress and various federal agencies.

It was under these conditions that in 1907 the Chamber of Commerce successfully urged the the Los Angeles City Council to create the Los Angeles Board of Harbor Commissioners with a vision to plan for the future of the port. Federal appropriations hinged on the recommendations of a new board of engineers. This group confirmed earlier engineering reports favoring the San Pedro bay. Senator Stephen M. White, using these reports, was able to convince Congress to designate San Pedro bay as the site of the deep-water port and to fund the construction of the breakwater and other improvements. The City of Los Angeles voted in 1909 for \$10 million in Los Angeles Harbor Department General Obligation Bonds, to be used for a 10-year program of major harbor improvements. The earliest activities involved dredging and filling to create the deep-water harbor, followed by construction of Warehouse No. 1 in 1915 (Weinman: p. 95).

The architect for Warehouse No. 1 was Peter Ficker, then an employee of the Harbor Engineers office. Ficker also designed Municipal Shed No.1 at the Port and later in his private practice designed the exhibition buildings at the Los Angeles County Fairground in Pomona during the 1930s. The lions-head gargoyle down spouts were cast from an original sculpture produced by the architect. The building was designed to be massive, yet detailed to show civic pride. As the first building viewed upon entry into the harbor and the largest structure at the Port for the first several decades, Warehouse No. 1 represented Los Angeles' proclamation of entry into the world market.

The six-story structure, containing half a million square feet, housed the majority of non-petroleum goods shipped into and out of the southern California markets between the 1920s and 1950s. Transshipment of "break-bulk cargo" was a very different process than the current system of containerization. Break-bulk cargo required a series of labor and space intensive steps that in turn required certain buildings and facilities to ensure the most efficient and economical process. Raw or finished goods would be transported via train or truck from the distributor to the port terminal. Cargo destined for international or west coast markets arrived at the Port of Los Angeles from across the southeast and southwest, and via the Panama Canal from the entire eastern seaboard. If the goods arrived in sufficient quantity to justify immediate shipment, they would be loaded into one of the transit sheds located directly adjacent to the wharves. When the ship arrived, the goods would be manually transferred from the transit sheds into the cargo hold of the ship. The same process in reverse would occur at the destination.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 5

Los Angeles Municipal Warehouse No. 1
name of property

Los Angeles County, California
county and State

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8. Statement of Significance, continued

However, several factors of commerce during the early part of the century created a need for longer-term warehousing than the transit sheds could provide. First, ships' schedules were erratic and the distributor would want their goods at the port ready for shipment when a ship bound for the desired destination arrived. Thus, it was more economical to warehouse goods at the port than at the distributor's own facility. Second, distributors would accumulate goods at the port as they were available or produced, and then arrange for shipment (via ship or on the reverse via train and truck) when a critical mass of goods were accumulated. This allowed for the most economical use of cargo space on the ship, train, or truck. Third, international trade required a bonded location for the temporary storage of goods that would go through customs. The bonded portion of a warehouse was also used for particularly valuable goods. This process of transshipment dictated the order in which the Harbor Commission funded construction activities: dredging of the ship channel, construction of Pier 1 and associated wharves, transit sheds, and rail lines, and construction of the massive, bonded warehouse. With these facilities in place, the Port of Los Angeles entered into international commerce, and by 1923 had surpassed all the other west coast ports in tonnage and value of cargo. During this great growth period other facilities were developed. However, Warehouse No.1 remained the largest and, through early part of this century, the only bonded warehouse in the Port.

Operation of the municipal harbor facilities between 1918 and 1920 were overshadowed by wartime efforts of the Navy and by the Army quartermaster corps. During this period, the US Navy Submarine Base occupied the southern end of Pier 1. During the war and through 1920 nearly two-thirds of Warehouse No. 1 was occupied by the Navy and used for classrooms, shops, and the storage of commissary supplies. A Navy barracks was located on the warehouse roof along with two four-inch guns. In 1920, the Navy reduced its presence to approximately 10 percent of the warehouse. The Port leased operations of the warehouse to the Union Terminal Warehouse Company, whose function was to coordinate between shipping companies and distributors. With the reopening of the Panama Canal in 1922, commerce at the Port jumped from six and a half million tons of cargo in 1921-22 to nearly 19 million tons in 1922-23 to 26 ½ million tons in 1923-24. Tonnage figures plateaued at this level for the next several decades. The warehouse was returned to city operation by 1928. Warehouse No. 1 continued to serve its intended purpose, facilitating the storage and transshipment of raw materials and finished goods between the U.S. and over 25 major international destinations. Exports during the period prior to World War II included petroleum products and machinery, canned fish, fruit, and vegetables, automobiles and parts, and raw materials such as cotton, steel, sodium borax, turpentine, asphalt, and kerosene. According to the 1933 harbor commissioners' report "seventy-five percent of our imports are raw . . . products for manufacture

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8, 9 Page 6

Los Angeles Municipal Warehouse No. 1
name of property

Los Angeles County, California
county and State

8. Statement of Significance, continued

here, indicating the growing importance of Los Angeles as a manufacturing center" (p. 89). The primary import materials included rubber, coffee, cocoa, hides and skins, spices and exotic oils, copper, lumber, jute, burlap, wool, and steel products.

By the mid-1960s shipment of cargo had been irrevocably altered by Malcolm McLean's integrated transportation system, now known as containerization. Cargo is loaded into a container that is sealed, loaded onto a truck or train for distribution to the shipping terminal, loaded onto a ship, and delivered to its destination in reverse fashion. Thus, the cargo is only handled at the source and at the destination, and has built-in protection from the elements. At the same time shipping schedules became more standardized, allowing distributors to deliver to the port within days of the arrival and loading of the ship. These changes in the transshipment process reduced the need for massive warehouses like Warehouse No. 1, and changed the physical layout of all modern seaports. Warehouse No. 1 stands as a physical reminder of an earlier era of commerce, and conveys the important role it played in the opening of Los Angeles as an international trade center.

9. Bibliography

- Board of Harbor Commissioners. 1920. Annual Reports July 1, 1918 to June 30, 1920. On file at the Port of Los Angeles, San Pedro, CA.
- . 1925. Annual Report Fiscal Year July 1, 1924 to June 30, 1925. On file at the Port of Los Angeles, San Pedro, CA.
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- . 1927. Annual Report Fiscal Year July 1, 1926 to June 30, 1927. On file at the Port of Los Angeles, San Pedro, CA.
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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 9, 10 Page 7

Los Angeles Municipal Warehouse No. 1
name of property

Los Angeles County, California
county and State

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Fugro. 1997. Phase II Cultural Resource Investigation of the Port of Los Angeles.
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Angeles Harbor Department. On file at the Port of Los Angeles, San Pedro, CA.

Kendall, Lane C. 1986. The Business of Shipping. Fifth edition. Cornell Maritime
Press, Centreville, MD.

Matson, Clarence H. 1945. Building a World Gateway: The Story of the Los Angeles
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Los Angeles Harbor Department, Los Angeles, CA.

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Survey. Prepared for U.S. Army Engineer District, Los Angeles, California.
April 1978.

10. Verbal Boundary Description

That portion of those certain tidelands and submerged lands of the Pacific Ocean in
the City of Los Angeles, County of Los Angeles, State of California, adjacent to the
Rancho Los Palos Verdes, as per map recorded in Book 2, pages 543 to 545, inclusive
of Patents, in the Office of the County Recorder of said County, more particularly
bounded and described as follows:

Commencing at a point on the US Pierhead Line between Stations 123 and 125 of the US
Harbor Lines as established by The Secretary of the Army on August 21, 1966, that is
North 17°36'53" West 1,410.13 feet from Station 125, said point is Point "A" for
purposes of this description; thence North 72°23'07" East 254.62 feet to the point
of beginning; thence North 72°23'07" East 176.50 feet; thence North 17°36'53" West
577.50 feet to the southwesterly line of Signal Street; thence North 76°50'00" West
85.98 feet along said southwesterly line; thence South 72°23'07" West 102.63 feet;
thence South 17°36'53" East 621.50 feet to the point of beginning, said point has a
longitude of North 118°16'16.4946" and a latitude of East 33°43'12.36453".
(Legal description prepared by Homer E. Lowe, P.E., Los Angeles Harbor Department
Engineering Division, 8/18/99)

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 10 Page 8

Los Angeles Municipal Warehouse No. 1
name of property

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county and State

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Boundary Justification

The boundary corresponds to a ten foot buffer around the footprint of the building plus the driveways and railroad spurs that provide immediate access to the freight loading bays. This boundary was chosen since the significance of the building relates to the activities that occurred inside the building and the transportation of good via rails and trucks at the interior freight bays and immediately adjacent to the building at the freight doors.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section _____ Page 9

Los Angeles Municipal Warehouse No. 1
name of property

Los Angeles County, California
county and State

Photo No.: 01

Name: Los Angeles Municipal Warehouse No.1

Location: Los Angeles County, CA

Photographer: Unknown

Date: March 1916

Negative: Negative (no. 451 o.v.) is held at the Port of Los Angeles Archives, San Pedro, CA

View: Rendering of Warehouse No.1 by Peter Ficker

Photo No.: 02

Name: Los Angeles Municipal Warehouse No.1

Location: Los Angeles County, CA

Photographer: Unknown

Date: 15 August 1924

Negative: Negative (no. 457) is held at the Port of Los Angeles Archives, San Pedro, CA

View: Sections and elevations, dated 9/10/15 with revisions dated 8/4/16

Photo No.: 03

Name: Los Angeles Municipal Warehouse No.1

Location: Los Angeles County, CA

Photographer: Unknown

Date: 2 August 1915

Negative: Negative (no. 341 o.v.) is held at the Port of Los Angeles Archives, San Pedro, CA

View: Overview of construction site with pile driving rigs, looking southeast

Photo No.: 04

Name: Los Angeles Municipal Warehouse No.1

Location: Los Angeles County, CA

Photographer: Unknown

Date: 3 March 1916

Negative: Negative (no. 413 o.v.) is held at the Port of Los Angeles Archives, San Pedro, CA

View: Overview of construction site with rebar for first floor columns in place and wood forms for pouring the concrete columns in the foreground, looking southeast.

Photo No.: 05

Name: Los Angeles Municipal Warehouse No.1

Location: Los Angeles County, CA

Photographer: Unknown

Date: 1 June 1916

Negative: Negative (no. 470 o.v.) is held at the Port of Los Angeles Archives, San Pedro, CA

View: Detail of southwest corner of the construction site showing wood molds for second floor, looking east

United States Department of the Interior
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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section _____ Page 10

Los Angeles Municipal Warehouse No. 1
name of property

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county and State

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Photo No.: 06
Name: Los Angeles Municipal Warehouse No.1
Location: Los Angeles County, CA
Photographer: Unknown
Date: 7 July 1916
Negative: Negative (no. 481 o.v.) is held at the Port of Los Angeles Archives, San Pedro, CA
View: Overview of construction site, wood forms on third and fourth floors, looking southeast.

Photo No.: 07
Name: Los Angeles Municipal Warehouse No.1
Location: Los Angeles County, CA
Photographer: Unknown
Date: 7 July 1916
Negative: Negative (no.) is held at the Port of Los Angeles Archives, San Pedro, CA
View: East elevation, showing wood forms for exterior stairway, looking south.

Photo No.: 08
Name: Los Angeles Municipal Warehouse No.1
Location: Los Angeles County, CA
Photographer: Unknown
Date: 10 August 1916
Negative: Negative (no. 524 o.v.) is held at the Port of Los Angeles Archives, San Pedro, CA
View: Detail of rebar system for floors and columns, looking northwest

Photo No.: 09
Name: Los Angeles Municipal Warehouse No.1
Location: Los Angeles County, CA
Photographer: Unknown
Date: 1 September 1916
Negative: Negative (no. 534 o.v.) is held at the Port of Los Angeles Archives, San Pedro, CA
View: Overview of construction site, with forms for the cornice, looking southeast.

Photo No.: 10
Name: Los Angeles Municipal Warehouse No.1
Location: Los Angeles County, CA
Photographer: Unknown
Date: 7 July 1916
Negative: Negative (no. 484 o.v.) is held at the Port of Los Angeles Archives, San Pedro, CA
View: Detail, form for interior columns.

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Photo No.: 11
Name: Los Angeles Municipal Warehouse No.1
Location: Los Angeles County, CA
Photographer: Unknown
Date: 10 August 1916
Negative: Negative (no. 513 o.v.) is held at the Port of Los Angeles Archives, San Pedro, CA
View: Detail, interior columns with forms removed.

Photo No.: 12
Name: Los Angeles Municipal Warehouse No.1
Location: Los Angeles County, CA
Photographer: Unknown
Date: 6 March 1917
Negative: Negative (no. 598 o.v.) is held at the Port of Los Angeles Archives, San Pedro, CA
View: Overview looking southeast.

Photo No.: 13
Name: Los Angeles Municipal Warehouse No.1
Location: Los Angeles County, CA
Photographer: Unknown
Date: 27 March 1917
Negative: Negative (no. 611 o.v.) is held at the Port of Los Angeles Archives, San Pedro, CA
View: Overview from ship channel, looking northwest.

Photo No.: 14
Name: Los Angeles Municipal Warehouse No.1
Location: Los Angeles County, CA
Photographer: Unknown
Date: 21 May 1927
Negative: Negative (no. 108A) is held at the Port of Los Angeles Archives, San Pedro, CA
View: Overview from ship channel, looking west. Note the addition of the Port Pilot Station (now missing) at ground level on the east elevation and the Marine Signal Station on the southeast corner of the roof.

Photo No.: 15
Name: Los Angeles Municipal Warehouse No.1
Location: Los Angeles County, CA
Photographer: Unknown
Date: 25 September 1925
Negative: Negative (no. 769) is held at the Port of Los Angeles Archives, San Pedro, CA
View: Los Angeles Harbor Parade float, featuring Warehouse No. 1

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Photo No.: 16
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-C-2) is held in the Jones & Stokes files, Sacramento, CA
View: Contextual view; camera facing south.

Photo No.: 17
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no.9167-C-1) is held in the Jones & Stokes files, Sacramento, CA
View: North elevation; camera facing south.

Photo No.: 18
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-C-5) is held in the Jones & Stokes files, Sacramento, CA
View: West elevation; camera facing southeast.

Photo No.: 19
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-C-8) is held in the Jones & Stokes files, Sacramento, CA
View: South elevation; camera facing northeast.

Photo No.: 20
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-C-16) is held in the Jones & Stokes files, Sacramento, CA
View: East elevation, south end; camera facing southwest.

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Photo No.: 21
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-C-15) is held in the Jones & Stokes files, Sacramento, CA
View: East elevation, north end; camera facing southwest.

Photo No.: 22
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-C-14) is held in the Jones & Stokes files, Sacramento, CA
View: Detail of east elevation, showing winch; camera facing southwest.

Photo No.: 23
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-B-7) is held in the Jones & Stokes files, Sacramento, CA
View: Detail of exterior stairwell at east elevation; camera facing south.

Photo No.: 24
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-B-9) is held in the Jones & Stokes files, Sacramento, CA
View: Detail of gargoyles at east elevation' camera facing northeast.

Photo No.: 25
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-B-19) is held in the Jones & Stokes files, Sacramento, CA
View: Detail of roof opening to exterior stairway on east elevation; camera facing southeast.

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Photo No.: 26
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-B-21) is held in the Jones & Stokes files, Sacramento, CA
View: Detail of winch at rooftop, east elevation; camera facing southeast.

Photo No.: 27
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-B-18) is held in the Jones & Stokes files, Sacramento, CA
View: Detail of signal tower at southeast corner of rooftop; camera facing southeast.

Photo No.: 28
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-B-23) is held in the Jones & Stokes files, Sacramento, CA
View: Interior view of loading docks.

Photo No.: 29
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-A-20) is held in the Jones & Stokes files, Sacramento, CA
View: Interior view of railroad tracks at south end of first floor.

Photo No.: 30
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-A-22) is held in the Jones & Stokes files, Sacramento, CA
View: Interior view of first floor elevator at east end.

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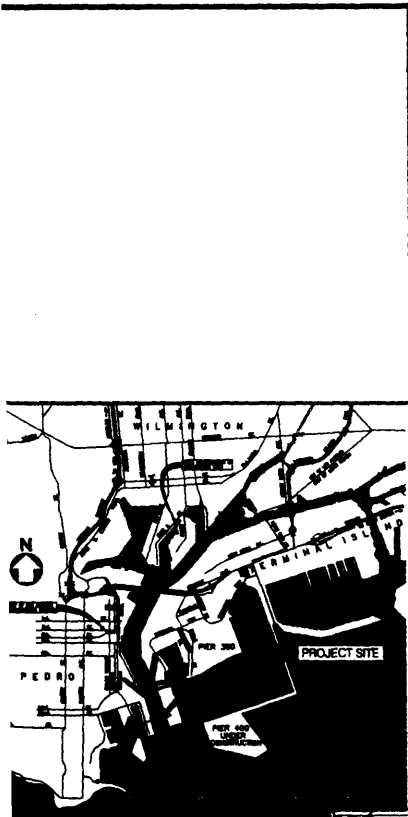
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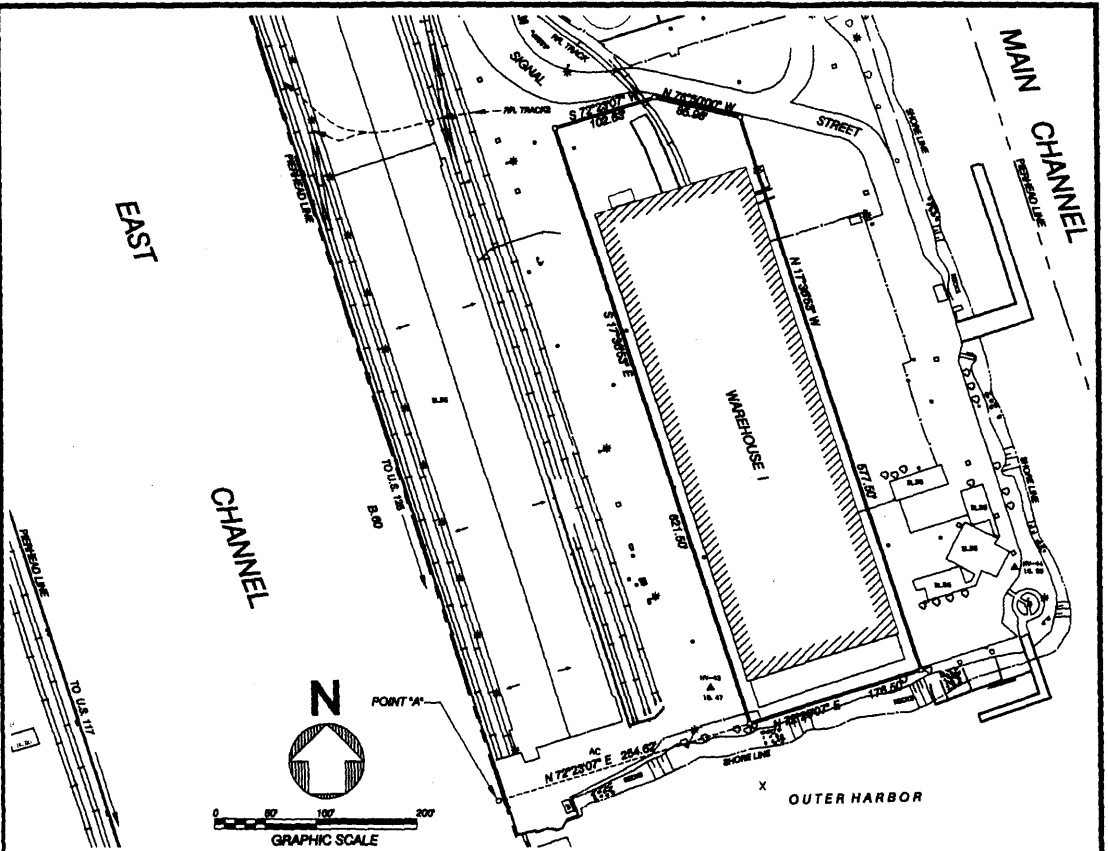
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Photo No.: 31
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-B-4) is held in the Jones & Stokes files, Sacramento, CA
View: Interior view of slide below trap door at east bay.

Photo No.: 32
Name: Los Angeles Municipal Warehouse #1
Location: Los Angeles County, CA
Photographer: Susan Lassell
Date: July 9, 1999
Negative: Negative (no. 9167-B-13) is held in the Jones & Stokes files, Sacramento, CA
View: Interior view of fire door with weight and pulley system.



VICINITY MAP



DRAWN	REVISIONS -	CH'KD	APP'D	SCALE: 1"=100'	RECOMMENDED FOR APPROVAL	APPLICATION MAP - NATIONAL REGISTER OF HISTORIC PLACES	
					CHIEF OF DESIGN	WAREHOUSE I	
					ASSISTANT CHIEF HARBOR ENGINEER	APPROVED	THE PORT OF LOS ANGELES
				ENGR/ARCH	CHIEF HARBOR ENGINEER		45590