

Historic Resources Evaluation Report

Redondo Beach Waterfront Project Redondo Beach, California



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1.0 Introduction

Greenwood and Associates has conducted an historical resources investigation for the proposed Redondo Beach Waterfront Project, located in the community of Redondo Beach in Los Angeles County, California (Figures 1 and 2). This document assesses the potential environmental consequences of the project on historical resources, based on review of available resource records, literature and archival sources, and field investigations. The information contained in this report is prepared to provide environmental compliance pursuant to the California Environmental Quality Act (CEQA) and municipal enactments.

1.1 Project Description

The proposed project is intended to revitalize approximately 36 acres of the 150-acre waterfront, as part of a City-wide waterfront revitalization effort initiated by the City (Figure 3). The main components of the proposed project are demolition of approximately 207,402 square feet of existing structures, replacement of the existing Pier Parking Structure, and construction of as much as 511,460 square feet (for a total of 304,058 square feet of net new development) to include retail, restaurant, creative office, specialty cinema, public market hall, and boutique hotel installations. Approximately 12,479 square feet of existing development would remain. The proposed project also includes public recreation enhancements such as a new small craft boat launch ramp, improvements to Seaside Lagoon, new parking facilities, expanded promenade/boardwalk along the water's edge, high-quality public open space, and pedestrian and bicycle pathways. Site connectivity and public access to and along the water would be improved by the establishment of a new pedestrian bridge across the Redondo Beach Marina Basin 3 entrance and the reconnection of Pacific Avenue.

The proposed project will include connecting the Seaside Lagoon, a contained salt water swimming facility, to the adjacent waters of King Harbor as well as the creation of an additional sandy beach area at Horseshoe Beach located within the protected interior area of the Redondo Beach pier. A small craft boat ramp is also proposed at the far northeast portion of the site. The north portion of the project area, including the marina, consists of approximately nine acres, and the south portion of the site is approximately six acres connected by a half-acre elevated pedestrian walkway with vehicle access located below the upper pedestrian level.

The proposed project will also require a significant infrastructure investment. This will include the demolition and reconstruction of an existing parking structure. Three separate parking structures with a combined total of 2,500 below and above grade parking stalls are envisioned. This includes one existing structure to be replaced, as indicated above, one existing structure that will remain, and one newly built structure.

The proposed project involves additional improvements to public rights of way and circulation elements as well. This includes a half-mile extension of North Harbor Drive to connect with Torrance Boulevard to the south and unite the north and south portions of the site. The extension would carry vehicular, bicycle, and pedestrian traffic. Another key circulation element is a pedestrian bridge spanning the approximately 50 foot wide marina entrance, allowing boat traffic to pass below and enhancing pedestrian connectivity across the site.

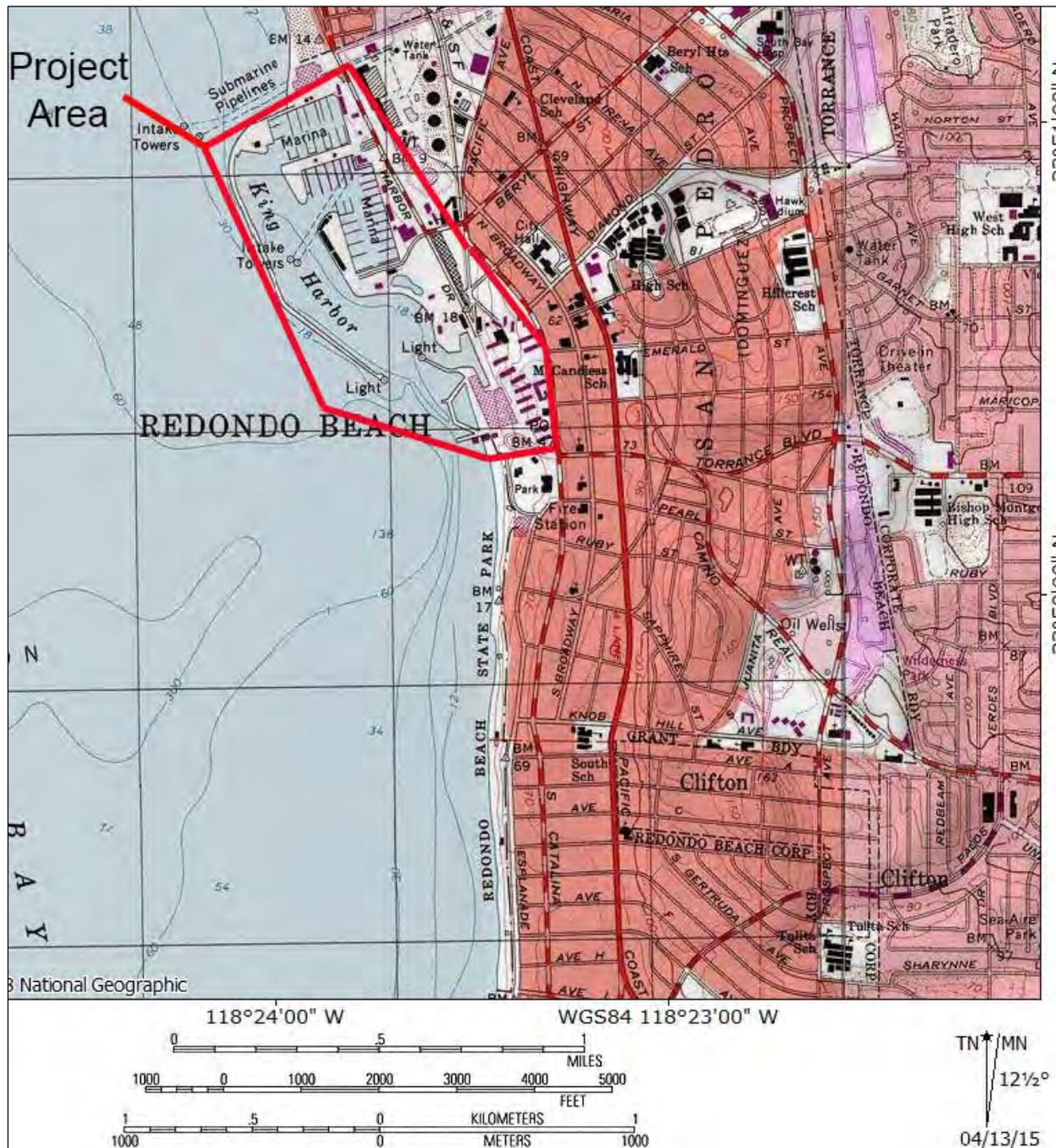


Figure 2. Project Vicinity depicted on USGS Redondo Beach, CA 7.5" Topographic Map (1996).

Construction of the existing Redondo Beach harbor facilities commenced in 1960 and the King Harbor development was dedicated on November 19, 1966. Because a number of the harbor's features are in excess of 45 years old, they are considered potential historic resources. This document evaluates the historical and architectural significance of these facilities and provides information for use in decision-making regarding the proposed project as it relates to the structure and in guiding the City toward achieving compliance with CEQA. The Harbor is owned by the City of Redondo Beach and operated by various City entities. The City of Redondo Beach Community Development Department is the lead agency under CEQA.

For the purpose of this study, the Direct Area of Potential Effect (APE) for historical resources is the proposed 36-acre Waterfront Project area itself. The Indirect APE typically encompasses the first tier of existing development beyond the Direct APE. Figures 4 and 5 depict the project boundary/Direct APE, as well as the boundary of the Indirect APE.

1.2 Regulatory Overview

The information contained in this report is prepared at the level of technical analysis pursuant to the California Environmental Quality Act (CEQA). As defined by state law in Title 14 California Code of Regulations Section 4850, the term "historical resource" means "any object, building, structure, site, area, place, record, or manuscript, which is historically or archaeologically significant, or which is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California." As defined by Section 15064.5(a) of the CEQA Guidelines, the term "historical resource" includes the following:

- A resource listed in, or determined eligible for, listing in the California Register of Historical Resources (Public Resources Code [PRC] Sections 5024.1);
- A resource included in a local register of historical resources, or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the PRC. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant;
- Any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the historical record;
- Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets at least one of the four criteria for listing on the California Register of Historical Resources (PRC Section 5024.1[a]), which are as follows:
 1. It is associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage;
 2. It is associated with the lives of persons important in our past;
 3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or



Figure 3. Project Area Map



Figure 4. Area of Potential Effect, North Half.



Figure 5. Area of Potental Effect, South Half.

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

All “historic properties” are automatically eligible for the California Register of Historical Resources (California Register) and, therefore, also “historical resources.” However, under state law, historical resources may also include additional resources that have been identified in a historical resource survey or that have been designated under municipal or county ordinances.

For the purposes of this document, the term “historical resources” will be used to represent both historic properties (under the federal definition) and historical resources (under the state definition). The California Office of Historic Preservation implements state preservation law and is responsible for the California Register, which uses the National Register criteria for listing resources significant at the national, state, or local level.

2.0 Methods

2.1 Research Methods

A search of cultural resource records was conducted for the proposed project at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, by Greenwood and Associates staff on November 4, 2014. The record search consisted of a check of the California Historical Resources Information System (CHRIS) for any previously recorded cultural resource sites within a 0.5-mile radius of the proposed project area. The search included review of available literature, historical and archaeological site archives, all relevant historical maps, and other records for the project area, as well as topographic maps depicting previous surveys and study locations.

Current inventories of the National Register of Historic Places (Listed Properties and Determined Eligible Properties), the California Register of Historical Resources, the California Historical Landmarks, and California Points of Historical Interest were also consulted. The database of the California Historic Resources Inventory (HRI) for Los Angeles County was reviewed to identify any local resources previously evaluated for historic significance, and historical maps were inspected for information regarding historical development in the vicinity of the proposed project area. Additional research included review of local histories and regional overviews, along with other manuscripts and archival materials obtained from private, library, and internet sources.

Specialized research was conducted by Mr. Dana N. Slawson, M. Arch., at the Redondo Beach Public Library, Los Angeles Central Public Library, and the Redondo Beach Historical Society Museum. Reference materials secured from Internet sources were also consulted. Individuals consulted regarding the property include Mr. Aaron Jones, Director, Redondo Beach Community Development Department; Mr. Alex Plascencia, Asst. Planner, Redondo Beach Community Development Department; Mr. Mark Campbell, Chief Building Official, Redondo Beach Community Development Department; Ms. Leslie Page, General Manager, Redondo Beach Marina; and Mr. Pat Aust, Redondo Beach Historical Society.

2.2 Field Methods

Field investigations for the Redondo Beach Waterfront Project were completed by Greenwood and Associates architectural historian, Dana Slawson, M. Arch., on November 26 and 28, 2014. The investigations examined all buildings, structures, built features, and landscape elements within the proposed project boundaries, as well as the surrounding environment. The existing features were photographed, and the character defining details of buildings and structures were recorded, as were all landscape features.

3.0 Project Setting

3.1 Environmental Setting

Redondo Beach is located in Los Angeles County along the Pacific Ocean, approximately 16 miles southwest of downtown Los Angeles, within the area known as “South Bay.” The City is on the southern end of Santa Monica Bay and surrounded by rolling hills. It is adjacent to five cities: Hawthorne to the north, Lawndale to the east, Torrance to the east and south, and Manhattan Beach and Hermosa Beach to the west.

The harbor, including the project site, is in South Redondo along Santa Monica Bay. The harbor is comprised of approximately 150 acres, which are made up of approximately 62 acres of land area and approximately 88 acres of water area, owned or managed by the City. The harbor is developed with hotel, retail/commercial, and recreational amenities. King Harbor has three marinas with more than 1,400 boat slips.

The proposed Waterfront project site is bounded by North Harbor Drive to the east, Portofino Way to the north, Torrance Boulevard to the south, and the waters of Santa Monica Bay to the west. The area is readily accessible from North Harbor Drive and West Torrance Boulevard. The nearest major circulation route, Pacific Coast Highway, runs north-south three blocks to the east of the project area.

Once a commercial port, the waterfront has been the focus of recreation in the City since the 1880s. It presently includes a pleasure pier, shops, restaurants, and taverns oriented to tourists and marina users, as well as a seafront esplanade, and a variety of marina-related activities including sport fishing and pleasure boating. Land uses within the study area also include transportation-related (parking), office, and municipal uses. The buildings presently within the harbor area were constructed between ca. 1950 and 2012. The oldest feature is the pleasure pier, portions of which date to the 1920s. The area immediately surrounding the waterfront is dominated by multi-family residences that typically date to the 1972-1982 time period. Veteran’s Park lies to the south of the waterfront, and development to the east and north is a mixture of commercial and residential uses dating from the 1910s through the present day.

3.2 Historical Setting

The following summary is based on a literature search conducted for the vicinity of the Redondo Beach Waterfront Project area. It is intended both to indicate the potential for the presence of

historical resources within the proposed project area, and to provide a context for evaluation of any resources that may be identified.

Regional History

Ethnography

The proposed project area lies within the historic territorial boundaries of the Gabrieliño Indians. The Gabrieliños were Shoshonean and Takic language speakers, who resided in the Los Angeles Basin and adjacent San Fernando Valley at the time of European contact. Their name is derived from their association with the Mission San Gabriel Arcangel; however, many now refer to themselves as *Tong-va*. The fully developed Gabrieliño culture was a socially and economically complex hunting and gathering group, very advanced in their culture, social organization, religious beliefs, and art and material object production.

Gabrieliño culture underwent dramatic changes following European contact. Introduced diseases weakened and killed large numbers of native peoples, and most Gabrieliño villages were abandoned by 1810. Gabrieliño survivors helped build the Spanish Missions and the Mexican and American ranches that followed (Bean and Smith 1978:538-549).

Spanish and Mexican Periods

Although Spain claimed Alta California (the present day state of California) in the sixteenth century, settlement did not begin until 200 years later. To consolidate the Spanish claim to Alta California, an expedition led by Gaspar de Portolá was dispatched from Mexico City in the summer of 1769. Marching northward from San Diego, Portolá passed through the San Gabriel and San Fernando valleys in 1770. Portolá's exploratory expedition resulted in the establishment of a string of 21 Franciscan missions, *presidios*, and civilian pueblos over the course of the next half century. Mission San Gabriel Arcangel was established in 1771 and by the early nineteenth century, most Gabrieliño were incorporated into the mission. The environs of present day Los Angeles and the current project area were included in the mission's domain (Baer 1958:95).

In 1781, El Pueblo de la Reina de Los Angeles was the second pueblo founded in Alta California. The early pueblo consisted of 12 residential blocks around a central plaza, with agricultural fields laid out on the broad terraces between the plaza and the Los Angeles River (Rio Porciúncula), about one-half mile to the east. The settlement was close to a ford and a place to ascend the bluffs on the east side of the river, the direction of Mission San Gabriel. By the early 1800s, periodic flooding of the river had forced the relocation of the plaza to higher ground, near its present day location. Settled by a small group of *pobladores* of African, Native American, and Spanish descent, the outpost manifested Spanish colonial ambitions for Alta California, which envisioned a series of civilian pueblos that would function in support of the Missions and *presidios* and expand the region's population (Robinson 1981:9). Los Angeles remained an isolated settlement for many years, gradually gaining in population and importance as a center of commerce and social exchange. By 1800, the pueblo boasted a population of 315 (Robinson 1981:111).

As part of Spain's effort to colonize Alta California, a system of land grants was initiated to induce settlement and long term occupation of the region. The large rancho tracts were bestowed upon a select few, primarily ex-soldiers and others who had provided services to the government. The current project area lies within the boundaries of a Spanish era land grant. Mexican independence from Spain in 1821 brought conflict over the disposition of Mission lands in Alta California. A series of laws, culminating with the Secularization Act of 1833, stripped the Missions of their land and power. With the demise of the Mission system and secularization of Mission San Gabriel in

the 1830s, Los Angeles emerged as the unrivaled center of trading and economic activity in the region (Shanahan 1982:19).

American Period

With the United States takeover of California in 1848, the ensuing Gold Rush, and ultimate American statehood in 1850, the pace of settlement in the region expanded rapidly, as did commerce. The discovery of gold in northern California created a boom in the local cattle industry which fed the hordes of miners. Cattle ranching in the region declined during the 1860s after years of drought followed by disastrous floods, but continued to be a major economic activity. The Euroamerican population of the Los Angeles region continued to rise through the 1860s, as many of the old rancho families lost title to their land, leaving a vacuum that was promptly filled by settlers from the east and mid-west. Most of the vast ranchos were divided and sold off in parcels as agriculture gained in importance.

The extension of the Southern Pacific Railroad into Southern California in 1876, followed by the Atchison, Topeka and Santa Fe in 1885, set the stage for a massive real estate boom that resulted in the tremendous growth of Los Angeles and the founding of hundreds of new towns in the region (Fogelson 1967).

3.3 Redondo Beach History

Most of present day Redondo Beach, including the current project area, lies within the boundaries of the 75,000-acre land grant known as Rancho San Pedro, conferred on Juan José Domínguez in 1784. A former soldier, Domínguez had been part of the famed 1769 Portolá Expedition which escorted Father Junípero Serra as he explored mission sites throughout Alta California. The Dominguez grant was among the first Spanish land grants in Alta California. Used principally for cattle grazing, the property remained in Domínguez family hands until the late 1800s (Robinson 1939:224; Cleland 1941:9-13).

Long before the arrival of Europeans, the area of present day Redondo Beach was inhabited by Native American groups who traded the salt found in abundance there, collected from a sizable salt lake near the shore (current AES power plant site). This commodity that had attracted Native peoples also spawned the earliest American commercial interest in the area. In 1854, Manuel Domínguez, son of Juan José, sold the 25-acre salt lake and surrounding lands to Los Angeles merchants Henry Allanson and William Johnson, who organized the Pacific Salt Works there (Fig. 6). The enterprise never flourished and after several changes in ownership, the salt works was abandoned around the turn of the century (Gillingham 1961:258; HRM 1995:12).



Figure 6. Former Pacific Salt Works, 1895.

the two mainstays of the young community's economy were born: shipping and tourism (TSA 1986:5).

Despite the best efforts by the Redondo Beach Company to promote their newly established town, parcel sales lagged as the Southern California real estate boom faltered in 1888. Their holdings were sold to two steamship captains, J.C. Ainsworth and R.R. Thompson, who renamed the enterprise the Redondo Beach Improvement Company. The pair retained the founders' development objectives, while also taking advantage of Ainsworth's ties to the Oregon lumber industry to promote trade and harbor development. With land concessions and cooperation from the Dominguez sisters, they established a second rail line in 1889, the Redondo Railway, whose narrow gauge tracks linked Redondo Beach to Los Angeles. Later known as the Los Angeles & Redondo Railway, this line was focused on passenger and tourist transport, while the Santa Fe line served commercial shipping needs. The Improvement Company also quickly created two major destination points to lure visitors to stay longer: the Chautauqua Assembly Hall and the grand Hotel Redondo, both of which opened in 1890. The immense and ornate Hotel Redondo stood atop the bluffs overlooking the ocean, where the City's old library in Veterans Park now stands (Fig. 8). It boasted 225 rooms, a bathroom on every floor, electric lights, Otis elevators, a grand ballroom, tennis courts, and a golf course. For the budget minded traveler, an elaborate Tent City rose nearby, able to accommodate 1,000 guests in tents with raised wooden floors and electric lights (Krintz 2011:12, 29).



Figure 8. Redondo Beach waterfront, ca. 1900, with Hotel Redondo and first Bath House at center. (Source: Krintz 2011)

In 1892, with its population nearing 1,000 permanent residents, the City of Redondo Beach was incorporated. The waterfront area steadily gained new tourist attractions such as the Casino dance hall, a pavilion, and a saltwater bath house/plunge. In addition to its visitor trade, the City prospered as a port city, particularly as a shipping point for lumber from the Pacific Northwest. The region's growth demanded a steady supply of building materials and other goods, much of which passed through Redondo on its way to Los Angeles via the Santa Fe Railroad. Two large planing mills, Ganahl Lumber Co. and Montgomery & Mullen Lumber Co., were established on Broadway around the turn of the century to process raw lumber locally. Already an active port by 1889, Redondo Beach handled about 35 percent of the Los Angeles shipping trade by 1896 (Krintz 2011:29).

At the time the Redondo Beach Improvement Company began work on the harbor and townsite, several local ports were vying for federal support to develop as the Port of Los Angeles. Among the locations being considered were San Pedro, Santa Monica, which had the backing of the powerful Southern Pacific Railroad, La Ballona, south of Santa Monica, and finally, Redondo Beach. To enhance Redondo's chances, Ainsworth and Thompson undertook additional harbor improvements, including construction of Wharf No. 2 in 1895, and expansion of railroad facilities. Wharf No. 2, located below the Hotel Redondo, was an unusual Y-shaped structure, 480 feet long, with one approach for trains and a separate one for fishermen and pedestrian traffic (Fig. 9). These improvements and years of lobbying were ultimately unsuccessful; in 1897 San Pedro was selected for development as the official Port of Los Angeles (McCandless 1980).

The reasons why Redondo was passed by had mostly to do with its deep water canyon. While it allowed for dockage of larger ships, it also made construction of the piers, jetties, and breakwaters necessary for a major port difficult. Further, the amount of flat land for warehouses was restricted because of Redondo's amphitheater-like topography and comparatively narrow and limited beach front. Despite San Pedro's selection, Redondo Beach boosters continued to seek private investment to develop a rival port. These efforts were somewhat successful and resulted in construction of Wharf No. 3, known as the Lumber Pier, south of the main harbor area in 1903. Lumber shipping and milling remained important to the local economy through the post World War I years.

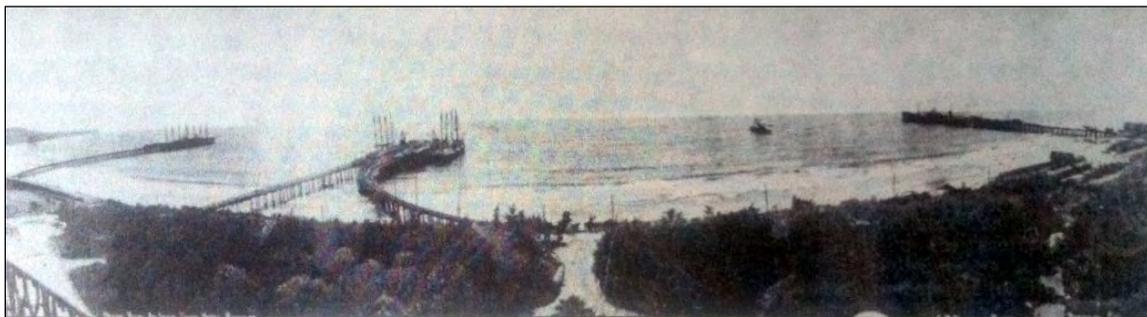


Figure 9. Panoramic view of Redondo's three wharfs, ca. 1904. Wharf No. 1 at right, Wharf No. 2, center, Wharf No 3 at left. (Source: Krintz 2011)

The more pragmatic of Redondo's city fathers recognized that their future prosperity would be more dependent on tourism than commercial shipping. A great boost to the City's fortunes came in 1905 with the acquisition of the Redondo Beach Improvement Company, along with the Los Angeles & Redondo Railway (LA & RR) by railroad magnate Henry Huntington. Huntington had founded the Pacific Electric interurban railway in 1901 and invested heavily in building up key towns as a means of supporting his rail system (Fredricks 1992). His involvement sparked renewed speculative interest, giving way to more stable growth as Huntington invested in commercial improvements, mostly on the waterfront. After stabilizing the shoreline with a substantial rock revetment, a series of new Huntington-financed attractions went up. The gigantic Pavilion (shops and ballroom) was erected, as was a new Casino, and a Bath House, also called "The Plunge," that was billed as the "world's largest heated indoor saltwater pool" (Fig. 10). It actually had three pools, along with 1,364 dressing rooms, and Turkish and steam baths (LAH 1909). These ornate buildings were all located roughly where the pier parking structure now stands.

It was also Huntington who brought George Freeth to Redondo Beach to introduce the Hawaiian sport of surfing to beachgoers. Freeth not only popularized surfing, he served as Redondo Beach's first lifeguard and was the first "official" lifeguard in Southern California.

By 1909, the City had erected a City Hall, established a Chamber of Commerce, built a high school, organized a women's club and constructed a library. There were two local newspapers: the *Redondo Breeze* (1894) and the *Redondo Reflex* (1905). By 1911, the LA & RR was converted to standard gauge and incorporated



Figure 10. The "Plunge" and boardwalk, ca. 1916. (Source: Krintz 2011)

into Huntington's Pacific Electric "Red Car" network. The beachside amusement zone that Huntington helped develop included bowling alleys, shooting gallery, and the "Lightening Racer" roller coaster in 1913. Streetcars deposited visitors along its central concourse, which had been renamed "El Paseo" (TSA 1986:5)

With the port at San Pedro in full operation, Redondo Beach shipping activity had significantly declined by the 1910s. A major storm washed away Redondo's original pier, Wharf No. 1, in 1914, along with many homes along the coast. This loss was followed in 1915 by the partial destruction of Wharf No 2. It was eventually repaired and returned to limited service, only to be removed once and for all in 1920. The demolition of Wharf No. 3 in 1926 signified the conclusion of maritime shipping in the city and the end of an era. Redondo Beach continued to be a popular resort destination, attracting huge crowds to its beaches and waterfront amusements in the teens and 1920s – as many as 20,000 people thronged to Redondo's beaches on summer Sundays in 1913 – although easier streetcar access and the advent of the automobile meant greater numbers of day trippers and fewer hotel guests. Lacking the most modern amenities and unable to fill its many rooms, the grand Hotel Redondo fell to the wrecking ball in 1925. Within the harbor, the evolution from shipping port to beachfront amusement park continued with the construction of a pleasure pier known as the "Endless Pier" in 1916 (McCandless 1980; Shanahan 1982:38).

Built at a cost of about \$165,000, the Endless Pier was a V-shaped structure with an expanded platform at its apex, upon which there was a large pavilion with a restaurant and sunroom (Fig. 11). It was built on reinforced concrete pilings with a concrete deck, graceful spandrels, and built-in benches. The north leg of the pier started at Emerald Street, the former location of Wharf No 1, and the south leg at Coral Way (near Torrance Ave). The Endless Pier's engineering proved no match for Redondo's often violent waves, however. A fierce storm had damaged the pier while it was still under construction in 1916, and another storm 20 months after it opened nearly destroyed it and left portions unusable. By 1926, the Endless Pier was so deteriorated that repairs were viewed as uneconomical. It was condemned in 1927, and the City Engineer drew plans for a replacement (Gnerre 2009; Rasmussen 1991).

By 1920, Redondo Beach had grown to about 5,000 residents. The city steadily expanded as a second real estate boom took hold during the optimistic decade of the 1920s. Newcomers



Figure 11. The “Endless Pier,” 1919. (Source: Shanahan 1982)

flocked to the emerging neighborhood of North Redondo, and to Henry Huntington’s development south of the city’s core, Clifton-on-the-Sea. On the waterfront, Arthur Looff opened his Hippodrome in 1925, advertised as the “finest Hippodrome Carousel building in the United States” (Gnerre 2009). Early in 1929, the Fox Redondo Theater, a large Spanish Colonial/Art Deco style, single screen movie house opened. It stood along the beach, near the north end of present day Redondo Beach Marina in Basin 3.

Because the deep water canyon off shore acted like a funnel, drawing schools of fish toward the harbor, fishing at Redondo was excellent. Commercial fishing thrived and sport fishing contributed to the town’s tourist appeal. The loss of the wharfs, therefore, was a blow to the fishermen since they had used Wharf No. 3 and the ruined Endless Pier for landings. In 1925, the City granted a franchise to Capt. Webb L. Monstad for a 300 foot fishing pier extending from the south side of the Endless Pier. Opened in 1926, the private pier was available to the public for a small fee (*LAT* 1925, 1926; Rasmussen 1991).

From his pier, Capt. Monstad built up the largest sport fishing business on the coast. He converted several old ships into fishing barges that he anchored in the bay and ferried fishermen out to them. Fitted with restaurants and rooms for overnight guests, the barges proved hugely popular. In 1936, Monstad extended his pier 100 feet into deeper waters and added a waiting room for boat passengers (Rasmussen 1991).

In 1928, the City demolished the concrete and steel Endless Pier and built a new pier, this time on sturdy wood pilings. The sweeping Horseshoe Pier, also known as the Municipal Pier or Redondo Beach Pier, had roughly the same form as the Endless Pier and was situated on approximately the same site (Shanahan 1982:100). Early photos of the Horseshoe Pier show it bereft of any major deck-top buildings, only a few bait and snack stands (Fig. 12).

Sport fishing continued during the Great Depression, but other businesses along El Paseo suffered and became run down. Hurting economically, the community offered little resistance at first when high stakes gambling came to Redondo, complete with gangster-type operators who displaced family oriented amusements with clubs and gambling halls. The piers also offered ferry service to off-shore gambling barges like the “Rex,” operated by mobster Tony Cornero.



Figure 12. Horseshoe Pier, 1937. (Source: Los Angeles Public Library)

Ultimately, public pressure forced authorities to close down the games and rid Redondo of gambling.

With its piers, oceanfront homes, and businesses routinely battered by storms, often resulting in extensive property loss, there had long been calls for construction of breakwaters. Finally, a bond measure was passed and construction began in 1939 on a breakwater that, it was hoped, would protect the harbor and encourage boating from the piers. The breakwater, unfortunately, proved to be a mistake and seasonal storms caused a great deal of property destruction along the beach front and El Paseo. The breakwater had changed the movement of waves and sand and, as a result, beach front property disappeared in the accumulation of sand. In 1944 a seawall was added, but the erosion continued. It would be more than a decade before the situation was remedied (McCandless 1980).

Although the City of Redondo Beach was unable to attract war-related industry, its residential population grew significantly during World War II as families working in the nearby defense plants chose to settle there. The city was relatively quiet during the war years. On the waterfront, the once vibrant amusement zone continued its decline and the last major shore side attractions, the great saltwater Plunge and the Casino were demolished in 1943 and 1944, leaving a substantial void (*LAT* 1943, 1944).

Like the rest of Southern California, Redondo saw a great surge in new residential development in the post war years, increasing in population from about 13,000 to more than 25,000 residents between 1940 and 1950. The opening of the new Southern California Edison plant in 1948, construction of the Triangle Shopping Center at Pacific and Hermosa Avenues, and the approval of tidelands oil drilling in 1955, signaled economic shifts in the harbor area. In the early 1950s there was renewed talk of redevelopment of the city's waterfront. In Washington, D.C., U.S. Rep. Cecil R. King led a diligent lobbying effort in Congress to gain federal assistance for harbor work. Funding was ultimately secured, based on a pledge of matching local money for harbor improvements. Beginning in 1956, federally sponsored reconstruction and expansion of the old

rock breakwater commenced, setting the stage for development of a new harbor (LAT 1958a; TSA 1986:5).

Development of the Modern Harbor

Construction of the 5,200-foot north breakwater was completed in mid 1958. With public approval of a \$9 million bond issue in April 1959, the City was ready to embark on the construction of its small craft harbor (Fig. 13). The name of the new facility had already been selected: “King Harbor,” in recognition of the Congressman’s efforts. Planning consultants Victor Gruen Associates presented initial schemes that envisioned two marina basins within the breakwater “infield,” separated by newly created land areas or “moles” with recreational and support facilities, 3,100 parking spaces, and 506,000 square feet of land in the immediate harbor area for leased development of “clubs, restaurants, motels and miscellaneous marine retail uses” (LAT 1959). A proposed second phase would place additional marina basins inland at the old Salt Lake site, extending along the waterfront between Diamond and Garnet Streets and creating a total of 2,400 boat slips.

The finalized harbor master plan designed by Beverly Hills architects Arthur Froehlich and Rex Lotery was approved by the U.S. Army Corps of Engineers in August, 1959. Boat slips totaled 1,300, and in addition to the two breakwater sheltered marina basins, the plan included a small boat lagoon (Basin 3) with 100 slips that would “absorb” a section of Harbor Drive (formerly El Paseo) between Diamond and Garnet Streets. Surrounding Basin 3, adjacent to boat slips and set below the existing street level, would be a broad walkway with spaces for shops or storage meant to bring visitors close and enliven the marina. This feature was later named the “International Boardwalk.” The boat lagoon element proved contentious not only because it would eliminate part of an active thoroughfare in the city’s main business district, but also because it proposed removal of the old Santa Fe Railroad station site and the Redondo Ballroom, built by Huntington’s Pacific Electric Land Co., among other buildings from the city’s heyday. Public protest stalled progress on the project only briefly (LAT 1962).



Figure 13. King Harbor construction begins, 1960. (Source: Los Angeles Public Library)

A late addition to the harbor plan was a saltwater swimming lagoon separated from the harbor by the gracefully curving rock revetment between Basins 2 and 3. The 200 x 500 foot sand-bottomed pool was to be supplied with warm water used to cool the turbines of the nearby Edison power generating plant. First known as Marine Park, this feature was later renamed Seaside Lagoon (Gnerre 2014).

Implementation of the harbor project required the acquisition of more than 90 parcels of land. This task was largely complete by the summer of 1960, and in August, the contractor selected to construct the new harbor, the R. R. Hensler Co. of Sun Valley, was able to begin dredging and demolition work. Among the tasks was removal of coastal remnants of Redondo's industrial past. Shortly thereafter master leases for major portions of the harbor were granted to Paul Trautwein, Martin Pollard and Morley Kasler, who created the of King Harbor Marine and Development Co., and to Gordon McRae, a local developer who operated the Redondo Pleasure Fishing Company. Additional leases were later granted to the Portofino Corporation, directed by Mary Davis and Frank Arciero, and Atilio Donato, who leased the Marine Park (LAT 1961b).

By the end of 1960 work on the basins was more than 25 percent completed; excavation and placement of stone revetment was well underway, and 3,000 feet of harbor face revetment had been laid. Work progressed quickly and by the summer of 1961 Basin 1 was ready for its first occupants: 100 slips were leased in July, although much was left to do. The goal was 100 new slips per month. Late in 1961 Gordon McRae announced plans for construction of a parking structure along the southwest side of Basin 3 that would have shops facing the marina. He would also build an office and a restaurant at the north end of the basin, near the Fox Redondo Theater, and install boat hoists. Work on the parking structure was finished in 1964. In the Basin 1 and 2 area, private harbor development included Mary Davis' Portofino Inn, the King Harbor Yacht Club, hotels and apartments, boat sales and repair facilities (LAT 1961a, 1961c).

Basin 3, at the center of the current project, was opened to the harbor in 1962 but not fully completed until 1965 (Figure 14). The harbor was officially dedicated on November 19, 1966. The development of King Harbor removed much of the city's early industrial area and adjacent neighborhood of small dwellings (Shanahan 1982:107).

Development of the new harbor spurred improvements to existing elements of the Redondo Beach waterfront. On the piers, ramshackle bait shops and seafood stands were upgraded to meet the demands of the surge of visitors that was anticipated. New commercial enterprises, such as the Showboat and Castagnola's restaurants, sprang up on the formerly barren Municipal Pier in the early to mid 1960s, and established businesses like Tony's on the Pier restaurant, were enlarged (Fig. 15). Between 1969 and 1970, the shore end of Monstad Pier was enlarged to accommodate new commercial development. Gordon McRae



Figure 14. Basin 3 under construction, 1961. View south from Fox Redondo Theater (Source: *Daily Breeze*)

built the Sportfishing Pier near the Seaside Lagoon in 1969 as a new base for his fishing excursion and sightseeing boats. The early 1970s saw the removal of a bit more of old Redondo as room was made for a large municipal parking structure adjoining the existing parking structure and further enclosing Basin 3. The Fox Redondo Theater, another local landmark, was taken down in 1973 to make way for a six story hotel that was never built.



Figure 15. Junction of Monstad and Horseshoe Piers, postcard view, ca. 1965.

In

1963, at a time when federal funds for urban renewal were abundant, the City of Redondo Beach received a substantial grant for the purpose of developing a master plan for the old downtown area. The newly formed Redondo Redevelopment Agency determined that the area in question, bounded by Torrance Boulevard on the south, Catalina Avenue on the east, Pacific Avenue and Diamond Street to the north, and King Harbor on the west, easily qualified for federal redevelopment assistance as more than 90 percent of the existing building stock was rated “substandard.” The master plan created for what was named the “Redondo Plaza Project” called for the complete removal of commercial and residential properties alike within the 50-acre zone, entailing the purchase of hundreds of parcels at a cost of about \$12 million. The land would then be sold to private interests and the buildings replaced with low-rise condominium and apartment buildings in a heavily landscaped setting overlooking the harbor. No commercial development was proposed for what had been the city’s business core. After court delays, land clearing for the effort began in 1968 and the project’s first phase was completed in 1972 (Fig. 16). Subsequent phases were completed over the following eight years. The development is presently known as “The Village” and “Seascape.” In a concession to the City, the project developer left a 3-acre open space extending from Catalina Avenue to the north end of the International Boardwalk. This was eventually developed by the City as Czuleger Park, dedicated in 1990 (LAT 1963, 1979).

Associated with the Redondo Plaza Project was the plan to develop the deck of the pier parking structure with commercial uses. The project, dubbed Seaport Village, was developed beginning in 1979 and featured 15 similar New England village-styled one to three story buildings occupied by shops and restaurants. After several years of lackluster performance, the complex was transitioned to mostly office uses, restyled, and renamed Pier Plaza. Between this complex and the Redondo Plaza development, a promenade with small park/activity areas informally known as Turtle Park was created at around the same time.



Figure 16. Pier area ca. 1973. Note Redondo Plaza rising, upper right. (Source: Los Angeles Public Library)

On the piers there were routine upgrades to businesses there, the most noteworthy change occurring in 1983 when a 220-foot “fishing promenade” linking the west ends of the Horseshoe and Monstad piers was added.

In January 1988 a storm with 20-foot waves caused \$17 million in damage to the Municipal and Monstad Piers. Waves nearly destroyed the harbor breakwater retaining wall and completely washed away the Blue Moon Saloon Restaurant, a famous Redondo Beach landmark. A second storm in April 1988 with 52 mile an hour winds and 12-foot breakers swept away the popular fishing promenade. The following month, a short in recently repaired electrical wiring under a Horseshoe Pier restaurant started a fire that destroyed 15 pier businesses and half of the remaining deck (*LAT* 1990). A reconstruction of the pier – this time using concrete pilings – was completed in 1995. The work included a new Monstad-Municipal Pier connection on the fishing promenade alignment.

4.0 Findings

4.1 Literature and Archival Research

A record search conducted at the South Central Coastal Information Center revealed that 21 previous cultural resource investigations have been conducted within a 0.5-mile radius of the Redondo Beach Waterfront project area. One of the previous studies included the proposed project area itself. There are presently no designated historical resources within the project boundaries (Direct and Indirect APE). The research identified numerous historical resources within the search area dating from the late nineteenth through the early twentieth centuries, as

summarized below. There are no prehistoric or historic archaeological resources recorded within or immediately adjacent to project area.

A search of the California Historic Resources Inventory (CHRIS) for Los Angeles County revealed that no structures within the proposed project area have been evaluated for historical significance previously. The City of Redondo Beach completed a Citywide reconnaissance-level historic resources survey in two phases, the first phase in 1986 and the second in 1996. Hundreds of buildings within the current record search area were evaluated for historical significance; however, neither survey identified resources within the harbor area.

Recorded Historical Resources

Within Project Area:

- None

Within the Search Area (0.5-mile Radius from the Project Area):

National and California Register resources:

- Redondo Beach Original Townsite Historic District (30 buildings, N. Gertruda Ave., Carnelian St., N. Guadalupe Ave. and Diamond St.): NR-88000970
- Redondo Beach Public Library, 309 Esplanade: NR-8100058, LDL 12
- Women's Club of Redondo Beach, 400 S. Broadway: NR-84000900
- Diamond Apartments, 321 Diamond St.: NR-92000260, LDL 1
- Sweetser Residence, 417 Beryl St.: NR-85001984, LDL 2
- Johnson House, 417 Emerald Ave. (CR)

California Historical Landmark resources:

- Old Salt Lake, Harbor Drive at Yacht Club Way: CHL 373

Redondo Beach Locally Designated Historical Landmarks (LDL):

- Sweetser Guest House, 507 N Gertruda Ave.: LDL 3
- Hibbard House, 328 N. Gertruda Ave.: LDL 6, NRHD
- Moreton Bay Fig Tree, 309 Esplanade (Veterans Park): LDL 13
- Pfeifer/Dodge House, 605 Garnet St.: LDL 15
- Dorrington Apts., 108 N. Broadway: LDL 18
- Gephart House, 519 S Catalina Ave. LDL 19
- Lowe House, 510 Garnet St.: LDL 20
- Crisler House, 417 Miramar Dr.: LDL 21
- Martin House, 513 Garnet St.: LDL 22
- Cholvin House, 509 Garnet St.: LDL 26
- Albee House, 607 Esplanade: LDL 27
- Thomas House, 323 S Francisca St.: LDL 28
- Hussong House, 512 Garnet St.: LDL 29
- Murray House, 422 S. Guadalupe Ave.: LDL 30
- A.S. Day House, 108 Beryl St.: LDL 32

- Oklahoma Apts., 305 Emerald St.: LDL 33
- Shinn House, 324 N. Gertruda Ave.: LDL 34, (Original Townsite NRHD)
- Brandt House, 426 N. Gertruda Ave.: LDL 37
- American Legion Clubhouse, 412 Camino Real: LDL 38
- Wolfsburg House, 511 Garnet St.: LDL 39
- Langworthy House, 208 S. Guadalupe Ave.: LDL 40
- Ebnet House, 629 S. Broadway: LDL 41
- Newlywed House, 412 Pearl St.: LDL 42
- 511 N Guadalupe Ave.: LDL 43
- Mayer House, 115 Ruby St.: LDL 44
- Vincent Park, Vincent St.: LDL 45
- Perrin House, 223 S. Francisca Ave.: LDL 46
- Huffman House, 612 Beryl St.: LDL 47
- Medicott House, 106 El Redondo: LDL 48
- Pollack House, 309 N. Francisca Ave.: LDL 50
- McFadden House, 505 Garnet St.: LDL 52
- Query House, 631 Emerald St.: LDL 54
- Mason House, 133 N. Broadway: LDL 55
- Koch-Raymond House, 303 N. Francisca Ave.: LDL 56
- Miller House, 311 N. Francisca Ave.: LDL 57
- Stamas House, 313 N. Francisca Ave.: LDL 58
- North Catalina Historic District, 216 and 218 N. Catalina Avenue (LHD)
- Culler House, 417 S. Broadway: LDL 61
- Burnham House, 220 S. Broadway: LDL 64
- Burnham Bungalow, 222 S. Broadway: LDL 65
- Hoyt-Snooks House, 118 S. Helberta Avenue: LDL 68
- Mahan House, 305 N. Francisca Avenue: LDL69
- Love S. Miller House, 313 S. Broadway: LDL 70
- Tunney Garrison Bungalows, 218 S. Broadway: LDL 71
- Ambold House, 816 Emerald Street: LDL 72
- McNally House, 521 S. Catalina Avenue: LDL 73
- Wireman Bungalows, 205 & 207 Torrance Boulevard: LDL 74
- Crocker house, 701 Elvira Avenue: LDL 75
- Wimberly Building, 116 S. Catalina Avenue: LDL 76
- Vandenberg House, 310 S. Francisca Avenue: LDL 78
- Fehner House, 204 S. Broadway: LDL 79
- Bollinger House, 321 N. Gertruda Avenue: LDL 80
- Wilson House, 311 S. Guadalupe Avenue: LDL 81
- Haseman House, 119 S. Guadalupe: LDL 82
- Murray House, 504 N. Francisca: LDL 84
- Chapman House, 420 S. Guadalupe: LDL 85
- Mott House, 415 Emerald Street: LDL 86
- Lindbergh House & Vail Apartments: 408 S. Catalina Avenue: LDL 88
- Fritz House, 413 Emerald Street: LDL 89
- Peck House, 225 S. Francisca Avenue: LDL 90
- Panton House, 411 Emerald Street: LDL 91
- Steere House, 501 Garnet Street: LDL 92
- Kelly House, 411 Pearl Street: LDL 94

- Carr House, 306 N. Gertruda Avenue : LDL
- Templeton-Lutz House, 1015 Emerald Street

4.2 Field Investigations

Historical Resources

In addition to numerous properties less than 45 years old and not warranting consideration as historical resources, the field investigations identified properties that were of considerable age, but that had lost historical integrity. A total of 10 potential historical resources were recorded that warranted formal inventory. The 10 buildings, structures, and landscape features were documented on California DPR 523A Primary Record forms and DPR 523B Building/Structure/Object Record forms (Appendix). All of the properties investigated are described below.

Resource Descriptions

161 N. Harbor Dr. (Foss Maritime Co.)

Situated at the entrance to Basin 3, along the north side of the channel, the Foss Maritime Co. building is a two story, wood frame structure with a shed roof. Its walls are clad with alternating sections of wood shingles and plywood panels with batten strips, and there is an octagonal “lighthouse” tower feature attached at the northeast corner. This element is also shingle-clad. On the south side of the building, a single-story cantilevered element extends out toward the channel. The building is lit by mixed two- and three-part sliding sash windows and grouped double hung sash.



Figure 17. 161 N. Harbor Dr.

Also part of this property are two large boat hoists positioned along the west edge of Basin 3, a small office/hoist control structure, and a restroom building. The boat hoists are identical, constructed of steel I beams fitted with track-mounted electrically powered hoists.

179 N. Harbor Dr. (R10 Social House)

Adjacent to the north end of Basin 3, 179 N. Harbor Drive is a 2-story post-and-beam commercial building with mixed stucco and wood shiplap walls and a side gabled roof. The design features a cantilever upper story balcony supported by large laminated wood beams that extend toward the marina basin. A lower gabled wing extends to the west. All walls facing the marina and harbor are dominated by full height fixed plate glass windows. A second balcony at the west end of the building is open roofed with solid railings.



Figure 18. 179 N. Harbor Dr.

180 N. Harbor Dr. (Plaza Parking Structure)

The Redondo Beach Plaza Parking Structure is a two-level concrete post and beam structure located at the southern terminus of Pacific Avenue and N Harbor Drive, immediately east of the Basin 3. Its 300 parking spaces are at the same level as and directly accessible from the Avenue of the Arts promenade. The structure has a concrete floor and deck. Built into the slope on its east and south sides, the top of the structure is even with the adjacent Czuleger Park and its top deck is partially covered by grass and landscaping. The remainder of the deck is a tile paved plaza that overlooks the marina. A stair and elevator tower at its northwest corner provides access to the plaza from the promenade.



Figure 19. 180 N. Harbor Dr.

181 N. Harbor Dr. (Redondo Beach Marina Office)

Located directly north of Basin 3, 181 N. Harbor Drive is a two-story building that currently houses the Redondo Beach Marina Office on its lower level and a restaurant above. It is a wood post-and-beam framed structure with a shed roof and stucco walls. Its principal west elevation is 10 bays wide, with upper story balcony and roof supported by cantilevered laminated wood beams. This façade is clad with vertical groove wooden siding alternating with full bay glazing on the lower level. The window walls are topped by jalousie transom windows. The upper story façade is completely glazed as well.



Figure 20. 181 N. Harbor Dr.

200 N. Harbor Dr. (Vacant, formerly Gold's Gym/Fitness Evolution)

200 N. Harbor Drive is a 1-story concrete framed commercial/office structure with a raised basement (parking level) and a flat roof. Its walls are mixed stucco and textured concrete block. The building was constructed ca. 1986.



Figure 21. 200 N. Harbor Dr.

207 N. Harbor Dr. (Samba Brazilian Steakhouse)

207 N. Harbor drive is a single story commercial building (restaurant) which is rectangular in plan with a complex hipped roof with overlapping roof plains and central “mast.” Its walls are finished with a combination of vinyl siding and stone facing. The roof is clad in metal standing seam panels. Large expanses of glazing on the south and west sides overlook the harbor.



Figure 22. 207 N. Harbor Dr.

209 N. Harbor Dr. (Capt. Kidd’s Fish Market)

209 N. Harbor Dr. is a single-story wood-framed commercial building (restaurant) with a side gabled roof and wood shingle siding. There is a lower cross gabled wing at the rear (west) with an adjoining outdoor patio.

The gabled core of this building was moved to this location in 1976. Its original location and date of construction are not known. The large dining deck on the west side of the building was added in 1977, followed by a sheltering trellis in 1978. There have been numerous additional modifications to the building over the years, including window replacement and the addition of a marque and several minor extensions. An associated one story building to the southwest of the restaurant with a gabled roof and shingled walls is believed to have been moved around the same time as the primary structure although no building permit exists.



Figure 23. 209 N. Harbor Dr.

N. Harbor Dr. (Jetty/Small (Hand) Boat Launch)

Located on the Harbor opposite the Seaside Lagoon and north of the Sportfishing Pier, the Small (Hand) Boat Jetty is a hook-shaped structure formed of randomly stacked rough-quarried stone blocks, approximately 150 feet in length and 30 feet wide.



Figure 24. Jetty/Small (Hand) Boat Launch

233 N. Harbor Dr. (Redondo Sportfishing Pier)

233 N. Harbor Dr., the Redondo Sportfishing Pier, also known as “Polly’s Pier,” is a wood framed pier 245 feet long and 30 feet wide, rectangular in plan and placed perpendicular to the shoreline. The pier’s substructure consists of 18-inch diameter circular-section pilings placed in three-pile bents (rows) spaced 20 feet apart and tied with heavy timber diagonal and lateral bracing. The pier deck is constructed of diagonally laid 16-inch wood planking on 3 x 16 inch stringers. A wooden post and rail railing wraps the structure. Constructed atop the north half of the pier is a long and narrow 1-story wood frame structure capped by an asymmetrical gabled roof clad with wood shingles. The structure’s east wall and most of the south wall are sheathed with wood weatherboard siding. The northern portion of the south wall, west, and north walls are clad with plywood panels with batten strips. Fenestration is a mixture of fixed single pane windows and wood and aluminum sliding sash windows. The restaurant has a main entrance door with a porthole.



Figure 25. 233 N. Harbor Dr.

The eastern two-thirds of the building is occupied by a restaurant (Polly’s) and the western portion is a tackle shop and headquarters of Redondo Sportfishing.

239 N. Harbor Dr. (On the Rocks)

239 N. Harbor Drive is located along the waterfront between the Seaside Lagoon and Sportfishing Pier. It is a 1-story wood frame commercial building (restaurant) with stucco walls, large window expanses facing the harbor, and a complex roofline composed of hipped, shed, and flat elements.



Figure 26. 239 N. Harbor Dr.

245 N. Harbor Dr. (Ruby’s)

Ruby’s is a 1-story, 4,766 square foot chain restaurant building with stucco walls and a flat roof.



Figure 27. 245 N. Harbor Dr.

250 N. Harbor Dr. (Crown Plaza Complex)

250 N. Harbor Drive is a 2-story concrete framed commercial/office structure with a raised basement (parking level) and a flat roof. Its walls are mixed smooth stucco and textured concrete block.



Figure 28. 250 N. Harbor Dr.

300 N. Harbor Dr. (Crowne Plaza Hotel)

300 N. Harbor Drive is a 6-story concrete and steel framed hotel with smooth stucco finished walls, recessed balconies, and a flat roof.



Figure 29. 300 N. Harbor Dr.

400 N. Harbor Dr. (Redondo Beach Hotel)

400 N. Harbor Drive is a 3-story concrete and steel framed hotel with smooth stucco finished walls and a flat roof. Construction of the building is currently nearing completion.



Figure 30. 400 N. Harbor Dr.

505 N. Harbor Drive (Marina Bike Rentals)

505 N. Harbor Drive is a small one-story wood framed commercial building with a shed roof and diagonal wood siding covered walls. The structure was erected ca. 1990.



Figure 31. 505 N. Harbor Dr.

100 Fisherman's Wharf (The Landing)

This is a 2-story, 19,000-square foot, wood post-and-beam framed building that houses an array of commercial functions. Its walls are largely glazed and it is covered by a roof with gabled and flat elements.



Figure 32. 100 Fisherman's Wharf

110-120 Fisherman's Wharf (Maison Riz)

A 2-story Tudor Revival style commercial building occupied by a restaurant and other enterprises, 110-120 Fisherman's Wharf was erected in 1970. It is situated directly west of 100 Fisherman's Wharf (Redondo Landing), and a southerly expansion of Monstad Pier was necessary for its construction. The building has an irregularly shaped plan and features a double cross gabled main block with a lower, one story south wing containing a large dining room. The gabled roof is steeply pitched and clad with wooden shakes. The lower story walls are faced with "antique" brick, while the upper story is finishing with stucco enriched with extensive half timbering. The gable ends are typically cantilevered over the lower story and supported by exposed scrolled joists. Rafter ends and roof beams are also exposed and display scrolled ends. Fenestration of the principal facades is multi-paned wooden sliding or fixed sash arranged in bands or banks of 4 to 6 windows. Windows on the ocean facing elevations are large sliding and fixed sash. The south wing has an open rooftop deck with rope railings.



Figure 33. 110-120 Fisherman's Wharf

125-127 Fisherman's Wharf (Pier Seafood)

125-127 Fisherman's Wharf is a 1-story commercial building (restaurant) located on the north side of Monstad Pier near its junction with the Horseshoe Pier. The building's walls are finished with wooden drop siding and stucco, accented by red brick piers at the corners and entrance. A gabled roof clad with wood shakes shelters the structure. Bands of large aluminum sliding sash windows wrap the north, south, and east sides.



Figure 34. 125-127 Fisherman's Wharf

131 Fisherman's Wharf (Pacific Fish)

131 Fisherman's Wharf is situated midway along the north side of the Monstad Pier. It is a long and narrow 1-story wood-frame row building with an asymmetrical gabled roof. Its walls are finished with smooth stucco and brick on the south side and painted plywood panels on the north. The roof is clad with wood shakes on the primary, south elevation, and roll roofing on the north. Windows on the south side are aluminum sliding sash, while on the north side there is a continuous band of wood sliding sash. The roofline at the east end is dominated by elaborate ventilation ductwork.



Figure 35. 131 Fisherman's Wharf

141 Fisherman's Wharf (Redondo Bait & Tackle Shop/Coffee Shop)

Contiguous with 131 Fisherman's Wharf, 141 Fisherman's Wharf is the westernmost building on the Monstad Pier. It is a 1-story, wood-frame building with a hipped roof and a rectangular footprint. The structure's walls are finished with wood weatherboards and board-and-batten siding above.



Figure 36. 141 Fisherman's Wharf

200 Fisherman's Wharf (Charlie's Place)

Standing at the junction of the Monstad and Horseshoe Piers, 200 Fisherman's Wharf is a 2-story, wood-framed commercial structure (restaurant) that is L-shaped in plan, with a front-facing double gable roof and wood weatherboard walls. The principal, west, façade features a 2-story porch that has been enclosed on the upper level for dining, with an open sided counter/serving area below. Windows are typically single-light fixed sash, placed singly, grouped, and in bands (porch and harbor sides). The gable ends are also glazed, and display protruding ridge beams.

200 Fisherman's Wharf has been altered and expanded several times since initial construction by Pier Properties, Ltd. in 1964. Until the 1980s it was a single gabled bungalow style structure; the addition of a second, matching gable wing nearly doubled its size. The building was most recently modified in 2014, when the two story porch/patio was enclosed, windows replaced, and new exterior siding installed.



Figure 37. 200 Fisherman's Wharf

201 Fisherman's Wharf (Slightly Different, T's Toe Rings & Gifts)

Located at the junction of the Monstad and Horseshoe Piers, this single story wood-framed commercial building is roughly L-shaped in plan and sheltered by a moderately sloped gabled roof. The southern portion of the building has stucco walls with faux half timbering, while the northern section is finished with board and batten. The lower portion of its walls are brick faced. Wood shakes cover the roof, and the eaves are overhanging with shaped rafter ends. The building is lit by bands of fixed display windows and aluminum framed sliding sash windows.



Figure 38. 201 Fisherman's Wharf

203-205 Fisherman's Wharf (Zeppy's Sicilian Pizza)

203-205 Fisherman's Wharf is 1-story, wood framed commercial building (restaurant) with a rectangular footprint and shed roof. There is a shingle covered pent roof above the principal east façade. The façade is finished with glazed tile, and lit by bands of aluminum framed sliding sash windows. There is a service counter at mid wall.



Figure 39. 203-205 Fisherman's Wharf

204-206 Fisherman's Wharf (Mini Chinese Food, Craig's Hot Dog On A Stick)

This 1-story wood frame commercial building (restaurants) is located on the east side of the Monstad/Horseshoe Pier junction. An unusual building with a wedge shaped plan and a tri-gable fan-like roof, the structure houses two restaurants, both with glazed tile facades, service counters, and hand-out windows. The west storefront is open-air while the easterly space is glazed with aluminum framed sliding sash windows that appear to be the original configuration. The east, Mini Chinese Food, space also has glazed gable ends with neon signage. A tall mechanical equipment enclosure rises from the roof.



Figure 40. 204-206 Fisherman's Wharf

207 Fisherman's Wharf (The Seagull, Oriental Breeze)

207 Fisherman's Wharf is 1-story wood framed commercial building (restaurants) with a rectangular footprint and a flat built-up roof enhanced with a shingled perimeter pent roof parapet. The walls are finished with sections of glazed ceramic tile and board and batten on the primary, east, elevation, corresponding with two separate storefronts. The southern storefront has an open service counter, while the northern restaurant has repeating semi-hexagonal bay windows. There is a glazed enclosure at the north end of the building.



Figure 41. 207 Fisherman's Wharf

208 Fisherman's Wharf (Tony's Hats 'N Things)

208 Fisherman's Wharf is a companion building to 210 Fisherman's Wharf (Tony's on the Pier), directly abutting that building to the east and sharing a number of Tony's fanciful and eclectic design characteristics. It is a single story wood framed structure with a flat roof and overhanging eaves. On the harbor side there is a shingle covered pent roof parapet with faux dormers (comparable to Tony's). The pier promenade side is an ornate storefront featuring continuous bands of wood framed display windows. A shingle tile clad pent caps the window walls, and below is a skirt of 'antique' red brick. The overhanging eaves are supported by exposed, oversized rafter ends, and surmounted by a low spindle balustrade. The main entrance has double glazed and paneled doors sheltered by an entrance portico comprised of vertical plank flanking walls supporting a gable. The portico roof is shingled and accented with scalloped fascia.



Figure 42. 208 Fisherman's Wharf

210 Fisherman's Wharf (Tony's on the Pier)

210 Fisherman's Wharf is a fanciful 2-story, wood framed mid-century building that displays an eclectic mix of stylistic influences. It consists of a 1-story, flat roofed, rectangular podium, to which an octagonal upper story with canted glazed walls and an octagonal hip roof was added in 1965. The pier promenade side of the main block features several largely decorative steep slope gables, one sheltering the main entrance to the lower story restaurant, and the others covering the stairway access to the upper story lounge and lounge entrance landing. These exaggeratedly steep and eccentric gables have a Polynesian 'tiki' aspect, with protruding shaped ridge beams and verge boards, extended eaves and rafters, and oversized random patterned shingles. The scrolled pierced-work stair railing balusters and patterned tile steps also have a tiki sensibility. These features are in marked contrast to the seaport character of the main entrance, with its heavy timber piling and chain motif and spindle balustrade frieze, and to the smoked glass story-and-a-half window wall of the restaurant foyer. The north end of the building has fishing village influences, decorated with blind multi-paned windows and iron accent lantern. The northeast wall of the first level is an aluminum framed glazed wall overlooking the harbor. The octagonal upper story displays a skirt of wood weatherboards below outwardly



Figure 43. 210 Fisherman's Wharf

canted aluminum framed window walls that offer a 360 degree view of the harbor. This feature is crowned by a shake covered hip roof with “crow’s nest” and protruding shaped roof beams. Rising from the roof is the landmark “Tony’s” sign with three large colored orbs.

The interior of the restaurant features abundant dark toned woodwork, open ceilings with exposed framing, and period lighting fixtures including colored glass sphere net floats, fishing nets, and other features in keeping with the tiki meets sailing vessel theme.

240 Fisherman’s Wharf (El Cinco de Mayo)

Situated near the midpoint of a row of commercial buildings on the pier’s south leg, 240 Fisherman’s Wharf is a small single-story, wood frame commercial building (restaurant) that has a flat roof with overhanging eaves and a façade finished with glazed ceramic tiles. A band of three aluminum framed pass-through windows spans the façade, and there is a glazed entrance door at the north end of the storefront.



Figure 44. 240 Fisherman’s Wharf

250 Fisherman’s Wharf

250 Fisherman’s Wharf is the northernmost building on the surviving section of the Redondo Beach Pier’s south leg. It is a 1-story, wood frame, commercial building occupied until recently by the “Shark Attack” gift shop. The exterior of the structure has been modified to resemble a wooden sailing vessel. The walls are clad with shiplap siding, which is upswept at the end of the building to suggest a ship’s bow. A shiplap parapet above the overhanging eaves evokes the ship’s gunnels, and four gun ports with protruding “cannons” break the parapet line. From the roof rise three “masts” with cross arms and rigging. The principal façade is embellished with bands of horizontal molded wood trim strips, within which are a series of port holes. The effect is further enhanced by a row of wooden pilings and chain railing along the base of the wall.



Figure 45. 250 Fisherman’s Wharf

500 Fisherman’s Wharf (Kincaid’s)

Situated at the north Municipal Pier landing, this is a 1 1/2-story wood framed commercial building (restaurant) with wood weatherboard walls and a gabled roof.



Figure 46. 500 Fisherman’s Wharf

301 Esplanade (Veterans Park Senior Citizen Center)

Located along the south side of W. Torrance Blvd., on the north edge of Veterans Park, the Veterans Park Senior Citizens Center is a single story, wood frame Mediterranean Revival style municipal building with an L-shaped plan and a gabled roof. Its walls are finished with stucco and the roof is red Mission tiles. At its west end, the Senior Citizen Center is attached to a walled enclosure containing shuffleboard courts.



Figure 47. 301 Esplanade

George Freeth Memorial

Situated on the esplanade between Horseshoe Beach and the Pier Parking Structure, near 200 Fisherman's Wharf (Charlie's Place), the George Freeth Memorial commemorates the surfing pioneer and legendary lifeguard. The statue is a cast bronze bust which rests atop a concrete pedestal. Attached to the side of the pedestal is bronze plaque bearing a summary of Freeth's achievements. The pedestal is at the center of a multi-colored compass rose inset in the concrete walkway.



Figure 48. George Freeth Memorial

100 W. Torrance Blvd. (Pier Parking Structure)

Situated between Basin 3 and the pier is a three level parking structure (including top deck). It is a heavy concrete post and beam structure with decks formed of T-section girders. The massive concrete columns are square in section, with flared capitals. On its east side, facing the Basin, a concrete lattice screen conceals parked cars and adds a note of embellishment. In 1972, the parking structure received a major expansion that more than quadrupled its size. Also three levels including an open top deck, the addition extends to the east and south of the original facility and ties the early structure to the International Boardwalk by enclosing the south end of Basin 3. The lower level of the original structure, as well as the northern portion of the addition, incorporates commercial spaces that open on to the International Boardwalk. Additionally, the parking structure includes restrooms adjacent to the Basin 3 entrance and the southern pier entrance, as well as City maintenance facilities on the lower level of the south end. Aquatic themed murals face International Boardwalk and at south pedestrian entrance, and there are also murals along west side, facing the harbor. The parking structure has a total capacity of 1,018 vehicles. General deterioration of the parking structure was observed, particularly along



Figure 49. 100 W. Torrance Blvd.

the edges of the building which are exposed to the elements. Spalling, concrete loss and exposed reinforcing were noted.

100 W. Torrance Blvd. (Redondo Beach Police Pier Sub-station)

Situated atop the south end of the pier parking structure, the Redondo Beach Police Pier Sub-station is a 1-story wood framed building with stucco walls and a compound hip roof. Heavy roof rafters protrude from its wide overhanging eaves.



Figure 50. 100 W. Torrance Blvd.

103-131 W. Torrance Blvd. (Pier Plaza)

Pier Plaza is a New England seaside village-themed commercial and office development composed of 15 individual buildings of varying sizes, typically one- and two-story, which share a common architectural vocabulary. Formally, the buildings are united by repeated octagonal roof and hip roof elements, occasionally punctuated by gabled dormers. The roofs are commonly clad with wood shingles. Wall finishes are generally limited to wide weatherboard siding and wooden shingles, and fenestration is typically multi-pane double hung sash windows with wide wooden trim. The windows are placed singly, as well as in groups and bands.



Figure 51. 103-131 W. Torrance Blvd.

100-164 International Boardwalk

The International Boardwalk is a row of commercial spaces that wraps the four sides of Basin 3, accessed by a broad walkway at the marina's edge. The principal section of the Boardwalk, which stretches along the east side of Basin 3, is a 1-story cast-in-place concrete structure with a flat roof. The roof supports the Avenue of the Arts promenade above. The shops, pubs, and restaurants along the Boardwalk occupy rectangular spaces formed by regularly placed east-west running partition walls. While sheltered by a common projecting metal-clad pent roof that runs the length of the Boardwalk, each of the Boardwalk storefronts is unique, created by the individual leaseholders. The row of shops is interrupted in three locations by stairways that provide circulation between the Boardwalk and Avenue of the Arts above. These have concrete steps that are flanked by integrated planter boxes.



Figure 52. 100-164 International Boardwalk

Redondo Beach Marina in Basin 3

The Redondo Beach Marina in Basin 3 is a concrete walled boat basin, roughly rectangular in plan and measuring 720 x 100-180 feet, its long side oriented north-south. The basin's entrance is on the west, approximately 170 feet wide, protected by a rock jetty on its south side that angles to the northwest, and the reinforced Mole D landmass to the north. The marina has a natural bottom and is approximately 12 feet deep. It includes mooring sites (docks) for private vessels as well as fueling and launching facilities (hoists). The floating boat docks are held in place with concrete guide piles and accessed from the International Boardwalk, which circumscribes Basin 3, and also from wooden and steel access ramps (gangways) along the north side of the boat basin. The two large boat hoists are also located on the northwest side of the basin. Other Basin 3 features include docks for boat rides on the south side of the basin's mouth. Basin 3 has a total of 53 slips able to accommodate boats of varying sizes.



Figure 53. Marina in Basin 3

Czuleger Park

Czuleger Park is a 2.1-acre open space located near the foot of Diamond Street that forms a green connection between Catalina Avenue and the International Boardwalk and Pier. It is bounded on its north and south sides by condominium buildings of the Village/Seascape complex. The park is westerly sloping as it descends to the harbor level and is predominantly covered by a well maintained lawn. A curving east-west running central walkway is the principal path through the park. It is joined by several smaller walkways entering from the condominium complexes. Trees and bushes are concentrated in the peripheral areas of the park. These include fan palms, several species of eucalyptus, coral trees, Pink Tea Myrtle, California sycamore, pines, and oleander. There is a single free-standing bench and hardscape features are limited to an observation structure consisting of concentric concrete rings that serve as benches, with integrated tree planters. The observation point is located on a promontory near the park's northeast corner. At its western end the park landscaping extends over a subterranean parking structure and the walkway joins a tile paved plaza that overlooks the Avenue of the Arts and Basin 3.



Figure 54. Czuleger Park

Ocean Steps

"Ocean Steps" is a ceramic tile art installation that adorns the 23 stair risers that form the entrance to Turtle Park, located at the south end of the Avenue of the Arts, overlooking the International Boardwalk and Basin 3. Ocean Steps presents a vibrant sea-inspired theme featuring stylized waves and a menagerie of small sea creatures formed of colorful broken glazed tile fragments and incorporating pieces of colored and mirrored glass. Each of the 23 Ocean Steps is 27.5 feet in width and composed of nine individual three-foot mosaic tile panels.



Figure 55. Ocean Steps

140-696 The Village/Seascape

The Village is a large scale condominium development composed of 30 low-rise (3-4 stories) residential buildings each containing 15-42 units. Elements of the condominium complex located within the current project area include a number of the larger buildings located east of the Pier Plaza that are linear, east-west oriented structures with a staggered unit configuration. They are three stories, set upon a base housing vehicle parking, and typically display stucco walls, balconies, and glazed walls facing the ocean.



Figure 56. 140-696 The Village/
Seascape

200 Portofino Way (Seaside Lagoon)

Seaside Lagoon is a beach area and park located at the north end of the project area, adjacent to Portofino Way and west of Harbor Drive. The entire park area is 3.6 acres, principally covered with beach sand. The lagoon itself is a manmade non-tidal saltwater swimming facility with a sand bottom. During the summer months when it is open to the public, the lagoon is approximately 1.5 to 2 acres in size. It is drained and nearly empty during the off season. The beach area is fringed on three of the park's five sides by green landscaped areas of grass and trees, with a larger area of lawn in the northeast section of the park that is used for picnicking and other activities. The boundary between beach and landscaping is defined by meandering concrete walkways. The entire park is fenced and along its southwest side it is bounded by a stone revetment and elevated harbor-side promenade. Along this revetment is a concrete platform, the tile decorated undulating north wall of which forms the south side of the swimming lagoon. This structure contains mechanical and control equipment for the lagoon, and there are lifeguard stands and water slides mounted atop it. The lagoon itself includes three fountains, one with a podium and paddle-shaped arms, and two platforms making the boundaries of the swimming area.



Figure 57. 200 Portofino Way

The park entrance approach features a landscaped sculpture court with bronze statues of local surfing and diving notables Bill and Bob Meistrell, dedicated 2014. The entrance to the park from Portofino Way is emphasized with tinted pavement in a large ship-shaped oval. To the immediate west of the entrance is a long and narrow wood framed building with clerestory roof that houses restrooms and showers, along with administrative offices. Situated to the west of this building, at the northwest corner of the park, is the Lanai. This is an open sided post and beam framed structure with a steep compound gabled roof used as a picnic shelter. In addition to the swimming area, the Seaside Lagoon facility includes two beach volleyball courts, snack bar facilities provided by Ruby's Restaurant (adjacent to the east), picnic areas, and barbeque facilities.

230 Portofino Way (Joe's Crab Shack)

This is a one-story, wood-framed commercial building (restaurant) with vinyl siding covered walls and a complex roofline including gabled and shed elements.



Figure 58. 230 Portofino Way

240 Portofino Way (Portofino Conference Pavilion)

The Portofino Conference Pavilion is a one-story plus raised basement, wood-framed commercial building with stucco clad walls and a combined flat and hipped roof.



Figure 59. 240 Portofino Way

Monstad Pier

The Monstad Pier is a timber structure that consists of 26 bents (transverse pile rows) of variable width along its approximately 400 foot length. The pier was originally built in 1926 as a series of three-pile bents using approximately 12 inch diameter piles spaced uniformly at 15 feet on center. The bent piles are connected at the top by 12x8 inch cap beams. The original portion of the deck is approximately 46 feet wide. It is framed with closely spaced 3x12 inch stringers that are topped with wood sheathing. In 1968-1970, the east half of the pier was expanded southward to accommodate new buildings. The added pier area measures approximately 200 feet east-west by between 78 and 90 feet.



Figure 60. Monstad Pier

The deck finish varies over the length of the pier; the expanded portion of the pier adjoining The Landing and Maison Riz is paved with brick pavers, while the section adjoining Pacific Fish restaurant is concrete. Adjacent to the Redondo Bait & Tackle Shop/Redondo Coffee Shop the deck is finished with wood planks. The connecting section that joins the Monstad and Municipal Piers is concrete. An extensive system of mixed timber and steel pipe longitudinal, transverse, and diagonal bracing exists below the deck level. Exactly how many of the existing piles remain from the pier's initial construction is not known; most appear quite old. Among the bracing members below the deck are pressure treated timbers that correspond with recent repairs. These appear to comprise less than 20 percent of the bracing system.

Horseshoe (Municipal) Pier

The timber portion of the Municipal Pier consists of 23 bents (transverse pile rows) of variable width along its 330 foot length. The pier was built as a series of four-pile bents using approximately 18 inch diameter piles spaced uniformly at 18 feet on center. The bent piles are connected at the top by 12x18 inch cap beams. The original deck width is 36 feet and the deck framing consists of closely spaced 3x16 inch stringers that are topped with 2-inch thick wood sheathing and a concrete slab. Stamped markings in the slab survive from its 1928 construction. An extensive system of mixed timber and steel pipe longitudinal, transverse, and diagonal bracing exists below the deck level. Many of the structural members within the four central pile rows are believed to be from the original construction.



Figure 61. Horseshoe Pier

The reconstructed northern portion of the pier, completed in 1995, consists of a reinforced concrete waffle slab deck with 20-inch deep integral transverse and longitudinal beams. The deck is supported by 20-inch diameter precast concrete piles set within reinforced column caps. The pile system incorporates both straight vertical and battered (angled) piles that are placed on a regularly spaced grid throughout the deck. The deck beams are generally one foot wide and extend fourteen inches below the soffit of the 6-inch thick deck slab. The concrete portion of the Municipal Pier is approximately 20 years old and is in good condition.

5.0 Significance

5.1 Standards of Significance

Adopted standards of significance that are applicable to cultural resources are provided in the *State Guidelines for Implementation of the California Environmental Quality Act (2014)*.

Historical Significance

Historical significance may be determined at the national, state, or local levels. In order for a property to qualify for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources, or as a locally significant property, it must meet one or more of the identified criteria and retain sufficient integrity to continue to evoke a sense of the place and time with which it is historically associated (PRC Section 5024.1). The criteria for historic designation, as well as factors which affect the property's potential to meet these criteria, are discussed below.

California Register of Historical Resources (CRHR)

The CRHR was established by the California Legislature under provisions of the California Public Resources Code Section 5020.4 in 1992. It is used as a guide by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate which properties are to be protected, to the extent prudent and feasible, from "substantial adverse change" (PRC Section 5020.1[q]). The California Register evaluation criteria are similar to the National Register

criteria. For a property to be eligible for inclusion in the California Register, it must meet one or more of the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage;
2. It is associated with the lives of persons important in our past;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. It has yielded, or may be likely to yield, important information in prehistory or history.

The CRHR follows the lead of the NRHP in utilizing the 50-year threshold. A resource is usually considered for its historical significance after it reaches the age of 50 years. This threshold is not absolute, but was selected as a reasonable span of time after which a professional evaluation of historical value/importance can be made.

City of Redondo Beach Historic Designation

In 1989, City Ordinance 2554 of the Redondo Beach Municipal Code established the City Preservation Commission and created criteria for Landmark designation. The criteria formulated for City of Redondo Beach Landmark listing correspond closely with criteria established for State and National Register eligibility, and are as follows:

- A. It exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, or architectural history; or
- B. It is identified with persons or events significant in local, state, or national history; or
- C. It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
- D. It is representative of the notable work of a builder, designer, or architect; or
- E. Its unique location or singular physical characteristic(s) represents an established and familiar visual feature or landmark of a neighborhood, community, or the City (Chpt. 14, Art. 2, Sec. 10-4.201).

According to City Ordinance 2554, Section 10-.302, the standard of "very exceptional" must be met for properties less than 50 and over 30 years old in determining whether a property/building/structure is a potential historical resource. This standard of "very exceptional" was used as a standard of eligibility for local historic designation.

Thresholds for Significant Impacts

Historical Resources

The California Public Resources Code (PRC) establishes criteria for determining if a project will result in potentially significant, less than significant, or no impact on the environment (inclusive of historical resources). According to *CEQA Guidelines*, Section 15064.5, a project would have a significant impact on historical resources if it would result in a substantial adverse change in the significance of an historical resource.

Significant effects on historical resources are evaluated by determining the historic status of the resource, the basis for its importance, and then determining the potential for development to affect the characteristics that convey its historic significance. Section 15064.5(b)(1) of the *CEQA Guidelines* defines a significant effect as one that would materially impair the significance of an historical resource.

According to *CEQA Guidelines* Section 15064.5(b)(2), material impairment of a resource's historic significance could result if the project would do any of the following:

- Demolish or materially alter in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR, or
- Demolish or materially alter in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to local ordinance or resolution (PRC Section 5020.1(k)), or its identification in an historical resources survey meeting the requirements of PRC Section 5024.1(g) unless a preponderance of evidence establishes that the resource is not historically or culturally significant, or
- Demolish or materially alter in an adverse manner those physical characteristics of a resource that convey its historical significance and that justify its eligibility for its inclusion on the CRHR, as determined by the lead agency.

If it is determined that a project will result in an substantial adverse change in the significance of an historical resource, then mitigation measures to reduce the impacts to the resource must be implemented.

The CEQA lead agency is responsible for the identification of “potential feasible measures to mitigate significant adverse changes in the significance of an historical resource” and alternatives to demolition. *Generally, a project that follows The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Weeks and Grimmer 1995, 1997), shall be considered as mitigated to a level of less than a significant impact on the historical resource.*

Recent case law regarding demolition of historic buildings has established that, in general, documentation of the resource by means of photographs and/or drawings is not sufficient to completely mitigate loss of the resource (*League for Protection of Oakland's Architectural and Historic Resources v. City of Oakland and Montgomery Ward and Co., Inc. 1997*).

5.2 Evaluations of Significance

The properties listed in Table 1 were investigated and found to be less than 45 years in age, the cut-off age established for consideration as potential historical resources for the purposes of this study. Although guidance related to consideration of buildings/structures as historic resources asserts that properties be at least 50 years ago to be considered for eligibility, the 45-year age criteria is used in this analysis in keeping with California Office of Historic Preservation guidance (1995) and recognizes that there is commonly a lag time between resource identification and the

date that project development commences. Using the 45-year age criteria is conservative as it would capture additional resources that might not be identified using a 50-year age criteria. Further, none meets the criteria for consideration as properties of “very exceptional” importance.

Table 1. Summary of Non-Historic Properties within the APE

Address	Common Name	Date of Construction
<i>Direct APE</i>		
180 N. Harbor Drive	Plaza Parking Structure	1979
207 N. Harbor Drive	Samba Brazilian Steakhouse	1991
N. Harbor Drive	Jetty/Small (Hand) Boat Launch	Ca. 1975
239 N. Harbor Drive	On the Rocks	1971
245 N. Harbor Drive	Ruby's	1995
230 Portofino Way	Joe's Crab Shack	1988
203-205 Fisherman's Wharf	Zeppy's Sicilian Pizza	Ca. 1973
500 Fisherman's Wharf	Kincaid's	1986
100 W Torrance Boulevard	Redondo Beach Police Pier Sub-station	1984
103-131 W Torrance Boulevard	Pier Plaza	1979-1981
<i>Indirect APE</i>		
200 N. Harbor Drive	Vacant, formerly Gold's Gym/Fitness Evolution	Ca. 1986
250 N. Harbor Drive	Crowne Plaza Complex	1986
300 N. Harbor Drive	Crowne Plaza Hotel	1986
400 N. Harbor Drive	Redondo Beach Hotel	2015
505 N. Harbor Drive	Marina Bike Rentals	Ca. 1990
240 Portofino Way	Portofino Conference Pavilion	Ca. 1995
100 Fisherman's Wharf	The Landing	1972
125-127 Fisherman's Wharf	Pier Seafood	1991
141 Fisherman's Wharf	Redondo Bait & Tackle Shop/Coffee Shop	1983

The following properties identified within the Redondo Beach Waterfront Project APE are 45 years old or older and were evaluated for historical significance:

161 N. Harbor Dr. (Foss Maritime Co.)

161 N. Harbor Dr. was originally a one-story building, constructed between 1962 and 1964. It first functioned as office for the marina boat hoists, fuel pumps, and Catalina Express excursion boat. In 1977, a second story and western extension were added, along with the corner “lighthouse.”

Johnson Boat Rentals/Redondo Boat Hoist was listed as the operator at that time (City of Redondo Beach: various Bldg. Permits).

The boat hoists were installed ca. 1985, and replaced the marina's three original, 1961, hoists. The wood frame restroom and ticket/hoist control office were added to the marina around the same time, in 1989-1990.

While more than 45 year old, the historical appearance of the Foss Maritime Co. building has been substantially altered by the construction of a second story and other additions. The associated boat hoists have also been altered. Because of their loss of integrity, and because they possess no singular historical associations, they are not viewed as historical resources. The adjacent hoist control structure and restroom building are recent construction and not eligible for consideration as historical resources. Any project-related impacts to the Foss Maritime property would be regarded as less than significant.

179 N. Harbor Dr. (R10 Social House)

179 N. Harbor Dr. was constructed in 1963-1964 by marina developer Gordon McRae as a restaurant and tackle shop. Originally a one story building, the restaurant was expanded in 1964 and a partial second story was added in the 1970s. The building has had numerous expansions and alterations over the years, typically associated with changes in occupancy, and it is presently contiguous with 181 N. Harbor Dr. to the north. Among the restaurants housed here have been The Hoist, the Happy Clam, Moose McGillicuddy's, and Delzano's. R10 Social House presently occupies the property.

The many additions and alterations to 179 N. Harbor over the course of its 50 year history have obscured all traces of the building's original 1960s appearance. Historically, it was one of Gordon McRae's many marina area ventures and it has no special associations with McRae or other individuals, or with patterns of historical events. Because of the building's loss of historical character and lack of important associations, it is not considered a historical resource. Any project-related impacts to the property would be regarded as less than significant.

181 N. Harbor Dr. (Redondo Beach Marina Office)

When first constructed in 1963, 181 N. Harbor Drive was a single story structure, built by Marina leaseholder and developer Gordon McRae as offices. Initially just seven bays wide, the structure was extended southward to join 179 N. Harbor Dr., and a second story was added in 1982 by then owner Chas. Johnston Investment Co. to house restaurant facilities. The laminated wood roof beams were extended to support a new balcony. The ground story has housed the Marina Office, headquarters for day-to-day marina business operations, since ca. 1962.

The 1980s expansion and subsequent alterations have compromised the historical integrity of the original design of this building, and its present character no longer reflects the era of the Marina's initial development. The building was owned and occupied by Gordon McRae, an important individual in Redondo Beach history and the history of the Redondo Beach harbor's 1960s redevelopment. McRae started a fishing excursion company, Redondo Sportfishing, in 1945 and was an early master leaseholder in the Harbor. However, this building no longer evokes the period of McRae's tenancy. It is, therefore, not viewed as an historical resource. Any project-related impacts to the structure would be regarded as less than significant.

209 N. Harbor Dr. (Capt. Kidd's Fish Market)

The gabled core of this building was moved to this location in 1976. Its original location and date of construction are not known. The large dining deck on the west side of the building was added in 1977, followed by a sheltering trellis in 1978. There have been numerous additional modifications to the building over the years, including window replacement and the addition of a marquee and several minor extensions. An associated one-story building to the southwest of the restaurant with a gabled roof and shingled walls is believed to have been moved around the same time as the primary structure although no building permit exists.

While the core structure of Capt. Kidd's may be in excess of 45 years old, because it was moved from its original location, and because of the many modifications that have been made to it subsequently, 209 N Harbor has lost historical integrity and is not considered an historical resource. The same is true for its companion structure. Any project-related impacts to the structures would be regarded as less than significant.

233 N. Harbor Dr. (Redondo Sportfishing Pier)

Gordon McRae, proprietor of Redondo Sportfishing and Basin 3 master leaseholder, received a building permit for construction of the pier in August 1968. It was completed in 1969 by contractor Trautwein Construction. The existing 15 x 177 ft building atop the pier was also completed in 1969 and the current businesses have occupied the two primary spaces since that time. The building also includes storage lockers at its east end. In May 1988, the pier was damaged by a major storm and a permit was issued for repairs. The pier was rebuilt to its original appearance. Since that time, work on the pier has been limited to routine maintenance activities.

The Redondo Sportfishing Pier appears eligible for designation as a Redondo Beach landmark under local Criteria A, B, and E (although there is no official designation) for its association with events and persons that have made a significant contribution to Redondo Beach history. Specifically, for its association with the 1960s redevelopment of the Redondo Beach Harbor, a pattern of events which brought about a significant physical and economic transformation of the community. The Redondo Sportfishing Pier (Polly's Pier) has been the site of sport fishing excursions, boat rentals and rides, tackle and bait sales, along with harbor side dining at Polly's on the Pier, since the late 1960s. These are among the longest operating businesses in the waterfront area, and the pier's prominent harbor location and its singular physical appearance represent a well established and popular feature on the waterfront, familiar to and patronized by generations of Redondo residents and visitors. Gordon McRae was a pioneer in Redondo Beach harbor development. He established Redondo Sport Fishing in 1946 and was a driving force in the redevelopment of the Redondo Beach waterfront during the 1950s and 1960s. He was among the original harbor master leaseholders, selected by the City in 1960 to operate the key Redondo Beach Marina/Basin 3 portion of the development. McRae served as the marina's executive director from 1962 until his retirement in 1975. The Sportfishing Pier is the most intact, and arguably the most important, of the harbor area facilities associated with McRae. McRae also operated fishing barges from Redondo harbor, and had the fuel, boat hoist, concessions, as well as restaurants.

The Sportfishing Pier also has local historical significance under landmark Criterion C as an intact representative example of a timber frame coastal fishing pier. There are few piers in the region that have survived with such limited modifications to structure and facilities as this one. Still occupied by its original tenants, it retains integrity of design and function, and continues to evoke the era of its initial construction.

Impacts

As currently proposed, implementation of the Waterfront Project would result in the demolition of the Redondo Sportfishing Pier. This would constitute a significant adverse impact to an historical resource under CEQA. Implementation of Mitigation Measures 1 and 2 will reduce these project-related impacts. However, in the case of the full demolition of an historic property, the impacts associated with demolition may be mitigated to a degree, but residual impact would be considered significant and unavoidable.

200 Portofino Way (Seaside Lagoon)

The Seaside Lagoon was conceived as a part of the 1960s King Harbor redevelopment plan. Its construction was proposed to the City by Southern California Edison Co., which offered to supply water used by its nearby power plant for cooling to feed the sand-bottomed pool (Aust 2015, pers. com.). The power plant, now operated by AES, pumps water from outside the breakwater to the plant where it is used to cool the turbines. A portion of the heated water is then piped from the power plant to Seaside Lagoon where it is chlorinated on entry. The water is eventually de-chlorinated and returned to the Harbor.

The Seaside Lagoon was privately operated when first opened in 1963 as “Pirate’s Isle.” When the City took over management in 1966 it was renamed the Redondo Beach Marine Park. It took on its current appellation in 1975. Images of the Seaside Lagoon from the 1960s and 1970s depict it as completely sand filled, without trees or landscaping, the lagoon defined on its south side by the angular face of the control building/platform. A bathroom and office building was built along the north side of the facility, and the Lanai was added ca. 1966. A fountain was present within the lagoon, but other current features had not been developed.

An improvement program was developed for the Seaside Lagoon in 1998-1999. The scheme included creation of lawn areas with sheltering trees and bushes that could offer respite from the beach and sun, as well as areas for other activities. These were installed along the periphery of the park in 1998. Also completed was a reconstruction of the pool control building, which replaced the angular lagoon wall with an undulating face and added slides. Other enhancements included a reworking and expansion of the main entrance. In 2012, the Seaside Lagoon bathroom and office building was replaced with the current structure. The installation of the commemorative Meistrell brothers sculpture, created by local artist, Chris Barela, occurred in 2014.

Presently, only the amorphous swimming lagoon itself, a fountain, and the Lanai picnic shelter survive from the 1960s era. The many recent changes to the original design of the Seaside Lagoon, including replacement of the main building and the introduction of new planted park areas, re-landscaping of older green areas, and the addition of hardscape elements, have significantly compromised the historic design of Seaside Lagoon, to the extent that it no longer conveys the feeling and associations with the era of its development within the Redondo Beach King Harbor Marina. Therefore, the Seaside Lagoon is not considered eligible for consideration as an historical resource. Further, the Meistrell brothers commemorative sculpture does not appear to meet the standards for “very exceptional” importance established for recently created resources. Any impacts associated with Seaside Lagoon’s project-related alteration or demolition would be considered less than significant.

110-120 Fisherman’s Wharf (Maison Riz)

110-120 Fisherman’s Wharf was constructed in 1970 for use as a restaurant and fish market by Fisherman’s Wharf, Inc., a pier development company led by Anthony Trutanich, owner of Tony’s on the Pier restaurant. For more than 30 years the principal ground story space was occupied by

Tony's Fish Market, also known as "New Tony's," a seafood restaurant. Since that time, various other restaurateurs have occupied the space, most recently Maison Riz. The remainder of the building has housed an assortment of pier tourist oriented enterprises. A portion of the upper story has been occupied by several law firms since the 1970s.

The interiors of the commercial spaces have undergone varying levels of renovation over the years, generally associated with changes in occupancy. Alterations to the exterior of the building have included minor changes to windows, wall finishes, and signage, generally restricted to the lower story storefronts. In 1978 a 1,300 sq. ft. addition was made to the upper story law offices.

The exuberantly Tudor Revival style design of 110-120 Fisherman's wharf is somewhat altered, although the building has good integrity of location, setting, feeling, and association. It evokes the 1970 date of its original construction and retains many of its character defining features. It is associated with early pier restaurateur and master lease holder, Anthony Trutanich, although Trutanich is much more strongly associated with nearby Tony's on the Pier than with this building. While a solid example of its style, the building is not known to be the work of a designer or architect of note, and there are a number of comparable examples within the Redondo Beach area. For these reasons, 110-120 Fisherman's Wharf does not appear eligible for local or state historic designation. Any project-related impacts to the structure would be regarded as less than significant.

131 Fisherman's Wharf (Pacific Fish)

131 Fisherman's Wharf dates to the late 1950s or earlier. By the early 1960s and continuing into the 1980s, it functioned as the Fisherman's Haven Sea Food Restaurant. It became Pacific Fish restaurant in 1991. Since the 1960s, the building has experience numerous alterations to its exterior. Its roofline has been changed more than once, as have its wall finishes, fenestration, and signage. The building presently bears little resemblance to its 1950s-1960s incarnation. It is not considered a historical resource because of these numerous changes which have removed character defining features and compromised its integrity of design. Additionally, no important historical associations were identified for the building. Any project-related impacts to the structure would be regarded as less than significant.

200 Fisherman's Wharf (Charlie's Place)

200 Fisherman's Wharf has been altered and expanded several times since initial construction by Pier Properties, Ltd. in 1964. Until the 1980s it was a single gabled bungalow style structure; the addition of a second, matching gable wing nearly doubled its size. The building was most recently modified in 2014, when the two-story porch/patio was enclosed, windows replaced, and new exterior siding installed. The changes have compromised the integrity of the original design and preclude it from consideration as an historical resource. Any project-related impacts to the structure would be considered less than significant.

201 Fisherman's Wharf (Slightly Different, T's Toe Rings & Gifts, etc.)

A permit to construct a 20 x 108 ft "Stores Building" on this site was issued in 1964. In 1972, the building was expanded and modified to its present form and appearance. Since that time there have been numerous alterations to the interior of the building, along with more minor changes to the exterior, such as replacement of windows and doors. Because the building in its present form is less than 45 years old, it is not considered eligible for consideration as an historical resource. Any project-related impacts to the structure would be regarded as less than significant.

204-206 Fisherman's Wharf (Mini Chinese Food, Craig's Hot Dog On A Stick)

204-206 Fisherman's Wharf was completed for Pier Properties, Ltd. in 1965. The lead contractor was Beskey Bros., a firm responsible for many 1960s pier projects. The eastern space was an A&W Root Beer stand in the 1960s and has had a number of tenants since. The western space has been occupied by Hot Dog On A Stick continuously since the 1960s. While the building is largely intact, modern alterations to the façade, such as glazing of the gable ends, replacement/addition of tile facing and windows, and reconfiguration of the counters preclude it from consideration as an historical resource.

207 Fisherman's Wharf (The Seagull, Oriental Breeze)

207 Fisherman's Wharf is believed to have been added to the pier ca. 1970. No original building permit was located. Since that time it has been occupied by a number of different restaurants, and changes to the appearance of the building have typically occurred with each change of occupancy. Because of these alterations, the building is not considered eligible for consideration as an historical resource.

208-210 Fisherman's Wharf (Tony's on the Pier, Tony's Hats 'N Things)

Tony's on the Pier, or "Old Tony's" as it's known, is perhaps the oldest feature remaining on Redondo's Municipal Pier. The original one-story restaurant was established by owner Tony Trutanich in 1952. Immediately popular with pier visitors, the restaurant's success allowed Trutanich to be selected as a "master leaseholder" when King Harbor was developed in the 1960s. Trutanich's master lease encompassed all properties on Monstad Pier.

An expansion of the Horseshoe pier was necessary when an addition was made to the land side of the restaurant in 1961. In early 1965, Trutanich received a building permit for a 31 x 31 foot second story cocktail lounge addition to his establishment. The resulting octagonal addition has been a familiar sight on the pier for five decades. Its iconic shape has served as an inspiration for much of the subsequent harbor area development, including the Octagon (now demolished) and the buildings of Pier Plaza. In addition to the glass walled upper story lounge, the 1965 renovation also included the creation of a new pier promenade side façade. The new façade integrated tiki inspired elements, such as long, steeply sloped gables with protruding roof beams, with wharf and fishing village decorative elements. The very modern glazed upper level was tied to the lower story by way of a full height glazed bay adjoining the entrance, emphasizing the midcentury Modernistic aspect of the design. The architect for the 1965 expansion is not recorded. The contractor was Beskey Bros. The expanded restaurant and lounge was reopened in the summer of 1965 (Tony's Restaurants, Inc. 2015).

Constructed on the pier ca. 1960-61, directly adjoining Tony's restaurant on the southeast and also owned and operated by Tony Trutanich, was a shop that was called the Sea Spray Gift Shops early on. Presently known as Tony's Hats 'N Things, the shop also incorporated a variety of whimsical elements such as an exaggerated gabled entrance, scrolled vergeboards, and a roofline balustrade.

Tony's on the Pier, with its companion structure, is eligible for designation as Redondo Beach landmark under local Criterion C (although there is no official designation) as an excellent and intact example of 1960s era fantasy themed commercial architecture. The buildings are reflective of certain exaggerated theme park inspired design, as epitomized by Disneyland, and ideally suited to a center of recreation and amusement like the Redondo Beach Pier. The buildings playfully blend disparate tiki, seaside wharf, gingerbread house, and Modernistic elements into an artfully executed whole that is expressive of its era's exuberance and vitality. There are few

examples of this style of architecture from the 1960s that display the level of design integrity, both on the exterior and interior, as Tony's On the Pier does. It possesses excellent integrity of location, setting, feeling, association, materials and workmanship.

The building is also eligible for local landmark listing under Criterion B, for its association with its developer, Tony Trutanich. A successful restaurateur and businessman, Trutanich built upon his success with his original restaurant to become the master leaseholder for the entire Redondo Beach Monstad pier. He thereby influenced the course and appearance of its development during the important 1960s and 1970s era of harbor expansion and redevelopment. Trutanich was directly responsible for the construction of at least three pier businesses, Tony's, Tony's Fish Market, and the Hats-N-Things gift shop. It is the original Tony's On the Pier with which he is most closely associated.

Tony's on the Pier is also significant for its association with important patterns of events in Redondo Beach history. Specifically, for its contribution to the popularity and success of the redeveloped pier during the era of waterfront renewal and expansion in Redondo Beach in the early to mid 1960s.

Impacts

As currently proposed, implementation of the Waterfront Project would result in the demolition of Tony's on the Pier. This would constitute a significant adverse impact to historical resources under CEQA. Implementation of Mitigation Measures 1 and 2 will reduce these project-related impacts. However, in the case of the full demolition of an historic property, the impacts associated with demolition may be mitigated to a degree, but residual impact would be considered significant and unavoidable.

240 Fisherman's Wharf (El Cinco de Mayo)

240 Fisherman's Wharf is thought to have been constructed in the early to mid-1960s (no original building permit located). Over the years it has been home to a number of food service businesses including Pretzelmaker, the Olympic Restaurant, and presently, Cinco de Mayo. The building's façade has experienced multiple alterations, mostly associated with changes in occupancy. Because of its loss of design integrity, the building is not viewed as meriting consideration as an historical resource. Any impacts associated with the structure's project-related alteration or demolition would be less than significant.

250 Fisherman's Wharf

Constructed ca. 1965 as a restaurant and converted to a gift shop use in 1989, 250 Fisherman's Wharf was extensively modified in 1993 when the exterior was transformed to an antique sailing ship appearance. New siding, windows, and doors, as well as replica gunnels, cannons, and masts were installed at that time. The building's original 1960s design lost integrity as a result of these changes, and it is not considered an historical resource. Any impacts associated with the structure's project-related alteration or demolition would be less than significant.

301 Esplanade (Veterans Park Senior Citizen Center)

The Senior Citizen Center was added to Veterans Park by the City of Redondo Beach ca. 1970. The building was significantly expanded and remodeled to its present appearance in the mid 1990s. Because of the loss of design integrity resulting from the extensive alterations, the building is not considered an historical resource. Any impacts associated with the structure's project-related alteration or demolition would be less than significant.

George Freeth Memorial

Situated on the esplanade between Horseshoe Beach and the Pier Parking Structure, near 200 Fisherman's Wharf (Charlie's Place), the George Freeth Memorial is a bronze bust that commemorates the early surfing pioneer who traveled from Hawaii to Redondo Beach in 1907 to introduce the sport to Southern California beachgoers. Freeth was also the first "official" lifeguard on the Pacific Coast and won a number of honors for his heroic feats.

The George Freeth Memorial bust was created by local sculptor Terry O'Donnell and installed by the City at the foot of the pier in 1977. It was sponsored by the Redondo Beach Historical Commission. Over the decades, the Freeth bust became a source of pilgrimage for watermen from around the world. In 2008, the bronze sculpture was stolen, presumably for its scrap value. A concerted effort by local citizens and Freeth admirers, including the "Friends of Freeth," raised funds so that the sculpture could be recast from original molds. It was reinstalled in November 2010 (McDermot 2010).

Artist Terry O'Donnell was a long time professor in the fine arts department of El Camino College. He joined the faculty in 1972. He was also a guest instructor in a ceramics and sculpture program sponsored by the City of Torrance. O'Donnell showed his work in juried shows throughout Southern California, specializing in ceramic and mixed media sculpture that incorporated found objects, and that reflected a range of influences. The George Freeth memorial bust is considered his best known work. O'Donnell died in 2008.

Because the George Freeth Memorial Bust is recently created, it must meet the standard for "very exceptional" importance when evaluated as a potential historical resource (City of Redondo Beach 1989).

Although located near its original position close to the south entrance to the Horseshoe Pier, and incorporating the original biographical plaque, the fact that the bust was recast, without the participation of the creator of the artwork, indicates a low level of design integrity; it is essentially a replica of the original work. For this reason, the sculpture does not meet the criteria for exceptional importance and it does not appear eligible for local or state historical designation. The project-related alteration or removal of the installation would be considered a less than significant impact to historical resources.

100 W. Torrance Blvd. (Municipal Parking Structure)

The pier parking structure is an element of the original King Harbor development scheme. Work on the Phase I of the parking structure commenced in early 1962 and it was completed in 1964. It functioned independently for several years, accessed by two ramps located on its southern end. Development of the second phase of the parking structure was delayed for several years; its construction was completed in 1972.

Because the 1962 pier parking structure was significantly altered and the structure in its present form is less than 45 years old, and because it does not possess exceptional qualities of design or historical association, it is not considered eligible for consideration as an historical resource. Any impacts associated with the structure's project-related alteration or demolition would be less than significant.

100-164 International Boardwalk

The eastern leg of the International Boardwalk was part of the original design for the harbor and Basin 3, designed by architects Arthur Froehlich and Rex Lotery and completed in the mid-1960s.

The spaces remained undeveloped and unoccupied for several years and were eventually enclosed for use as storage and support space for businesses on the pier (Aust, pers. com. 2015). It wasn't until the mid to late 1970s that the spaces were leased for commercial functions. The promenade above the Boardwalk was created in the late 1970s, when a subterranean parking structure was added adjacent to the Boardwalk on its east, inland, side. Buildings at the north and south ends of the Boardwalk were added at that time as well. Over the years, businesses occupying the Boardwalk have changed frequently, as have their respective facades. A general renovation of the building face occurred in 1989 when the existing pent roof was added and changes made to the stairways.

The extensive alterations to the Boardwalk since its original construction have impacted the integrity of the design and the complex is, therefore, not considered an historical resource. Any project-related impacts associated with the Boardwalk's alteration or demolition would be less than significant.

Redondo Beach Marina in Basin 3

The Redondo Beach Marina in Basin 3 is major element of the Redondo Beach harbor design created by architects Arthur Froehlich and Rex Lotery in 1959-1960. Following demolition of a portion of the buildings along the west side of N. Harbor Drive, construction of Basin 3 commenced in 1961. It was substantially complete in 1962 and in limited use by 1963, although the new harbor was not officially dedicated until 1966. Since that time, the Redondo Beach Marina in Basin 3 has seen numerous upgrades and alterations, including replacement of the floating slips and associated access ramps, installation of rows of concrete mooring piles, replacement of the boat launching hoists, renovation of the surrounding International Boardwalk, raising of the basin's containment walls, and replacement of railings.

While the form of the basin has remained constant, its surroundings and attendant features, as well as significant portions of its historic fabric, have all changed markedly since its opening in the mid 1960s. Because of these compromises to the historic design of the marina, as well as to the character of its setting within the International Boardwalk and harbor as a whole, the Marina is not considered an historical resource. Any project-related impacts associated with the alteration or demolition of the Redondo Beach Marina/Basin 3 would be regarded as less than significant.

Ocean Steps

Completed in 2009, "Ocean Steps" was the first community art project introduced by the newly formed Redondo Beach Public Arts Commission. The elaborate mosaic tile project was designed by Redondo Beach artists Debbie Collette and Patti Linnett, who also supervised its fabrication and installation. Collette and Linnett were assisted by a team of more than 50 volunteers, including members of the Redondo Beach Art Group and local tile contractors, in the construction and installation of the piece. The project was sponsored by the King Harbor Association (Agostoni 2009).

Ocean Steps is unaltered since its installation and the piece retains all aspects of integrity. Because the tile mosaic is recently created, it must meet the standard for "very exceptional" importance when evaluated as a potential historical resource (City of Redondo Beach 1989).

Installed strictly as an enhancement to the Basin 3/Pier Plaza connection, the tile mosaic is not associated with events that are of exceptional historical significance at the local, state or national level, nor is Ocean Steps viewed as exemplifying or reflecting exceptional aspects of the City's aesthetic history. Completed just six years ago, the work cannot be considered an "established and familiar visual feature or landmark." The persons with whom the piece is most closely

associated – the artists themselves – are local artists who have had their collaborative work published in various arts related internet journals, and who have exhibited their work at regional shows and exhibitions. They have received several commissions for public artworks from various private and community entities. None of their installations has been recognized with a local, state, or national public arts award. Because Collette and Linnett are living artists with professional careers that span only about ten years, assessing the significance of their artistic work is problematic. The body of their individual and joint work is likely to grow and their importance as artists will be more discernible with the passage of time. While recognized within the Redondo area arts community, based strictly on their professional and public recognition, they are not presently viewed as artists of “very exceptional” importance. For these reasons, Ocean Steps does not meet Criteria A, B, D, or E for local historic designation.

The tile mosaic was also considered under local Criterion C, for its qualities of design and craftsmanship. It is beyond the scope of this study to provide a comprehensive analysis of the artistic merits of this installation. What may be considered is the artistic context. The work is associated with a tradition of tile mosaic public art making within Southern California, a tradition that extends back 100 years or more. There are presently dozens of tile mosaics existing throughout Los Angeles County, located on public and private properties, created by a great range of artists, and of widely varying styles, techniques, and levels of artistry. Within the immediate neighborhood of the Redondo Beach waterfront there are a number of mosaics on both public and private property. Some may be considered comparable or superior in quality to the Ocean Steps mosaic based on their level of professional and public discussion and recognition. The Ocean Steps installation is not viewed as embodying an exceptionally important place within the tradition of tile mosaic public art in the City or region and, therefore, the artwork is not considered eligible for local landmark designation under Criterion C.

140-696 The Village/Seascape

Construction of The Village came about as the result of a mid to late 1960s urban renewal effort focused on the harbor-adjacent areas of central Redondo Beach. The area located between El Paseo (renamed Harbor Dr.) and Catalina Avenue had been the heart of the City’s seaside tourist district which, by the 1950s, had become neglected and lost most of its popular attractions and appeal. By 1970, most of the properties within the current footprint had been acquired, buildings demolished, and the first phase of The Village development initiated. Phase I, located in the central area of the development and including Buildings 300-360, was completed in 1972. It was followed in 1974 by buildings located to the south, adjacent to W. Torrance Boulevard and Catalina Avenue, and in 1978 by buildings placed along the south side of present Czuleger Park. The last phase of the development was completed in 1980, located to the north of the park and extending to Pacific Avenue.

Because of their relatively recent construction and because they possess no exceptional qualities of design or association, neither the individual constituents of The Village condominium development, nor the complex as a whole, are considered historical resources. Any indirect impacts to the complex related to development of the Waterfront Project would, therefore, be regarded as less than significant.

Czuleger Park

First known as Plaza Park because of its adjacency to the Redondo Plaza project, the park was completed ca. 1982 and dedicated to former Redondo Beach mayor William F. Czuleger, in 1990. The public green space was created as a result of coastal access and open space requirements established for development of the Redondo Plaza project in 1975. Financing for the park’s development came from the developer, Lincoln Properties. The park design is the work of

landscape architect Jim Preston. It was conceived as a “passive park,” and was “designed for leisure pastimes such as strolling and outdoor lunches and not for organized games and activities” (LAT 1977).

Because Czuleger Park was created within the past 35 years, it must meet the standard for “very exceptional” importance when evaluated as a potential historical resource (City of Redondo Beach 1989). The park was developed as an element of the Redondo Plaza urban renewal scheme, which replaced the former main commercial district of Redondo Beach. Redondo Plaza was conceived in the mid 1960s and the first portions of the development were realized in the early 1970s. While the redevelopment of this historically important section of the city was a significant occurrence, Czuleger Park is a relatively minor part of the scheme, added in the mid 1970s, well after the Plaza master plan was developed. It was created as a green connection between mainly commercial Catalina Avenue and the harbor area, and not as a destination for recreational activity. The design of the park received no attention in the regional media or professional literature, nor is it known to have received any professional recognition. The park’s designer, Jim Preston, is also not recorded as having gained professional notice for his work. For these reasons, Czuleger Park does not appear to meet the criteria for exceptional importance in terms of its design or historical associations, and is therefore, not viewed as an historical resource. Any project-related impacts associated with the park’s alteration or demolition would be regarded as less than significant in terms of historical resources.

Municipal/Horseshoe and Monstad Piers (Redondo Beach Pier Complex)

The proposed “Redondo Beach Pier Complex” is composed of the Municipal or “Horseshoe” Pier and the Monstad Pier. The Monstad Pier was built in 1926 by Capt. Webb L. Monstad specifically for fishing and pleasure boat use. The horseshoe shaped Municipal Pier was built in 1928 to replace an earlier concrete “Endless Pier,” built in 1915, that was damaged by storms in 1919 and eventually demolished. Over the years, the piers have evolved to their present configuration through a series of largely undocumented alterations, repairs, and reconstruction efforts.

Monstad Pier

No design drawings of the Monstad Pier are available to determine exactly how or when it was altered over time. Historic photographs indicate that, when initially built in 1926, the “Pleasure Fishing Pier,” as it was also known, was approximately 25 feet wide (3-pile bents). During the 1930s, off-shore gambling on suitably appointed ships and barges became popular, the most famous of the gambling ship being the “Rex,” operated by Tony Cornero. The rise of off-shore gambling set off a boom at Monstad’s pier. To accommodate the increased business, W.L. Monstad widened his pier to more than 30 feet in 1936, and 100 feet was added to its length around the same time (McCandeless 1980). By the 1940s a number of tackle shops and eateries had been added along the north side of the pier deck. On the south side, a lower “fishing deck” was added to protect tourist from the anglers. The 1950s also saw an expansion of the eastern portion of the pier, where a number of new shops and restaurants (most notably, Quality Seafood) sprouted. The 1969-1972 period witnessed a further expansion of the eastern half of the pier. Tony’s Fish Market was added in late 1969-1970, followed in 1972 by “Redondo Landing,” which together required a roughly 200 x 80-90 foot addition to the pier platform.

In 1983 and 1984, a program of pier repairs and upgrades was undertaken. Work completed included replacement of seven piles, deck repairs, construction of a new commercial structure at the pier’s west end, and construction of a 220-foot long “fishing promenade.” This feature connected the west end of the Monstad Pier with the westernmost portion of the Horseshoe Pier, and its configuration was much the same as the existing concrete replacement structure.

Although altered by repairs and expansion of its eastern end, the Monstad Pier continues to manifest those characteristics of design which have become familiar to generations of pier visitors. Specifically, its structural system of timber pilings, braces, and deck retain sufficient integrity of design and construction to convey its historic character and evoke associations with its historical functioning as focal point of fishing and recreational activity, and waterside commerce in Redondo Beach. It served, and continues to serve, as a haven for fishermen and beach visitors, strollers, and seafood diners. The structure manifests the evolution of the pier, and harbor area generally, transitioning from fishing and boating functions, expanding to accommodate more commercial functions during the post World War II era, with additional expansion during the 1960-1970 period as the harbor developed and larger and more tourist oriented commercial enterprises settled on the pier. The general configuration of the west half of the pier with its lower fishing deck along the south side and narrow shops and seafood venues along the north, has remained constant since the 1950s or earlier.

Municipal (Horseshoe) Pier

The horseshoe-shaped Municipal Pier was constructed in 1928 following demolition of the “Endless Pier” earlier that year. Repairs and changes to the pier since its initial construction in 1928 are largely unrecorded. Historic photographs and other sources indicate that the south side of the pier has been widened 20 feet for a distance of approximately 180 feet beginning at its union with the Monstad Pier. An additional pile row was added to support the expanded deck and the buildings placed upon it. This addition is believed to have occurred in the early to mid-1960s when several commercial structures were added to this section of the pier. On its north side, the pier was widened approximately 10 feet for a length of 90 feet, also requiring an additional row of piles. This alteration apparently corresponds with the construction of Tony’s on the Pier restaurant in 1952. With these changes, the total square footage of the timber pier portion of the Municipal Pier is about 18,500 square feet. Historical photos illustrate that prior to the early 1950s, buildings on the pier deck were limited to a few small bait shacks. In 1983, a 220-foot connection spanning between the west ends of the Municipal and Monstad Piers was built, known as the “fishing promenade.” This feature was destroyed by a major storm in 1988. The following month, a fire caused by faulty electrical wiring destroyed 15 pier businesses and more than half of the pier deck. A reconstruction of the pier using concrete pilings was completed in 1995. The work approximates the configuration and alignment of the original structure and is compatible with the historic pier structure. It includes a new Monstad-Municipal Pier connection on the former fishing promenade alignment.

Records of earlier pier repairs are incomplete. City archival drawings indicate that a program of repairs was completed in 1987, including replacement of two piles and repair of 40 others. Since 1988 the City has expended approximately \$2.4 million for repair and maintenance of the timber portion of the pier. This work has included replacement of some piles and framing members, but the exact extent of the work is not recorded. The percentage of wood piles replaced over the past 35 years is estimated at less than 10 percent, and those members replaced have been replaced in kind.

While the configuration of the original timber framed Municipal/Horseshoe Pier has been compromised by the loss of approximately two-thirds of the structure to fire in 1988, the remaining 330 feet of the pier appears substantially as it did during its period of significance (1928-1966).

Proposed Redondo Beach Pier Complex

The Monstad Pier and the timber portion of the Horseshoe Pier share close similarities in their construction, both being wood frame, timber pile piers. They are comparable in their dates of initial

construction, being built within two years of each other, in 1926 and 1928, respectively. Further, the two structures are physically joined together, and for roughly a third of their lengths appear, when viewed from the shore or from the pier deck, as a single monolithic structure. These factors indicate that it is, therefore, most appropriate that the two timber piers be considered as a combined resource, the Redondo Beach Pier Complex, when assessing historical significance.

The Horseshoe and Monstad piers serve as a reminder of the early days of wooden wharf and pier construction in the city of Redondo Beach and are a physical connection to the community's past. The early success of Redondo Beach was directly tied to its functioning as a port, supplying lumber shipped from the Pacific Northwest, and other goods, to the growing town and to the region. Redondo Beach once supported three timber framed wharfs, all active at the same time, and used by ships and the railroads to transport cargo, as well as by fishermen and weekend beach tourists alike. Later, as shipping declined and use of the wharfs faded, pleasure piers replaced them and were among the City's principal attractions, drawing tourists from throughout the region and beyond to Redondo Beach. The surviving portion of the Horseshoe Pier and the Monstad Pier date to this period in Redondo Beach harbor history when beach tourists thronged to the waterfront on weekends and summer days to enjoy the many attractions along El Paseo, and enjoy a stroll or some angling on the piers out over the harbor's waters.

For its association with the development of the waterfront and the community of Redondo Beach as a whole, the Redondo Beach Pier Complex appears eligible for local landmark designation under Criterion B (although there is no official designation), for its association with the historical development of Redondo Beach and its waterfront. The pier complex also appears eligible under Criteria C and E, for its embodiment of the distinctive characteristics of timber pier construction as built along California's Pacific Coast during the early to mid twentieth century.

Impacts

As currently proposed, implementation of the Waterfront Project would result in the demolition of the timber portion of the Horseshoe Pier element of the Redondo Beach Pier Complex. This would constitute a significant adverse impact to historical resources under CEQA. Implementation of Mitigation Measures 1 and 2 will reduce these project-related impacts. In the case of the full demolition of an historic property, the impacts associated with demolition may be mitigated to a degree, but residual impacts to the historical resource would be considered significant and unavoidable.

Implementation of Mitigation Measure 3 will reduce potential impacts to the Monstad Pier element of the Pier Complex to less than significant levels.

5.3 Redondo Beach Waterfront Project Potential Impacts

These investigations have resulted in the identification of three properties which meet the eligibility criteria for City of Redondo Beach Local Landmark designation (although none of these structures has been officially nominated). This being the case, these properties are considered historical resources under CEQA. Because these three properties qualify as historical resources as defined by CEQA, and may qualify for listing as a City of Redondo Beach Landmark, demolition of these buildings would represent a significant impact to historic resources under CEQA.

The properties are as follows:

- Sportfishing Pier (including buildings),

- 208-210 Fisherman's Wharf (Tony's On the Pier, Tony's Hats 'N Things),
- Redondo Beach Pier Complex (Horseshoe/Municipal Pier and Monstad Pier).

As analyzed above, the Horseshoe Pier and Monstad Pier together make up the proposed Redondo Beach Pier Complex. As currently proposed, implementation of the proposed project would result in direct impacts, through removal or alteration, to all three of these historical resources. The Monstad Pier directly adjoins and is physically connected to the Horseshoe Pier. This being the case, it is susceptible to both direct and indirect impacts associated with the removal of the adjoining pier. As stipulated by CEQA, measures to mitigate impacts to historical resources will be necessary.

There are no additional historical resources located in proximity to the proposed Waterfront Project area. Further, the proposed project will replace the existing buildings and structures with new facilities that are consistent in scale and usage with the existing facilities. Therefore, no additional indirect impacts to historical resources associated with the project are anticipated and no further mitigation is required.

6.0 Recommended Mitigation Measures

6.1 CEQA Mitigation Approaches

CEQA requires a Lead Agency to examine and impose feasible mitigation measures or project alternatives that would avoid or minimize impacts or potential impacts to historic resources. The lead agency must ensure that any adopted measure to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures (CEQA Guidelines, Sectn. 15064.5[b][4]).

Under CEQA, mitigation may include:

- Avoiding the impact altogether by not taking a certain action or parts of an action;
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;
- Compensating for the impact by replacing or providing substitute resources or environments; and
- Utilizing the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (CEQA Guidelines, Sectns. 15370 and 15064.5[b][3]).

When important resources are involved, avoidance or preservation in place is the preferable course of action. When total avoidance or preservation in place is not possible, a hierarchy of

treatment approaches should be examined and assessed for feasibility. Such treatment approaches may also include relocation, partial retention, or reconstruction.

6.2 Mitigation Measures

Potential substantial adverse changes in the significance of historical resources resulting from the Waterfront Project will be addressed by implementing the following mitigation measures:

Mitigation Measure 1

Prior to the issuance of any project-related demolition or grading permits, the applicant shall prepare comprehensive documentation of the property, including all features previously identified as contributive to its historic character. The documentation shall be consistent with the requirements of Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey (HABS/HAER/HALS) Level II, and shall conform with the applicable standards described in the *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation* (NPS 1990).

HABS/HAER/HALS Level II documentation typically includes a written historical report accompanying photocopies of any existing architectural drawings and a set of large format (minimum 4" x 5" neg.) archival quality black and white photographs. The original documentation package shall be submitted to the City of Redondo Beach Community Development Department and Historical Commission for review. The approved documentation package shall be submitted to the Community Development Department and Historical Commission for curation, with copies distributed to the Redondo Beach Public Library and the Redondo Beach Historical Society Museum, where they will be accessible to the public.

Mitigation Measure 2

An interpretive program shall be developed to include an internet website that shall be of educational benefit to the public and illustrate the history and historic architecture of the historical resource through photographs, video, and oral history interviews collected from persons familiar with the history and historic functioning of the property. Additionally, a permanent, on-site interpretive facility presenting the history of the property and incorporating HABS/HAER documentation, historical images, and salvaged elements of the historic property shall be created. The interpretive program shall be coordinated with the City of Redondo Beach Community Development Department, in coordination with the Historical Commission, and other agencies and organizations, as appropriate. Integration of the interpretive program with existing programs, such as the Paths of History marker program, and the Redondo Beach Historical Society website is acceptable.

Mitigation Measure 3

Prior to the issuance of demolition permits associated with the Municipal/Horseshoe Pier element of the project, construction documents shall be reviewed and approved by a qualified preservation professional to ensure that the important historic character defining elements of the Monstad Pier are maintained. This reviewed shall be conducted pursuant to Redondo Beach Municipal Code Section 10-4.501.

To ensure that the Monstad Pier is not inadvertently damaged during construction, plans and specifications shall incorporate measures consistent with National Park Service guidance for temporary protection of historic structures (National Park Service [NPS], 2001). The plans shall be reviewed and approved by a historic preservation professional.

Residual Impacts

Even with implementation of Mitigation Measures 1 and 2, direct impacts to historical resources would be significant and unavoidable. With implementation of Mitigation Measure 3 (for potential indirect impacts to the Monstad Pier), the proposed project would not cause a substantial adverse change in significance of the Monstad Pier; therefore, impacts to the Monstad Pier would be less than significant.

7.0 Conclusions and Recommendations

7.1 Conclusions

It is the conclusion of this historical resource evaluation that two individual historical resources identified within the proposed Waterfront Project APE, Tony's on the Pier and the Redondo Sportfishing Pier, as well as the two contributing elements of the Redondo Beach Pier Complex, meet the eligibility criteria for local historic designation and are historical resources under CEQA.

As such, implementation of the Waterfront Project as proposed has the potential to result in substantial adverse change to historical resources, per the provisions of CEQA. As pertains to three properties for which removal is proposed, the project-related impacts may be reduced, but not to a less than significant level.

7.2 Recommendations

- While evaluated by this study as not eligible for state or local historic designation, and not a historical resource for the purposes of CEQA, the George Freeth monument is a piece of public art created with the involvement and support of the citizens of Redondo Beach, and which is popular with members of the public and has become a destination for sightseers and art lovers alike. It is recommended that the monument be carefully removed, safely stored during development of the proposed project, and reinstalled in an appropriate publicly accessible location once construction related threats are past.
- While evaluated by this study as not eligible for state or local historic designation, and not a historical resource for the purposes of CEQA, the Ocean Steps tile installation is a piece of public art created with the involvement and support of the citizens of Redondo Beach, popular with members of the public a destination for sightseers and art lovers alike. If retention of the artwork in place is not possible, then it is recommended that it should be carefully removed, safely stored during development of the proposed project, and reinstalled in an appropriate publicly accessible location once construction related threats are past. If salvage and reinstallation of the artwork is not feasible, then the City should consider commissioning the artists responsible

for the work to create a new piece comparable to the original, to be installed within the proposed Waterfront development.

8.0 References

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1963 Redondo Beach, California. 7.5 Minute Series Topographic Quadrangle

1972 Redondo Beach, California. 7.5 Minute Series Topographic Quadrangle

1996 Redondo Beach, California. 7.5 Minute Series Topographic Quadrangle

Individuals Consulted

Aust, Pat, Redondo Beach Historical Society, contacted in person, May 26, 2015.

Paige, Leslie, Manager, Redondo Beach Marina, contacted in person, Nov. 28, 2015.

APPENDIX Historical Resource Inventory Forms



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Reviewer

Review Code

Date

Page 1 of 3

*Resource Name or #: Redondo Beach Marina Office

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

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

*b. USGS 7.5' Quad: Redondo Beach, CA

Date: 1996 T ; R ; ¼ of ¼ of Sec; B.M.

c. Address: 181 N. Harbor Dr.

City: Redondo Beach

Zip: 90277

d. UTM: Zone: 11S; 371180mE/ 3745619mN (centerpoint)

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

The Redondo Beach Marina Office is accessed from N. Harbor Dr.

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

Located directly north of King Harbor Marina Basin 3, 181 N. Harbor Drive is a two-story building that currently houses the Redondo Beach Marina Office on its lower level and a restaurant above. It is a wood post-and-beam framed structure with a shed roof and stucco walls. Its principal west elevation is 10 bays wide, with upper story balcony and roof supported by cantilevered laminated wood beams. This façade is clad with vertical groove wooden siding alternating with full bay glazing on the lower level. The window walls are topped by jalousie transom windows. The upper story façade is completely glazed as well.

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 Story Commercial Building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo:
(View, date, accession #) Redondo Beach Marina Office, looking northeast. 11/28/14

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both
1963 (Bldg. permits)

*P7. Owner and Address:
City of Redondo Beach
415 Diamond St.
Redondo Beach, CA 90277

*P8. Recorded by: (Name, affiliation, and address)
Dana N. Slawson
Greenwood and Associates
725 Jacon Way
Pacific Palisades, CA 90272

*P9. Date Recorded:
11/28/2014

*P10. Survey Type: (Describe) Project Specific Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Redondo Beach Waterfront Project, Redondo Beach, California: Historical Resources Evaluation Report, 2015. Greenwood and Associates.

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

Map Reference No.:

*Resource Name or #: Redondo Beach Marina Office *NRHP Status Code: 6Z
 B1. Historic Name: Redondo Beach Marina Office
 B2. Common Name: Redondo Beach Marina Office
 B3. Original Use: Office building B4. Present Use: Offices, restaurant
 *B5. Architectural Style: Mid Century Modern
 *B6. Construction History: The Redondo Beach Marina Office was constructed as a one story building in 1963. A second story was added in 1982.
 *B7. Moved? No Yes Unknown Date: _____ Original Location: _____
 *B8. Related Features (describe below): _____

B9a. Architect: Eberling International B9b. Builder: Unknown
 *B10. Significance: Theme: Commercial/Office Design Area: Redondo Beach
 Period of Significance: 1963 Property Type: Office building Applicable Criteria: N/A

When first constructed in 1963, 181 N. Harbor Drive was a single story structure, built by Marina leaseholder and developer Gordon McRae as offices. Initially just seven bays wide, the structure was extended southward to join 179 N. Harbor Dr., and a second story was added in 1982 by then owner Chas. Johnston Investment Co. to house restaurant facilities. The laminated wood roof beams were extended to support a new balcony. The ground story has housed the Marina Office, headquarters for day-to-day marina business operations, since 1963.

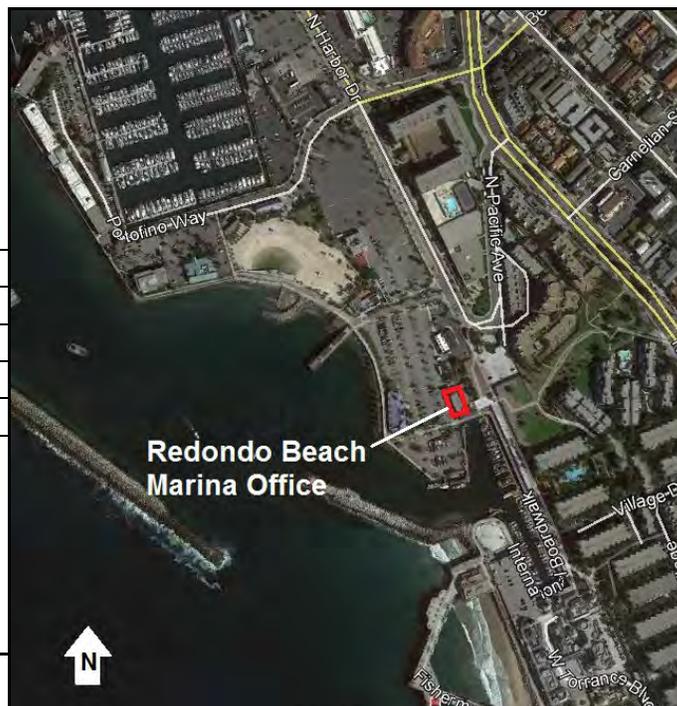
The 1980s expansion and subsequent alterations have compromised the historical integrity of the original design of this building, and its present character no longer reflects the era of the Marina's initial development. The building was owned and occupied by Gordon McRae, an important individual in Redondo Beach history and the history of the Redondo Beach harbor's 1960s redevelopment. (Refer to Continuation Sheet)

B11. Additional Resource Attributes: _____
 B12. References: _____

Pat Aust, Redondo Beach Historical Soc., pers. com. 2015
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B13. Remarks: _____
 B14. Evaluator: Dana Slawson, Greenwood and Associates

Date of Evaluation: 11-28-2014



(This space reserved for official comments.)

Page 3 of 3 *Resource Name or # (Assigned by recorder) Redondo Beach Marina Office
*Recorded by: D. Slawson, Greenwood and Associates *Date 11-28-2014 Continuation Update

***B10. Significance, continued.**

The building was owned and occupied by Gordon McRae, an important individual in Redondo Beach history and the history of the Redondo Beach harbor's 1960s redevelopment. McRae started a fishing excursion company, Redondo Sportfishing, in 1945 and was an early master leaseholder in the Harbor. However, this building no longer evokes the period of McRae's tenancy. It is, therefore, not viewed as an historical resource.



Redondo Beach Marina Office, west elevation, looking northeast.

P1. Other Identifier: Polly's Pier

***P2. Location:** Not for Publication Unrestricted

***a. County:** Los Angeles

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

***b. USGS 7.5' Quad:** Redondo Beach, CA

Date: 1996

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B.M.

c. Address: 233 N. Harbor Dr.

City: Redondo Beach

Zip: 90277

d. UTM: Zone: 11S; 371028 mE/ 3745658 mN (centerpoint)

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

The Redondo Sportfishing Pier is best accessed from the Redono Beach Marina parking lot via N. Harbor Dr.

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

The Redondo Sportfishing Pier is located on the Redondo Beach waterfront, northwest of the Basin 3 Marina and south of Seaside Lagoon. Also known as "Polly's Pier," it is a wood framed pier 245 feet long and 30 feet wide, rectangular in plan and placed perpendicular to the shoreline. The pier's substructure consists of 14-inch diameter circular-section pilings placed in three-pile bents (rows) spaced 20 feet apart and tied with heavy timber diagonal and lateral bracing. The pier deck is constructed of diagonally laid 12-inch wood planking on 4 x 16 inch stringers. A wooden post and rail railing wraps the structure. Constructed atop the north half of the pier is a long and narrow 1-story wood frame structure capped by an asymmetrical gabled roof clad with wood shingles. The structure's east wall and most of the south wall are sheathed with wood weatherboard siding. The northern portion of the south wall, west, and north walls are clad with plywood panels with batten strips. Fenestration is a mixture of fixed single pane windows and wood and aluminum sliding sash windows. The restaurant has a main entrance door with a porthole. The eastern two-thirds of the building is occupied by a restaurant (Polly's) and the western portion is a tackle shop and headquarters of Redondo Sportfishing. (Refer to Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 Story Commercial Building; HP11. Engineering Structure

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo:
(View, date, accession #) Redondo Sportfishing Pier, looking northwest. 11/28/14

***P6. Date Constructed/Age and Sources:** Historic Prehistoric Both
1969 (Bldg. permits)

***P7. Owner and Address:**
City of Redondo Beach
415 Diamond St.
Redondo Beach, CA 90277

***P8. Recorded by:** (Name, affiliation, and address)
Dana N. Slawson
Greenwood and Associates
725 Jacon Way
Pacific Palisades, CA 90272

***P9. Date Recorded:**
11/28/2014

***P10. Survey Type:** (Describe) Project Specific Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Redondo Beach Waterfront Project, Redondo Beach, California: Historical Resources Evaluation Report, 2015.* Greenwood and Associates.

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

Map Reference No.:

*Resource Name or #: Redondo Sportfishing Pier *NRHP Status Code: 5S3
 B1. Historic Name: Redondo Sportfishing Pier
 B2. Common Name: Redondo Sportfishing Pier, Polly's Pier
 B3. Original Use: Fishing pier B4. Present Use: Same
 *B5. Architectural Style: Wood vernacular
 *B6. Construction History: Sportfishing Pier was constructed in 1969, buidlings on pier deck completed in 1969-1970.
 *B7. Moved? No Yes Unknown Date: _____ Original Location: _____
 *B8. Related Features (describe below): _____

B9a. Architect: Unknown B9b. Builder: Trautwein Construction
 *B10. Significance: Theme: Pier Design Area: Redondo Beach
 Period of Significance: 1969-1970 Property Type: Fishing Pier Applicable Criteria: Local – A, B, E

Gordon McRae, proprietor of Redondo Sportfishing and Basin 3 master leaseholder, received a building permit for construction of the pier in August 1968. It was completed in 1969 by contractor Trautwein Construction. The existing 15 x 177 ft building atop the pier was also completed in 1969 and the current businesses have occupied the two primary spaces since that time. (Building also includes storage lockers at east end.) In May 1988, the pier was damaged by a major storm and a permit was issued for repairs. The pier was rebuilt to its original appearance. Since that time, work on the pier has been limited to routine maintenance activities.

The Redondo Sportfishing Pier appears eligible for designation as a Redondo Beach landmark under Criteria A, B, and E for its association with events and persons that have made a significant contribution to Redondo Beach history. (Refer to Continuation Sheet)

B11. Additional Resource Attributes: _____

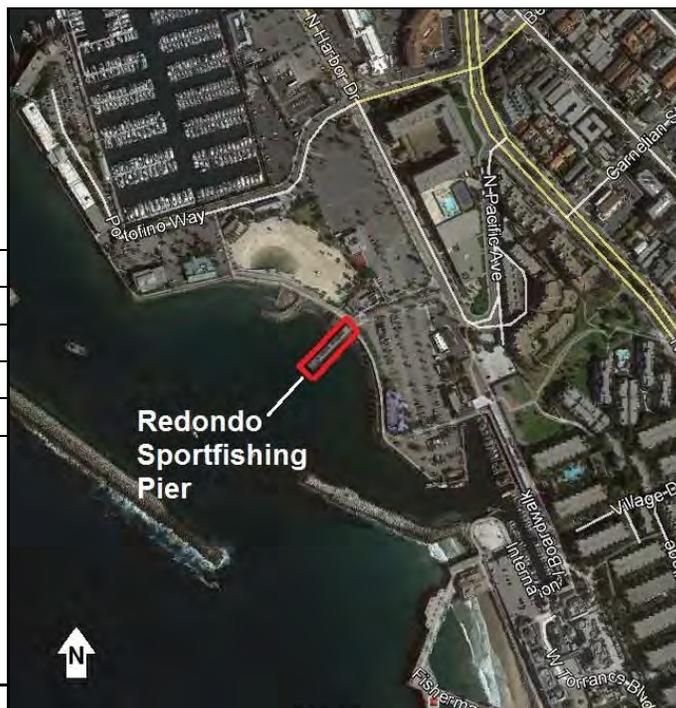
B12. References:

Pat Aust, Redondo Beach Historical Soc., pers. com. 2015
 Original pier construction documents, 1968. Accessed at Redondo Beach Marina Office.

B13. Remarks:

B14. Evaluator: Dana Slawson, Greenwood and Associates

Date of Evaluation: 11-28-2014



(This space reserved for official comments.)

Page 3 of 4 *Resource Name or # (Assigned by recorder) Redondo Sportfishing Pier
*Recorded by: D. Slawson, Greenwood and Associates *Date 11-28-2014 Continuation Update

***B10. Significance, continued.**

Specifically, for its association with the 1960s redevelopment of the Redondo Beach Harbor, a pattern of events which brought about a significant physical and economic transformation of the community. The Redondo Sportfishing Pier (Polly's Pier) has been the site of sport fishing excursions, boat rentals and rides, tackle and bait sales, along with harbor side dining at Polly's on the Pier, since the late 1960s. These are among the longest operating businesses in the waterfront area, and the pier's prominent harbor location and its singular physical appearance represent a well-established and popular feature on the waterfront, familiar to and patronized by generations of Redondo residents and visitors. Gordon McRae was a pioneer in Redondo Beach harbor development. He established Redondo Sport Fishing in 1946 and was a driving force in the redevelopment of the Redondo Beach waterfront during the 1950s and 1960s. He was among the original harbor master leaseholders, selected by the City in 1960 to operate the key Marina Basin 3 portion of the development. McRae served as the marina's executive director from 1962 until his retirement in 1975. The Sportfishing Pier is the most intact, and arguably the most important, of the harbor area facilities associated with McRae. McRae also operated fishing barges from Redondo harbor, and had the fuel, boat hoist, concessions, as well as restaurants.

The Sportfishing Pier also has local historical significance under landmark Criterion C as an intact representative example of a timber frame coastal fishing pier. There are few piers in the region of comparable age that have survived with such limited modifications to structure and facilities as this one. Still occupied by its original tenants, it retains integrity of design and function, and continues to evoke the era of its initial construction.



Redondo Sportfishing Pier, looking northwest

Page 4 of 4 *Resource Name or # (Assigned by recorder) Redondo Sportfishing Pier
*Recorded by: D. Slawson, Greenwood and Associates *Date 11-28-2014 Continuation Update

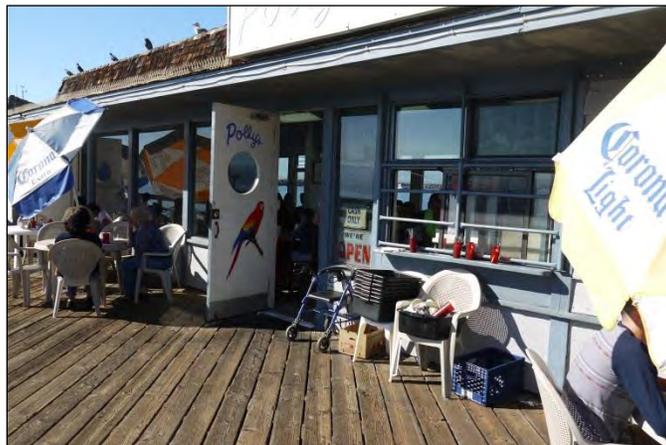
Photos



Redondo Sportfishing Pier, north elevation, looking SW.



Redondo Sportfishing Pier, Redondo Sportfishing, looking NE.



Polly's on the Pier, west elevation, looking NW.

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

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

*b. USGS 7.5' Quad: Redondo Beach, CA

Date: 1996 T

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B.M.

c. Address: 200 Portofino Way

City: Redondo Beach

Zip: 90277

d. UTM: Zone: 11S; 370987 mE/ 3745772 mN (centerpoint)

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

Seaside Lagoon is accessed from Portofino Way.

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

Seaside Lagoon is a beach area and park located at the north end of the project area, adjacent to Portofino Way and west of Harbor Drive. The entire park area is 3.6 acres, principally covered with beach sand. The lagoon itself is a manmade non-tidal saltwater swimming facility with a sand bottom. During the summer months when it is open to the public, the lagoon is approximately 1.5 to 2 acres in size. It is drained and nearly empty during the off season. The beach area is fringed on three of the park's five sides by green landscaped areas of grass and trees, with a larger area of lawn in the northeast section of the park that is used for picnicking and other activities. The boundary between beach and landscaping is defined by meandering concrete walkways. The entire park is fenced and along its southwest side it is bounded by a stone revetment and elevated harbor-side promenade. Along this revetment is a concrete platform, the tile decorated undulating north wall of which forms the south side of the swimming lagoon. This structure contains mechanical and control equipment for the lagoon, and there are lifeguard stands and water slides mounted atop it. The lagoon itself includes three fountains, one with a podium and paddle-shaped arms, and two platforms making the boundaries of the swimming area. (Refer to Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) HP22. Lake/Reservoir; HP29. Landscape Architecture

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Seaside Lagoon, looking southeast. 11/28/14

*P6. Date Constructed/Age

and Sources: Historic

Prehistoric Both

1961-1965 (Bldg. permits)

*P7. Owner and Address:

City of Redondo Beach

415 Diamond St.

Redondo Beach, CA 90277

*P8. Recorded by: (Name, affiliation, and address)

Dana N. Slawson

Greenwood and Associates

725 Jacon Way

Pacific Palisades, CA 90272

*P9. Date Recorded:

11/26/2014

*P10. Survey Type: (Describe) Project Specific Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Redondo Beach Waterfront Project, Redondo Beach, California: Historical Resources Evaluation Report, 2015. Greenwood and Associates.

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

Map Reference No.:

*Resource Name or #: Seaside Lagoon *NRHP Status Code: 6Z
 B1. Historic Name: Pirate's Isle, Redondo Beach Marine Park
 B2. Common Name: Seaside Lagoon
 B3. Original Use: Swimming lagoon and park B4. Present Use: Same
 *B5. Architectural Style: Modernist Landscape
 *B6. Construction History: Seaside Lagoon was completed in 1963. Lanai building added ca. 1966. Landscaping renovated in 1998-1999. Existing bathroom/admin. building added in 2012.
 *B7. Moved? No Yes Unknown Date: _____ Original Location: _____
 *B8. Related Features (describe below): _____

B9a. Architect: Unknown B9b. Builder: Unknown
 *B10. Significance: Theme: Park Design Area: Redondo Beach
 Period of Significance: 1963-1966 Property Type: Seaside Park Applicable Criteria: N/A

The Seaside Lagoon was conceived as a part of the 1960s King Harbor redevelopment plan. Its construction was proposed to the City by Southern California Edison Co., which offered to supply water used by its nearby power plant for cooling to feed the sand-bottomed pool (Aust 2015, pers. com.). The power plant, now operated by AES, pumps water from outside the breakwater to the plant where it is used to cool the turbines. A portion of the heated water is then piped from the power plant to Seaside Lagoon where it is chlorinated on entry. The water is then de-chlorinated and returned to the Harbor. (Refer to Continuation Sheet)

B11. Additional Resource Attributes: HP31. Urban Open Space

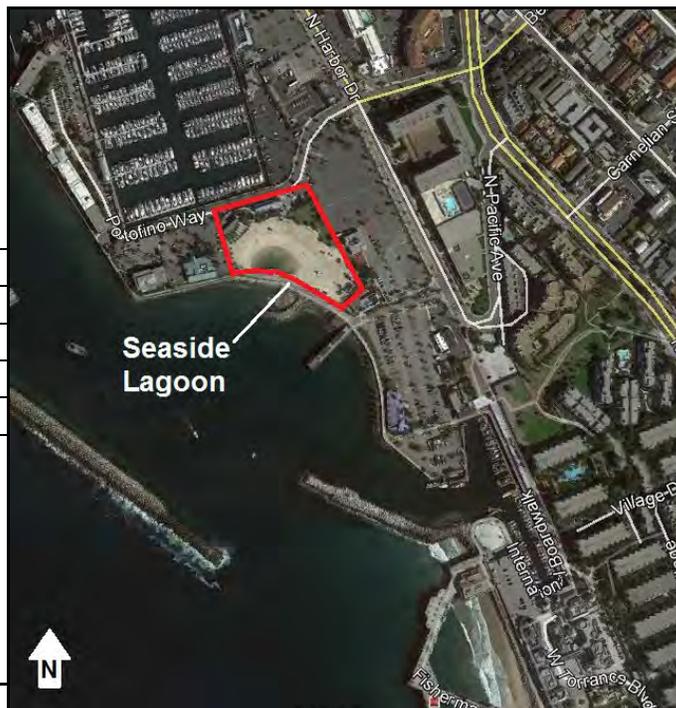
B12. References:

Pat Aust, Redondo Beach Historical Soc., pers. com. 2015
 Gnerre, Sam: "Seaside Lagoon in Redondo Beach." *South Bay Daily Breeze*, 4-19-2014

B13. Remarks:

B14. Evaluator: Dana Slawson, Greenwood and Associates

Date of Evaluation: 11-26-2014



(This space reserved for official comments.)

Page 3 of 4 *Resource Name or # (Assigned by recorder) Seaside Lagoon
*Recorded by: D. Slawson, Greenwood and Associates *Date 11-28-2014 Continuation Update

***P3a. Description, continued.**

The park entrance approach features a landscaped sculpture court with bronze statues of local surfing and diving notables Bill and Bob Meistrell, dedicated 2014. The entrance to the park from Portofino Way is emphasized with tinted pavement in a large ship-shaped oval. To the immediate west of the entrance is a long and narrow wood framed building with clerestory roof that houses restrooms and showers, along with administrative offices. Situated to the west of this building, at the northwest corner of the park, is the Lanai. This is an open sided post and beam framed structure with a steep compound gabled roof used as a picnic shelter. In addition to the swimming area, the Seaside Lagoon facility includes two beach volleyball courts, snack bar facilities provided by Ruby's Restaurant (adjacent to the east), picnic areas, and barbeque facilities.

***B10. Significance, continued.**

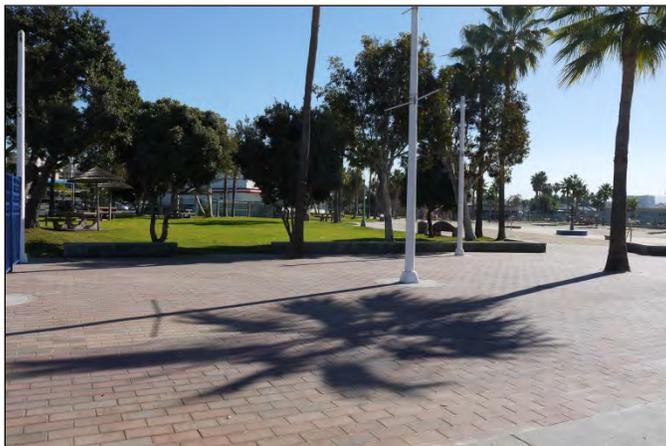
The Seaside Lagoon was privately operated when first opened in 1963 as "Pirate's Isle." When the City took over management in 1966 it was renamed the Redondo Beach Marine Park. It took on its current appellation in 1975. Images of the Seaside Lagoon from the 1960s and 1970s depict it as completely sand filled, without trees or landscaping, the lagoon defined on its south side by the angular face of the control building/platform. A bathroom and office building was built along the north side of the facility, and the Lanai was added ca. 1966. A fountain was present within the lagoon, but other current features had not been developed.

An improvement program was developed for the Seaside Lagoon in 1998-1999. The scheme included creation of lawn areas with sheltering trees and bushes that could offer respite from the beach and sun, as well as areas for other activities. These were installed along the periphery of the park in 1998. Also completed was a reconstruction of the pool control building, which replaced the angular lagoon wall with an undulating face and added slides. Other enhancements included a reworking and expansion of the main entrance. In 2012, the Seaside Lagoon bathroom and office building was replaced with the current structure. The installation of the commemorative Meistrell brothers sculpture, created by local artist, Chris Barela, occurred in 2014.

Presently, only the amorphous swimming lagoon itself, a fountain, and the Lanai picnic shelter survive from the 1960s era. The many recent changes to the original design of the Seaside Lagoon, including replacement of the main building and the introduction of new planted park areas, re-landscaping of older green areas, and the addition of hardscape elements, have significantly compromised the historic design of Seaside Lagoon, to the extent that it no longer conveys the feeling and associations with the era of its development within the Redondo Beach King Harbor Marina. Therefore, the Seaside Lagoon is not considered eligible for consideration as an historical resource. Further, the Meistrell brothers commemorative sculpture does not appear to meet the standards for "very exceptional" importance established for recently created resources.

Page 4 of 4 *Resource Name or # (Assigned by recorder) Seaside Lagoon
*Recorded by: D. Slawson, Greenwood and Associates *Date 11-28-2014 Continuation Update

Photos



Seaside Lagoon, entrance court and picnic area, looking south.



"Lanai" picnic shelter, looking northeast.



Bill and Bob Meistrell memorial, looking northwest.

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

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

*b. USGS 7.5' Quad: Redondo Beach, CA

Date: 1996 T

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B.M.

c. Address: 208 and 210 Fisherman's Wharf

City: Redondo Beach

Zip: 90277

d. UTM: Zone: 11S; 371215 mE/ 3745205 mN (centerpoint)

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

Tony's on the Pier and Tony's Hats N' Things are best accessed from the south entrance to the Redondo Beach Horseshoe/Municipal Pier.

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

Situated on the south leg of the Redondo Beach Horseshoe (Municipal) Pier, near its junction with the Monstad Pier, Tony's on the Pier restaurant is a fanciful 2-story, wood framed mid-century building that displays an eclectic mix of stylistic influences. It consists of a 1-story, flat roofed, rectangular podium, to which was added an octagonal upper story with canted glazed walls and an octagonal hip roof. The pier promenade side of the main block features several largely decorative steep slope gables, one sheltering the main entrance to the lower story restaurant, and the others covering the stairway access to the upper story lounge and lounge entrance landing. These exaggeratedly steep and eccentric gables have a Polynesian 'tiki' aspect, with protruding shaped ridge beams and verge boards, extended eaves and rafters, and oversized random patterned shingles. The scrolled pierced-work stair railing balusters and patterned tile steps also have a tiki sensibility. These features are in marked contrast to the seaport character of the main entrance, with its heavy timber piling and chain motif and spindle balustrade frieze, and to the smoked glass story-and-a-half window wall of the restaurant foyer. The north end of the building has fishing village influences, decorated with blind multi-paned windows and iron accent lantern. The northeast wall of the first level is an aluminum framed glazed wall overlooking the harbor. (Refer to Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 Story Commercial Building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Tony's on the Pier, looking north. 11/26/14

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both
1952, 1965 addn. (Bldg. permits)

*P7. Owner and Address:
City of Redondo Beach
415 Diamond St.
Redondo Beach, CA 90277

*P8. Recorded by: (Name, affiliation, and address)
Dana N. Slawson
Greenwood and Associates
725 Jacon Way
Pacific Palisades, CA 90272

*P9. Date Recorded:
11/26/2014

*P10. Survey Type: (Describe) Project Specific Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Redondo Beach Waterfront Project, Redondo Beach, California: Historical Resources Evaluation Report, 2015. Greenwood and Associates.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Map Reference No.:

*Resource Name or #: Tony's on the Pier/Tony's Hats "N Things *NRHP Status Code: 5S3

B1. Historic Name: Tony's on the Pier/Sea Spray Gift Shop

B2. Common Name: Tony's on the Pier/Tony's Hats "N Things

B3. Original Use: Restaurant and gift shop B4. Present Use: Same

*B5. Architectural Style: Mid 20th Century Eclectic/Fantasy

*B6. Construction History: Tony's restaurant built in 1952, 2nd story addition/renovation in 1965, gift shop added ca. 1960.

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

*B8. Related Features (describe below): _____

B9a. Architect: Unknown B9b. Builder: Beskey Bros.

*B10. Significance: Theme: Commercial Architecture Area: Redondo Beach

Period of Significance: 1965 Property Type: Restaurant Applicable Criteria: Local - B and C

Tony's on the Pier, or "Old Tony's", as it's known, is perhaps the oldest feature remaining on Redondo's Horseshoe Pier. The original one story restaurant was established by owner Tony Trutanich in 1952. Immediately popular with pier visitors, the restaurant's success allowed Trutanich to be selected as a "master leaseholder" when King Harbor was developed in the 1960s. Trutanich's master lease encompassed all properties on Monstad Pier.

An expansion of the Horseshoe pier was necessary when an addition was made to the land side of the restaurant in 1961. In early 1965, Trutanich received a building permit for a 31 x 31 foot second story cocktail lounge addition to his establishment. The resulting octagonal addition has been a familiar sight on the pier for five decades. (Refer to Continuation Sheet)

B11. Additional Resource Attributes: _____

B12. References:
 Tony's Restaurants, Inc., 2014, "About Tony's Restaurants"
<http://oldtonys.com/about.php>

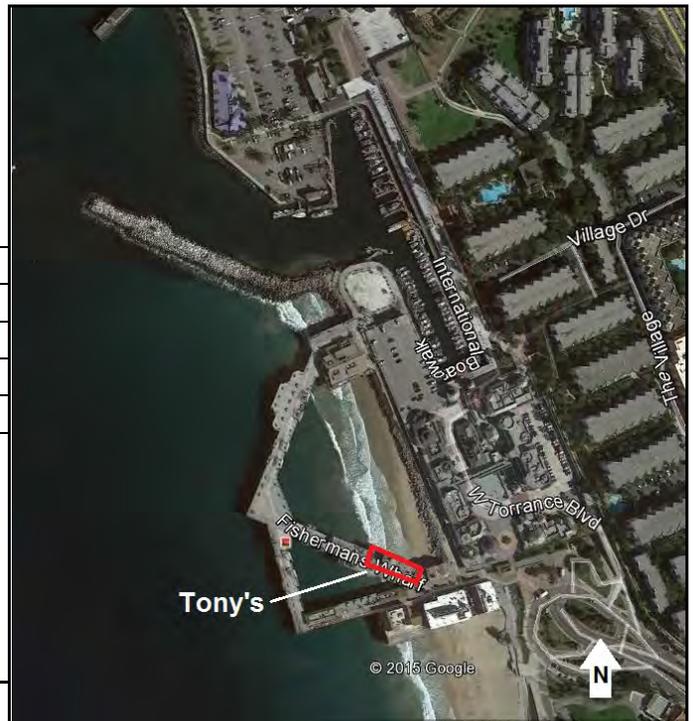
City of Redondo Beach, 1961-2012, building permit records.

B13. Remarks:

B14. Evaluator: Dana Slawson, Greenwood and Associates

Date of Evaluation: 11-26-2014

(This space reserved for official comments.)



Page 3 of 4 *Resource Name or # (Assigned by recorder) Tony's on the Pier/Tony's Hats 'N Things
*Recorded by: D. Slawson, Greenwood and Associates *Date 11-26-2014 Continuation Update

***P3a. Description, continued.**

The octagonal upper story displays a skirt of wood weatherboards below outwardly canted aluminum framed window walls that offer a 360 degree view of the harbor. This feature is crowned by a shake covered hip roof with "crow's nest" and protruding shaped roof beams. Rising from the roof is the landmark "Tony's" sign with three large colored orbs.

The interior of the restaurant features abundant dark toned woodwork, open ceilings with exposed framing, and period lighting fixtures including colored glass sphere net floats, fishing nets, and other features in keeping with the tiki meets sailing vessel theme.

Tony's Hats 'N Things (208 Fisherman's Wharf) is a companion building to Tony's on the Pier that directly adjoins that building to the south and shares a number of Tony's fanciful and eclectic design characteristics. It is a single story wood framed structure with a flat roof and overhanging eaves. On the harbor side there is a shingle covered pent roof parapet with faux dormers (comparable to Tony's). The pier promenade side is an ornate storefront featuring continuous bands of wood framed display widows. A shingle tile clad pent caps the window walls, and below is a skirt of 'antique' red brick. The overhanging eaves are supported by exposed, oversized rafter ends, and surmounted by a low spindle balustrade. The main entrance has double glazed and paneled doors sheltered by an entrance portico comprised of vertical plank flanking walls supporting a gable. The portico roof is shingled and accented with scalloped fascia boards.

***B10. Significance, continued.**

Its iconic shape has served as an inspiration for much of the subsequent harbor area development, including the Octagon (now demolished) and the buildings of Pier Plaza. In addition to the glass walled upper story lounge, the 1965 renovation also included the creation of a new pier promenade side façade. The new façade integrated tiki inspired elements, such as long, steeply sloped gables with protruding roof beams, with wharf and fishing village decorative elements. The very modern glazed upper level was tied to the lower story by way of a full height glazed bay adjoining the entrance, emphasizing the midcentury Modernistic aspect of the design. The architect for the 1965 expansion is not recorded. The contractor was Beskey Bros. The expanded restaurant and lounge was reopened in the summer of 1965 (Tony's Restaurants, Inc. 2015).

Constructed on the pier ca. 1960-61, directly adjoining Tony's restaurant on the southeast and also owned and operated by Tony Trutanich, was a shop that was called the Sea Spray Gift Shops early on. Presently known as Tony's Hats 'N Things, the shop also incorporated a variety of whimsical elements such as an exaggerated gabled entrance, scrolled vergeboards, and a roofline balustrade.

Tony's on the Pier, with its companion structure, is eligible for designation as Redondo Beach landmark under Criterion C as an excellent and intact example of 1960s era fantasy themed commercial architecture. The buildings are reflective of certain exaggerated theme park inspired design, as epitomized by Disneyland, and ideally suited to a center of recreation and amusement like the Redondo Beach Pier. The buildings playfully blend disparate tiki, seaside wharf, gingerbread house, and Modernistic elements into an artfully executed whole that is expressive of its era's exuberance and vitality. There are few examples of this style of architecture from the 1960s that display the level of design integrity, both on the exterior and interior, as Tony's On the Pier does. It possesses excellent integrity of location, setting, feeling, association, materials and workmanship.

The building is also eligible for local landmark listing under Criterion B, for its association with its developer, Tony Trutanich. A successful restaurateur and businessman, Trutanich built upon his success with his original restaurant to become the master leaseholder for the entire Redondo Beach Monstad pier. He thereby influenced the course and appearance of its development during the important 1960s and 1970s era of harbor expansion and redevelopment. Trutanich was directly responsible for the construction of at least three pier businesses, Tony's, Tony's Fish Market, and the Hats 'N Things gift shop. It is the original Tony's On the Pier with which he is most closely associated.

Tony's on the Pier is also significant for its association with important patterns of events in Redondo Beach history. Specifically, for its contribution to the popularity and success of the redeveloped pier during the era of waterfront renewal and expansion in Redondo Beach in the early to mid 1960s.

Page 4 of 4 *Resource Name or # (Assigned by recorder) Tony's on the Pier/Tony's Hats 'N Things
*Recorded by: D. Slawson, Greenwood and Associates *Date 11-26-2014 Continuation Update

Photos



Tony's Hats 'N Things, Tony's on the Pier, looking west.



Tony's Hats 'N Things, looking north.

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

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

*b. USGS 7.5' Quad: Redondo Beach, CA

Date: 1996 T

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B.M.

c. Address: 100 W. Torrance Blvd.

City: Redondo Beach

Zip: 90277

d. UTM: Zone: 11S; 371283mE/ 3745218 mN

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

The George Freeth Memorial is best accessed from W. Torrance Blvd..

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

Situated on the esplanade between Horseshoe Beach and the Pier Parking Structure, near 200 Fisherman's Wharf (Charlie's Place), the George Freeth Memorial commemorates the surfing pioneer and legendary lifeguard. The statue is a cast bronze bust which rests atop a concrete pedestal. Attached to the side of the pedestal is bronze plaque bearing a summary of Freeth's achievements. The pedestal is at the center of a multi-colored compass rose inset in the concrete walkway.

*P3b. Resource Attributes: (List attributes and codes) HP26. Monument

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo:
(View, date, accession #) George Freeth Memorial, looking northwest. 11/26/14

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both
2011 (Newspaper accounts)

*P7. Owner and Address:
City of Redondo Beach
415 Diamond St.
Redondo Beach, CA 90277

*P8. Recorded by: (Name, affiliation, and address)
Dana N. Slawson
Greenwood and Associates
725 Jacon Way
Pacific Palisades, CA 90272

*P9. Date Recorded:
11/26/2014

*P10. Survey Type: (Describe) Project Specific Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Redondo Beach Waterfront Project, Redondo Beach, California: Historical Resources Evaluation Report, 2015. Greenwood and Associates.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Map Reference No.:

*Resource Name or #: George Freeth Memorial

*NRHP Status Code: 6Z

B1. Historic Name: _____

B2. Common Name: George Freeth Memorial

B3. Original Use: Memorial

B4. Present Use: Same

*B5. Architectural Style: Sculpture

*B6. Construction History: Original sculpture installed 1977. Recast and reinstalled after theft, 2010.

*B7. Moved? No Yes Unknown Date: _____

Original Location: _____

*B8. Related Features (describe below): _____

B9a. Architect: Terry O'Donnell (Artist)

B9b. Builder: Unknown

*B10. Significance: Theme: Public Art

Area: Redondo Beach

Period of Significance: 2010

Property Type: Memorial sculpt.

Applicable Criteria: N/A

Situated on the esplanade between Horseshoe Beach and the Pier Parking Structure, near 200 Fisherman's Wharf (Charlie's Place), the George Freeth Memorial is a bronze bust that commemorates the early surfing pioneer who traveled from Hawaii to Redondo Beach in 1907 to introduce the sport to Southern California beachgoers. Freeth was also the first "official" lifeguard on the Pacific Coast and won a number of honors for his heroic feats.

The George Freeth Memorial bust was created by local sculptor Terry O'Donnell and installed by the City at the foot of the pier in 1977. It was sponsored by the Redondo Beach Historical Commission. Over the decades, the Freeth bust became a source of pilgrimage for watermen from around the world. In 2008, the bronze sculpture was stolen, presumably for its scrap value. A concerted effort by local citizens and Freeth admirers, including the "Friends of Freeth," raised funds so that the sculpture could be recast from original molds. It was reinstalled in November 2010 (McDermot 2010). (Refer to Continuation Sheet)

B11. Additional Resource Attributes: _____

B12. References: _____

Pat Aust, Redondo Beach Historical Soc., pers. com. 2015

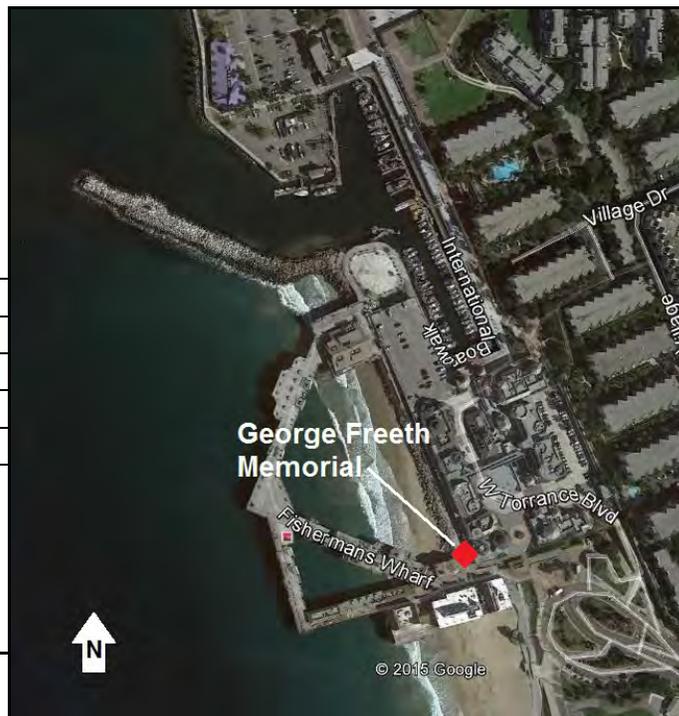
McDermot, Mark, 2010 "George Freeth Returns to the Pier." *Easy Reader News*. Nov. 10. Accessed at: <http://www.easyreadernews.com/15573/freeth/>

B13. Remarks: _____

B14. Evaluator: Dana Slawson, Greenwood and Associates

Date of Evaluation: 11-28-2014

(This space reserved for official comments.)



Page 3 of 3 *Resource Name or # (Assigned by recorder) George Freeth Memorial
*Recorded by: D. Slawson, Greenwood and Associates *Date 11-26-2014 Continuation Update

***B10. Significance, continued.**

Artist Terry O'Donnell was a long time professor in the fine arts department of El Camino College He joined the faculty in 1972. He was also a guest instructor in a ceramics and sculpture program sponsored by the City of Torrance. O'Donnell showed his work in juried shows throughout Southern California, specializing in ceramic and mixed media sculpture that incorporated found objects, and that reflected a range of influences. The George Freeth memorial bust is considered his best known work. O'Donnell died in 2008.

Because the George Freeth Memorial Bust is recently created, it must meet the standard for "very exceptional" importance when evaluated as a potential historical resource (City of Redondo Beach 1989).

Although located near its original position close to the south entrance to the Horseshoe Pier, and incorporating the original biographical plaque, the fact that the bust was recast, without the participation of the creator of the artwork, indicates a low level of design integrity; it is essentially a replica of the original work. For this reason, the sculpture does not meet the criteria for exceptional importance and it does not appear eligible for local or state historical designation.



George Freeth Memorial, looking northwest.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Reviewer

Review Code

Date

Page 1 of 3

*Resource Name or #: Pier Parking Structure

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles

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

*b. USGS 7.5' Quad: Redondo Beach, CA

Date: 1996 T

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B.M.

c. Address: 100 W. Torrance Blvd.

City: Redondo Beach

Zip: 90277

d. UTM: Zone: 11S; 371312 mE/ 3745291 mN (centerpoint)

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

The Pier Parking Structure is accessed from W. Torrance Blvd.

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

Situated between the Basin 3 Marina and the Redondo Beach pier is a three level (including top deck) parking structure. It is a heavy concrete post and beam structure with decks formed of T-section girders. The massive concrete columns are square in section, with flared capitals. On its east side, facing the Basin, a concrete lattice screen conceals parked cars and adds a note of embellishment. In 1972, the parking structure received a major expansion that more than quadrupled its size. Also three levels including an open top deck, the addition extends to the east and south of the original facility and ties the early structure to the International Boardwalk by enclosing the south end of Basin 3. The lower level of the original structure, as well as the northern portion of the addition, incorporate commercial spaces that open on to the International Boardwalk. Additionally, the parking structure includes restrooms adjacent to the Basin 3 entrance and the southern pier entrance, as well as City maintenance facilities on the lower level of the south end. Aquatic themed murals face International Boardwalk and at south pedestrian entrance, and there are also murals along west side, facing the harbor. The parking structure has a total capacity of 1,018 vehicles. General deterioration of the parking structure was observed, particularly along the edges of the building which are exposed to the elements. Spalling, concrete loss and exposed reinforcing were noted.

*P3b. Resource Attributes: (List attributes and codes) HP9. Public Utility Building; HP11. Engineering Structure

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Pier Parking Structure, 1964 section, looking northwest. 11/28/14

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both
1964, 1972 (Historic photos)

*P7. Owner and Address:
City of Redondo Beach
415 Diamond St.
Redondo Beach, CA 90277

*P8. Recorded by: (Name, affiliation, and address)
Dana N. Slawson
Greenwood and Associates
725 Jacon Way
Pacific Palisades, CA 90272

*P9. Date Recorded:
11/28/2014

*P10. Survey Type: (Describe) Project Specific Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Redondo Beach Waterfront Project, Redondo Beach, California: Historical Resources Evaluation Report, 2015. Greenwood and Associates.

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

Map Reference No.:

*Resource Name or #: Pier Parking Structure *NRHP Status Code: 6Z
 B1. Historic Name: _____
 B2. Common Name: Pier Parking Structure
 B3. Original Use: Vehicle Parking B4. Present Use: Same
 *B5. Architectural Style: Concrete Utilitarian
 *B6. Construction History: Constructed 1962-1964
 *B7. Moved? No Yes Unknown Date: _____ Original Location: _____
 *B8. Related Features (describe below): _____

B9a. Architect: Gruen Assocites/Eberling International B9b. Builder: unknown
 *B10. Significance: Theme: Transportation Related Architecture Area: Redondo Beach
 Period of Significance: 1964 Property Type: Parking Structure Applicable Criteria: N/A

The pier parking structure is an element of the original King Harbor development scheme. Work on the Phase I of the parking structure, designed by Victor Gruen Associates, commenced in early 1962 and it was completed in 1964. The structure functioned independently for a number of years, accessed by two ramps located at its southern end. Development of the second phase of the parking structure was completed in 1972. Its construction was overseen by Eberling International, architects. The addition more than quadrupled the capacity of the facility.

The earlier portion of the pier parking structure is standard 1960s concrete construction, without any noteworthy design characteristics. The integrity of the original design was impacted when the substantially larger and architecturally differentiated Phase 2 of the project was added in 1972. Because the resulting aggregate parking structure is predominantly less than 45 years old, and because it does not possess exceptional qualities of design or historical association, it is not considered eligible for designation as an historical resource at the local, state, or national level.

B11. Additional Resource Attributes: _____

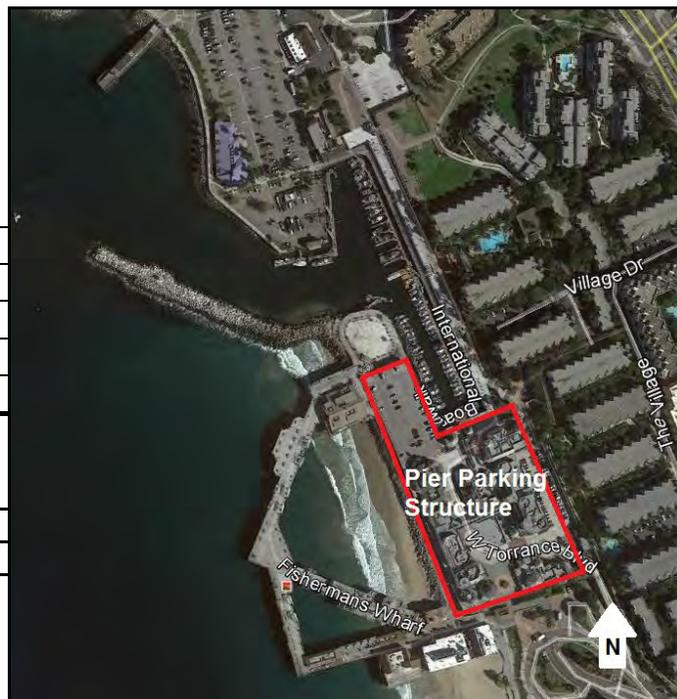
B12. References:
 "Redondo Builds Modern Harbor." *Los Angeles Times*, 8/14/1961, pg. B1
 "New Buildings Due at Harbor." *Los Angeles Times*, 12/3/1961, pg. CS1
 Pat Aust, Redondo Beach Historical Society, personal communication

B13. Remarks:

B14. Evaluator: Dana Slawson, Greenwood and Associates

Date of Evaluation: 11-28-2014

(This space reserved for official comments.)



Page 3 of 3 *Resource Name or # (Assigned by recorder) Pier Parking Structure
*Recorded by: D. Slawson, Greenwood and Associates *Date 11-28-2014 Continuation Update

Photos



Pier Parking Structure, 1972 section, looking northeast.



Pier Parking Structure, interior, 1972 section, looking north.

State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
 HRI #
 Trinomial
 NRHP Status Code
 Other Listings
 Reviewer

Review Code

Date

Page 1 of 3

*Resource Name or #: Redondo Beach Basin 3 Marina

P1. Other Identifier: King Harbor Basin 3 Marina/Boat Basin 3

***P2. Location:** Not for Publication Unrestricted

***a. County:** Los Angeles

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

***b. USGS 7.5' Quad:** Redondo Beach, CA

Date: 1996

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B.M.

c. Address: 181 N. Harbor Dr. (office)

City: Redondo Beach

Zip: 90277

d. UTM: Zone: 11S; 371223 mE/ 3745482 mN (centerpoint)

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

Marina Basin 3 is best accessed from N. Harbor Dr., Pacific Ave., or W. orrance Blvd.

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

Located at the south end of the King Harbor Marina, E and NE of the Redondo Beach Pier, Basin 3 Marina is a concrete walled boat basin, roughly rectangular in plan and measuring 720 x 100-180 feet, its long side oriented north-south. The basin's entrance is on the west, approximately 170 feet wide, protected by a rock jetty on its south side that angles to the northwest, and the reinforced Mole D landmass to the north. The marina has a natural bottom and is approximately 12 feet deep. It includes mooring sites (docks) for private vessels as well as fueling and launching facilities (hoists). The basin's bulkheads are surmounted by a wooden skirt, from which rises an open railing. The floating boat docks are secured to rows of concrete pylons and accessed from the International Boardwalk, which circumscribes Basin 3, and also from wooden access ramps along the north side of the boat basin. The two large boat hoists are also located on the northwest side of the basin. Other Basin 3 features include docks for boat rides on the south side of the basin's mouth. Basin 3 has a total of 53 slips able to accommodate boats of varying sizes.

***P3b. Resource Attributes:** (List attributes and codes) HP11. Engineering Structure; HP22. Lake/Reservoir

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Basin 3 looking north. 11/28/14

***P6. Date Constructed/Age and Sources:** Historic

Prehistoric Both

1961-1964 (Historic photos)

***P7. Owner and Address:**

City of Redondo Beach

415 Diamond St.

Redondo Beach, CA 90277

***P8. Recorded by:** (Name, affiliation, and address)

Dana N. Slawson

Greenwood and Associates

725 Jaco Way

Pacific Palisades, CA 90272

***P9. Date Recorded:** 11/28/2014

***P10. Survey Type:** (Describe) Project Specific Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Redondo Beach Waterfront Project, Redondo Beach, California: Historical Resources Evaluation Report, 2015.* Greenwood and Associates.

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

Map Reference No.:

*Resource Name or #: Redondo Beach Basin 3 Marina *NRHP Status Code: 6Z

B1. Historic Name: _____

B2. Common Name: King Harbor Marina Basin 3/Boat Basin 3

B3. Original Use: Private Boat Dockage B4. Present Use: Same

*B5. Architectural Style: Utilitarian

*B6. Construction History: Constructed 1961-1963

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

*B8. Related Features (describe below): _____

B9a. Architect: Arthur Froehlich and Rex Lotery B9b. Builder: R. R. Hensler Co.

*B10. Significance: Theme: Marina Architecture Area: Redondo Beach

Period of Significance: 1966 Property Type: Marina Basin Applicable Criteria: N/A

The Basin 3 Marina is major element of the Redondo Beach harbor design created by architects Arthur Froehlich and Rex Lotery in 1959-1960. Following demolition of a portion of the buildings along the west side of Pacific Avenue, construction of Basin 3 commenced in 1961. It was substantially complete in 1962 and in limited use by 1963, although the new harbor was not officially dedicated until 1966. Since that time, Basin 3 Marina has seen numerous upgrades and alterations, including replacement of the floating slips and associated access ramps, installation of rows of concrete mooring piles, replacement of the boat launching hoists, renovation of the surrounding International Boardwalk, raising of the basin's containment walls, and replacement of railings. (Refer to Continuation Sheet)

B11. Additional Resource Attributes: _____

B12. References:

“Redondo Builds Modern Harbor.” Los Angeles Times, 8/14/1961, pg. B1
 Shanahan, Dennis F. , 1982 *Old Redondo*. Legends Press, Redondo Beach.

B13. Remarks:

B14. Evaluator: Dana Slawson, Greenwood and Associates

Date of Evaluation: 11-28-2014

(This space reserved for official comments.)



Page 3 of 3 *Resource Name or # (Assigned by recorder) Basin 3 Marina
*Recorded by: D. Slawson, Greenwood and Associates *Date 11-28-2014 Continuation Update

***B10. Significance, continued.**

While the form of the basin has remained constant, its surroundings and attendant features, as well as significant portions of its historic fabric, have all changed markedly since its opening in the mid 1960s. Because of these compromises to the historic design of the Basin 3 Marina, as well as to the character of its setting within the International Boardwalk and harbor as a whole, the Marina does not meet the criteria for local, state, or national historic designation on the basis of its architecture. Its loss of integrity has similarly compromised its ability to convey any important associations with persons or events connected to its historic development and use.



Basin 3 Marina, looking northeast from hoist area.



Basin 3 Marina, looking south along International Boardwalk.

P1. Other Identifier: "Ocean Steps" Tile Mosaic Art Installation

***P2. Location:** Not for Publication Unrestricted

***a. County:** Los Angeles

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

***b. USGS 7.5' Quad:** Redondo Beach, CA

Date: 1996

T

; R

¼ of

¼ of Sec;

B.M.

c. Address: 100 W. Torrance Blvd.

City: Redondo Beach

Zip: 90277

d. UTM: Zone: 11S; 371330 mE/ 3745389 mN (centerpoint)

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

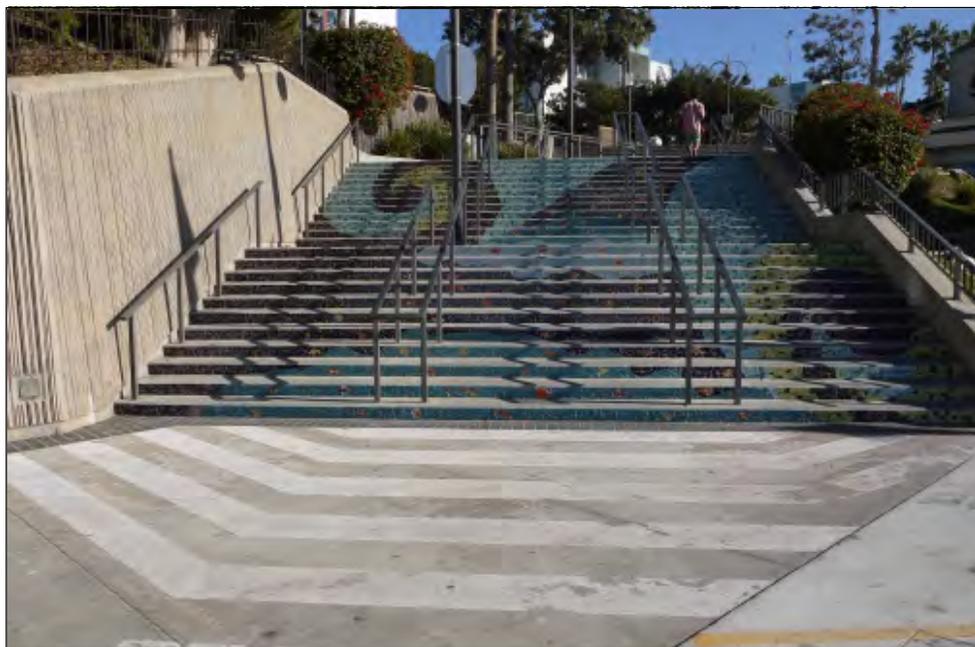
"Ocean Steps" is best accessed from the Avenue of the Arts promenade via N. Harbor Dr., Pacific Ave., or Torrance Blvd.

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

"Ocean Steps" is a ceramic tile art installation that adorns the 23 stair risers that form the entrance to Turtle Park, located at the south end of the Avenue of the Arts, overlooking the International Boardwalk and Marina Basin 3 in the Redondo Beach's King Harbor. 'Ocean Steps' presents a vibrant sea-inspired theme featuring stylized waves and a menagerie of small sea creatures formed of colorful broken glazed tile fragments and incorporating pieces of colored and mirrored glass. Each of the 23 'Ocean Steps' is 27.5 feet in width and composed of nine individual three-foot mosaic tile panels.

***P3b. Resource Attributes:** (List attributes and codes) HP26. Monument/Mural

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) "Ocean Steps" looking SE. 11/28/14

***P6. Date Constructed/Age and Sources:** Historic Prehistoric Both
Installed 2009

***P7. Owner and Address:**
City of Redondo Beach
415 Diamond St.
Redondo Beach, CA 90277

***P8. Recorded by:** (Name, affiliation, and address)
Dana N. Slawson
Greenwood and Associates
725 Jacon Way
Pacific Palisades, CA 90272

***P9. Date Recorded:** 11/28/2014

***P10. Survey Type:** (Describe) Project Project Specific Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Redondo Beach Waterfront Project, Redondo Beach, California: Historical Resources Evaluation Report, 2015.* Greenwood and Associates.

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

Map Reference No.:

*Resource Name or #: “Ocean Steps” *NRHP Status Code: 6Z
 B1. Historic Name: _____
 B2. Common Name: “Ocean Steps” Tile Mosaic
 B3. Original Use: Art Installation B4. Present Use: same
 *B5. Architectural Style: Ceramic Tile Mosaic
 *B6. Construction History: Installed in Oct. 2009
 *B7. Moved? No Yes Unknown Date: _____ Original Location: _____
 *B8. Related Features (describe below): _____

B9a. Architect: Debbie Collette and Patti Linnett (Artists) B9b. Builder: D. Collette, P. Linnett, and others
 *B10. Significance: Theme: Public Art Area: Redondo Beach
 Period of Significance: 2009 Property Type: Art Installation Applicable Criteria: N/A

Completed in 2009, “Ocean Steps” was the first community art project introduced by the newly formed Redondo Beach Public Arts Commission. The elaborate mosaic tile project was designed by Redondo Beach artists, Debbie Collette and Patti Linnett, who also supervised its fabrication and installation. Collette and Linnett were assisted by a team of more than 50 volunteers, including members of the Redondo Beach Art Group and local tile contractors, in the construction and installation of the piece. The project was sponsored by the King Harbor Association (Agostoni 2009).

Ocean Steps is unaltered since its installation and the piece retains all aspects of integrity. Because the tile mosaic is recently created, it must meet the standard for “very exceptional” importance when evaluated as a potential historical resource (City of Redondo Beach 1989). (Refer to Continuation Sheet)

B11. Additional Resource Attributes: _____

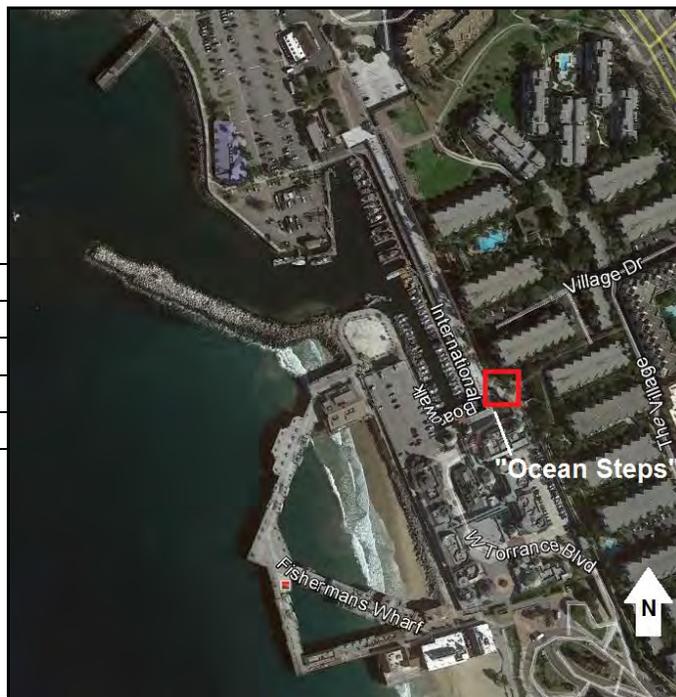
B12. References:

Agostoni, Kristin S.
 Artwork Makes Steps Lively in Redondo Beach" *Daily Breeze*.
 November 16, 2009 <http://www.dailybreeze.com/general-news/20091116/mosaic-artwork-makes-steps-lively-in-redondo-beach>

B13. Remarks:

B14. Evaluator: Dana Slawson, Greenwood and Associates

 Date of Evaluation: 11-28-2014



(This space reserved for official comments.)

Page 3 of 3 *Resource Name or # (Assigned by recorder) “Ocean Steps” Tile Mosaic Installation
*Recorded by: D. Slawson, Greenwood and Associates *Date 11-28-2014 Continuation Update

***B10. Significance, continued.**

Installed strictly as an enhancement to the Basin 3/Pier Plaza connection, the tile mosaic is not associated with events that are of exceptional historical significance at the local, state or national level, nor is Ocean Steps viewed as exemplifying or reflecting exceptional aspects of the City's aesthetic history. Completed just six years ago, the work cannot be considered an “established and familiar visual feature or landmark.” The persons with whom the piece is most closely associated – the artists themselves – are local artists who have had their collaborative work published in various arts related internet journals, and who have exhibited their work at regional shows and exhibitions. They have received several commissions for public artworks from various private and community entities. None of their installations has been recognized with a local, state, or national public arts award. Because Collette and Linnett are living artists with professional careers that span only about ten years, assessing the significance of their artistic work is problematic. The body of their individual and joint work is likely to grow and their importance as artists will be more discernible with the passage of time. While recognized within the Redondo area arts community, based strictly on their professional and public recognition, they are not presently viewed as artists of “very exceptional” importance. For these reasons, Ocean Steps does not meet Criteria A, B, D, or E for local historic designation.

The tile mosaic was also considered under local Criterion C, for its qualities of design and craftsmanship. It is beyond the scope of this study to provide a comprehensive analysis of the artistic merits of this installation. What may be considered is the artistic context. The work is associated with a tradition of tile mosaic public art making within Southern California, a tradition that extends back 100 years or more. There are presently dozens of tile mosaics existing throughout Los Angeles County, located on public and private properties, created by a great range of artists, and of widely varying styles, techniques, and levels of artistry (Dunitz 1998). Within the immediate neighborhood of the Redondo Beach waterfront there are a number of mosaics on both public and private property. Some may be considered comparable or superior in quality to the Ocean Steps mosaic based on their level of professional and public discussion and recognition. The Ocean Steps installation is not viewed as embodying an exceptionally important place within the tradition of tile mosaic public art in the City or region and, therefore, the artwork is not considered eligible for local landmark designation under Criterion C.



Detail, “Ocean Steps”

State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
 HRI #
 Trinomial
 NRHP Status Code
 Other Listings
 Reviewer

Review Code

Date

Page 1 of 7

*Resource Name or #: Redondo Beach Pier Complex

P1. Other Identifier: Redondo Beach Horseshoe/Municipal Pier and Monstad Pier

***P2. Location:** Not for Publication Unrestricted ***a. County:** Los Angeles
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Redondo Beach, CA **Date:** 1996 **T** ; **R** ; **1/4 of** **1/4 of Sec;** **B.M.**

c. Address: 100-500 Fisherman's Wharf. **City:** Redondo Beach **Zip:** 90277

d. UTM: Zone: 11S; 371212 mE/ 3745180 mN (centerpoint)

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

Redondo Beach Pier Complex is best accessed from W Torrance Blvd.

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

A primary element of the Redondo Beach waterfront, the Redondo Beach Pier Complex is composed of two elements, the Monstad Pier and the Horseshoe Pier, also known as the Municipal Pier.

The Monstad Pier is a timber structure that consists of 26 bents (transverse pile rows) of variable width along its approximately 400 foot length. The pier was originally built in 1926 as a series of three-pile bents using approximately 12 inch diameter piles spaced uniformly at 15 feet on center. The bent piles are connected at the top by 12x8 inch cap beams. The original portion of the deck is approximately 46 feet wide. It is framed with closely spaced 3x12 inch stringers that are topped with wood sheathing. In 1968-1970, the east half of the pier was expanded southward to accommodate new buildings. The added pier area measures approximately 200 feet east-west by between 78 and 90 feet. The deck finish varies over the length of the pier; the expanded portion of the pier adjoining Redondo Landing and Maison Riz is paved with brick pavers, while the section adjoining Pacific Fish restaurant is concrete. (Refer to continuation sheet.)

***P3b. Resource Attributes:** (List attributes and codes) HP11. Engineering Structure

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Monstad Pier, S elevation, looking NW. 11/26/14

***P6. Date Constructed/Age and Sources:** Historic Prehistoric Both
 1926, 1928 (City Records)

***P7. Owner and Address:**
 City of Redondo beach
 415 Diamond Ave.
 Redondo Beach CA 90277

***P8. Recorded by:** (Name, affiliation, and address)
 Dana N. Slawson
 Greenwood and Associates
 725 Jacon Way
 Pacific Palisades, CA 90272

***P9. Date Recorded:** 11/26/2014

***P10. Survey Type:** (Describe) Project Specific Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Redondo Beach Waterfront Project, Redondo Beach, California: Historical Resources Evaluation Report, 2015. Greenwood and Associates.*

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Map Reference No.:

*Resource Name or #: Redondo Beach Pier Complex *NRHP Status Code: 5S3

B1. Historic Name: Horseshoe Pier /Municipal Pier and Monstad Pier

B2. Common Name: Horseshoe Pier /Municipal Pier, Monstad Pier

B3. Original Use: Monstad-fishing pier, Municipal-pleasure pier B4. Present Use: same

*B5. Architectural Style: Wood vernacular

*B6. Construction History: Monstad Pier originally constructed in 1926, expanded 1936, 1969, 1972. Horseshoe Pier built 1928, deck expanded 1960-1965, partially demolished in 1988 and rebuilt in 1995.

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

*B8. Related Features (describe below): There are approx. 6 commercial structures built on the Monstad Pier deck dating to ca. 1960-1983. There are approx.. 10 structures on the Horseshoe Pier dating to 1952-ca. 1970.

B9a. Architect: Unknown B9b. Builder: P.W. Kranz

*B10. Significance: Theme: Pier Architecture Area: Redondo Beach

Period of Significance: 1928-1966 Property Type: Municipal pier Applicable Criteria: Local - B, C, E

The "Redondo Beach Pier Complex" is composed of the "Horseshoe" or Municipal Pier and the Monstad Pier. The Monstad Pier was built in 1926 by Capt. Webb L. Monstad specifically for fishing and pleasure boat use. The horseshoe shaped Municipal Pier was built in 1928 to replace an earlier concrete "Endless Pier," built in 1915, that was damaged by storms in 1919 and eventually demolished. Over the years, the piers have evolved to their present configuration through a series of largely undocumented alterations, repairs, and reconstruction efforts.

Monstad Pier

No design drawings of the Monstad Pier are available to determine exactly how or when it was altered over time. Historic photographs indicate that, when initially built in 1926, the "Pleasure Fishing Pier," as it was also known, was approximately 25 feet wide (3-pile bents). (Refer to Continuation Sheets)

B11. Additional Resource Attributes: _____

B12. References:

McCandless, Michael H., 1980 *Well At Least We Tried: The Seaport of Redondo Beach from 1888 to 1912.*

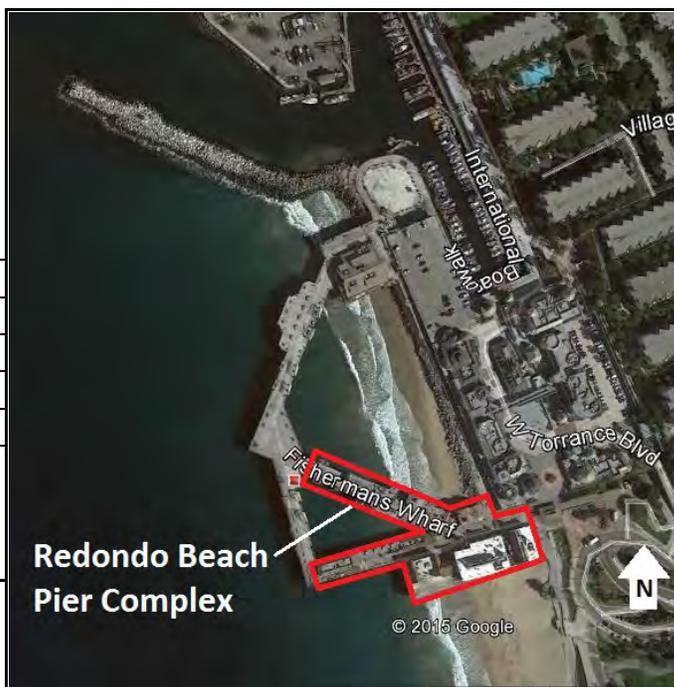
City of Redondo Beach Pier Improvements. 1983/1984. Constrn. documents, City of Redondo Beach Engineering Dept.

B13. Remarks:

B14. Evaluator: Dana Slawson, Greenwood and Associates

Date of Evaluation: 11-28-2015

(This space reserved for official comments.)



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*Recorded by: D. Slawson, Greenwood and Associates *Date 11-26-2014 Continuation Update

***P3a. Description, cont'd.**

Adjacent to the Redondo Bait & Tackle Shop/Redondo Coffee Shop the deck is finished with wood planks. The connecting section that joins the Monstad and Municipal Piers is concrete. An extensive system of mixed timber and steel pipe longitudinal, transverse, and diagonal bracing exists below the deck level. Exactly how many of the existing piles remain from the pier's initial construction is not known; most appear quite old. Among the bracing members below the deck are pressure treated timbers that correspond with recent repairs. These appear to comprise less than 20 percent of the bracing system.

Horseshoe (Municipal) Pier

The timber portion of the Municipal Pier consists of 23 bents (transverse pile rows) of variable width along its 330 foot length. The pier was built as a series of four-pile bents using approximately 18 inch diameter piles spaced uniformly at 18 feet on center. The bent piles are connected at the top by 12x18 inch cap beams. The original deck width is 36 feet and the deck framing consists of closely spaced 3x16 inch stringers that are topped with 2-inch thick wood sheathing and a concrete slab. Stamped markings in the slab survive from its 1928 construction. An extensive system of mixed timber and steel pipe longitudinal, transverse, and diagonal bracing exists below the deck level. Many of the structural members within the four central pile rows are believed to be from the original construction.

The reconstructed northern portion of the pier, completed in 1995, consists of a reinforced concrete waffle slab deck with 20-inch deep integral transverse and longitudinal beams. The deck is supported by 20-inch diameter precast concrete piles set within reinforced column caps. The pile system incorporates both straight vertical and battered (angled) piles that are placed on a regularly spaced grid throughout the deck. The deck beams are generally one foot wide and extend fourteen inches below the soffit of the 6-inch thick deck slab. The concrete portion of the Municipal Pier is approximately 20 years old and is in good condition.

***B10. Significance, cont.**

During the 1930s, off-shore gambling on suitably appointed ships and barges became popular, the most famous of the gambling ship being the "Rex," operated by Tony Cornero. The rise of off-shore gambling set off a boom at Monstad's pier. To accommodate the increased business, W.L. Monstad widened his pier to more than 30 feet in 1936, and 100 feet was added to its length around the same time (McCandless 1980). By the 1940s a number of tackle shops and eateries had been added along the north side of the pier deck. On the south side, a lower "fishing deck" was added to protect tourist from the anglers. The 1950s also saw an expansion of the eastern portion of the pier, where a number of new shops and restaurants (most notably, Quality Seafood) sprouted. The 1969-1972 period witnessed a further expansion of the eastern half of the pier. Tony's Fish Market was added in late 1969-1970, followed in 1972 by "Redondo Landing," which together required a roughly 200 x 80-90 foot addition to the pier platform.

In 1983 and 1984, a program of pier repairs and upgrades was undertaken. Work completed included replacement of seven piles, deck repairs, construction of a new commercial structure at the pier's west end, and construction of a 220-foot long "fishing promenade." This feature connected the west end of the Monstad Pier with the westernmost portion of the Horseshoe Pier, and its configuration was much the same as the existing concrete replacement structure.

Although altered by repairs and expansion of its eastern end, the Monstad Pier continues to manifest those characteristics of design which have become familiar to generations of pier visitors. Specifically, its structural system of timber pilings, braces, and deck retain sufficient integrity of design and construction to convey its historic character and evoke associations with its historical functioning as focal point of fishing and recreational activity, and waterside commerce in Redondo Beach. It served, and continues to serve, as a haven for fishermen and beach visitors, strollers, and seafood diners. The structure manifests the evolution of the pier, and harbor area generally, transitioning from fishing and boating functions, expanding to accommodate more commercial functions during the post World War II era, with additional expansion during the 1960-1970 period as the harbor developed and larger and more tourist oriented commercial enterprises settled on the pier. The general configuration of the west half of the pier with its lower fishing deck along the south side and narrow shops and seafood venues along the north, has remained constant since

Page 4 of 7 *Resource Name or # (Assigned by recorder) Redondo Beach Pier Complex
*Recorded by: D. Slawson, Greenwood and Associates *Date 11-26-2014 Continuation Update

***B10. Significance, cont.**

the 1950s or earlier.

Municipal (Horseshoe) Pier

The horseshoe-shaped Municipal Pier was constructed in 1928 following demolition of the "Endless Pier" earlier that year. Repairs and changes to the pier since its initial construction in 1928 are largely unrecorded. Historic photographs and other sources indicate that the south side of the pier has been widened 20 feet for a distance of approximately 180 feet beginning at its union with the Monstad Pier. An additional pile row was added to support the expanded deck and the buildings placed upon it. This addition is believed to have occurred in the early to mid-1960s when several commercial structures were added to this section of the pier. On its north side, the pier was widened approximately 10 feet for a length of 90 feet, also requiring an additional row of piles. This alteration apparently corresponds with the construction of Tony's on the Pier restaurant in 1952. With these changes, the total square footage of the timber pier portion of the Municipal Pier is about 18,500 square feet. Historical photos illustrate that prior to the early 1950s, buildings on the pier deck were limited to a few small bait shacks. In 1983, a 220-foot connection spanning between the west ends of the Municipal and Monstad Piers was built, known as the "fishing promenade." This feature was destroyed by a major storm in April 1988. The following month, a fire caused by faulty electrical wiring destroyed 15 pier businesses and more than half of the pier deck. A reconstruction of the pier using concrete pilings was completed in 1995. The work approximates the configuration and alignment of the original structure and is compatible with the historic pier structure. It includes a new Monstad-Municipal Pier connection on the former fishing promenade alignment.

Records of earlier pier repairs are incomplete. City archival drawings indicate that a program of repairs was completed in 1987, including replacement of two piles and repair of 40 others. Since 1988 the City has expended approximately \$2.4 million for repair and maintenance of the timber portion of the pier. This work has included replacement of some piles and framing members, but the exact extent of the work is not recorded. The percentage of wood piles replaced over the past 35 years is estimated at less than 10 percent, and those members replaced have been replaced in kind.

While the configuration of the original timber framed Municipal/Horseshoe Pier has been compromised by the loss of approximately two-thirds of the structure to fire in 1988, the remaining 330 feet of the pier appears substantially as it did during its period of significance (1928-1966).

Redondo Beach Pier Complex

The Monstad Pier and the timber portion of the Horseshoe Pier share close similarities in their construction, both being wood frame, timber pile piers. They are comparable in their dates of initial construction, being built within two years of each other, in 1926 and 1928, respectively. Further, the two structures are physically joined together, and for roughly a third of their lengths appear, when viewed from the shore or from the pier deck, as a single monolithic structure. These factors indicate that it is, therefore, most appropriate that the two timber piers be considered as a combined resource, the Redondo Beach Pier Complex, when assessing historical significance.

The Horseshoe and Monstad piers serve as a reminder of the early days of wooden wharf and pier construction in the city of Redondo Beach and are a physical connection to the community's past. The early success of Redondo Beach was directly tied to its functioning as a port, supplying lumber shipped from the Pacific Northwest, and other goods, to the growing town and to the region. Redondo Beach once supported three timber framed wharfs, all active at the same time, and used by ships and the railroads to transport cargo, as well as by fishermen and weekend beach tourists alike. Later, as shipping declined and use of the wharfs faded, pleasure piers replaced them and were among the City's principal attractions, drawing tourists from throughout the region and beyond to Redondo Beach. The surviving portion of the Horseshoe Pier and the Monstad Pier date to this period in Redondo Beach harbor history when beach tourists thronged to the waterfront on weekends and summer days to enjoy the many attractions along El Paseo, and enjoy a stroll or some angling on the piers out over the harbor's waters.

Page 5 of 7 *Resource Name or # (Assigned by recorder) Redondo Beach Pier Complex
*Recorded by: D. Slawson, Greenwood and Associates *Date 11-26-2014 Continuation Update

***B10. Significance, cont.**

For its association with the development of the waterfront and the community of Redondo Beach as a whole, the Redondo Beach Pier Complex appears eligible for local landmark designation under Criterion B (although there is no official designation), for its association with the historical development of Redondo Beach and its waterfront. The pier complex also appears eligible under Criteria C and E, for its embodiment of the distinctive characteristics of timber pier construction as built along California's Pacific Coast during the early to mid twentieth century.



Monstad Pier, south elevation showing area of 1960s-1970s expansion.



Pier junction with Municipal Pier on left, Monstad Pier on right, looking east.

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*Recorded by: D. Slawson, Greenwood and Associates *Date 11-26-2014 Continuation Update

Photos



Municipal/Horseshoe Pier, southwest elevation, showing junction with replacement pier at right.



Monstad Pier, north elevation, looking south.

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*Recorded by: D. Slawson, Greenwood and Associates *Date 11-26-2014 Continuation Update

Photos



Municipal/Horseshoe Pier, northeast elevation, looking west.