
Built Environment Inventory and Evaluation Report Former Navy Property Restoration Project, Hueneme, California

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
APN	Assessor's Parcel Number
BERD	Built Environment Resource Directory
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
City	City of Port Hueneme
County	County of Ventura
CRHR	California Register of Historical Resources
MPD	Multiple Property Document
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
Port	Port of Hueneme Oxnard Harbor District
Proposed Project	Port Hueneme Lighthouse Project
SCCIC	South Central Coast Information Center
Study area	Built Environment Study Area
USCG	United States Coast Guard
USDI	United States Department of the Interior
UCSB	University of California, Santa Barbara

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Executive Summary

The Port of Hueneme Oxnard Harbor District (the Port) retained Dudek to complete a Built Environment Inventory and Evaluation report (report) for the Former Navy Property Restoration Project (proposed project). The purpose of the proposed project is to demolish existing buildings on a 1.7-acre area (proposed project site) that would then be graded and paved for use in ongoing Port operations. This report documents Dudek's efforts to identify and evaluate built environment properties older than 45-years (historic era) located within and adjacent to the proposed project site that may be subject to direct or indirect impacts from the proposed project. This report was prepared in conformance with California Environmental Quality Act (CEQA) Guidelines Section 15064.5 for historical resources, and all applicable local guidelines and regulations to assess potential project related impacts to built environment resources under CEQA.

Efforts to identify historical resources within and adjacent to the proposed project site included the following components: (1) a California Historical Resources Information System (CHRIS) records search conducted at the South Central Coast Information Center (SCCIC), California State University, Fullerton, addressing the proposed project site plus a 0.25-mile radius buffer; (2) a review of previous documentation pertaining to the Port Hueneme Light Station; (3) development of a Built Environment Study Area (study area) to assess potential direct and indirect impacts to historic era buildings and structures; (4) an intensive-level survey by a qualified architectural historian; (5) recordation and evaluation of historic era properties located in the study area under National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) designation criteria, and an update for one previously recorded property located in the vicinity of the proposed project site; and (6) an assessment of project-related impacts to historical resources in conformance with CEQA.

Dudek architectural historian Andrew Bursan conducted an intensive-level survey for built environment resources within and adjacent to the proposed project site on January 4, 2022. Following review of the CHRIS record search and additional background research of the study area, Dudek identified one property, the Port Hueneme Light Station, which contains buildings and structures over 45 years of age that require formal recordation and evaluation as part of this study.

The Port Hueneme Lighthouse (P-56-152840) is located within the built environment study area and has been previously determined individually eligible for the NRHP and the CRHR following consultation with the State Historic Preservation Officer (SHPO) in 2013 (USCG_2013_0520_001). This resource retains a California Historic Resource Status (CHRS) code in the California Built Environment Resource Directory (BERD) of 2S2 (Individually determined eligible for NRHP by consensus through Section 106 process, Listed in the CRHR). Dudek agrees with the 2003 NRHP evaluation findings that the Port of Hueneme Lighthouse appears individually eligible for listing under the NRHP Multiple Property Document (MPD), *Light Stations of California* and the NRHP MPD, *Light Stations in the United States*. A DPR form update for the property was prepared in conjunction with the proposed project verifying that existing information recorded about the Lighthouse remains accurate, which can be found in Appendix A.

While the Port Hueneme Lighthouse (P-56-152840) is a CEQA historical resource, none of the previous documentation provided evaluations the associated historic age buildings, collectively referred to in this report as the Port Hueneme Light Station. This report concludes that the Port Hueneme Light Station as a multi-component site does not appear eligible under any NRHP or CRHR designation criteria. A detailed analysis of this property is presented in Section 4. Therefore, the Port Hueneme Light Station is not considered a historical resource for the

purposes of CEQA. A California Department of Parks and Recreation Series 523 form set (DPR form set) was prepared for the property and can be found in Appendix A.

A detailed impacts analysis was prepared in Section 5 of this report for the Port Hueneme Lighthouse, the only CEQA historical resource within the built environment study area. The project finding for built environment historical resources under CEQA is **less than significant, no mitigation required**. No further work regarding built environment CEQA historical resources is required.

1 Introduction

Dudek was retained by The Port of Hueneme Oxnard Harbor District (the Port) to complete a Built Environment Inventory and Evaluation report (report) for the Former Navy Property Restoration Project (proposed project). This section provides a description of the proposed project, including information about the location, setting, and proposed project activities. This section also presents a description of the Built Environment Study Area, project personnel, and the regulatory setting for the proposed project. This report is intended to provide baseline information to support the proposed project's environmental review and help inform development of mitigation measures to address potentially significant impacts related to cultural resources.

1.1 Project Location

The proposed project site is located on approximately 2-acres of developed land that was formerly part of the Light Station grouping of properties at the SW end of the District's jurisdiction, on the east side of the main channel adjacent to Lighthouse Promenade in the City of Port Hueneme, California, 93041 (Figure 1 Project Location). The project site contains existing buildings 400, 404, 406, 408, 416, 422, and 428 along with existing landscaping and ancillary structures (Figure 2 Project Site).

1.2 Project Description

The proposed disturbance footprint is anticipated to be approximately 1.7 acres and an area of approximately 1.5 acres would be graded and paved after demolition. Demolition, grading, and paving are expected to take approximately 90 days total.

The project would demolish seven buildings, as well as removal of landscaping and support structures on an approximately 2-acre area (see Figure 2, Project Site). The buildings were formerly part of the Port Hueneme Light Station. The demolition would be followed by grading and paving to allow for open backlands space offering flexible use options for ongoing port operations. Total duration of demolition and construction activities is estimated at approximately 90 days, and construction activities would occur 8 hours each day, 6 days each week (Monday – Saturday, excluding holidays).

Project Demolition

The project would demolish a total of approximately 37,500 square feet of developed impervious areas. A total of seven (7) buildings, totaling approximately 11,000 square feet would be demolished. The square footage of each existing building to be demolished is as follows:

- Building 400: 1,930.47 +/- square feet
- Building 404: 2,944.2 +/- square feet
- Building 406: 840.14 +/- square feet
- Building 408: 1,342.50 +/- square feet
- Building 416: 1,499.41 +/- square feet

- Building 422: 938.02 +/- square feet
- Building 428: 1,513.33 +/- square feet

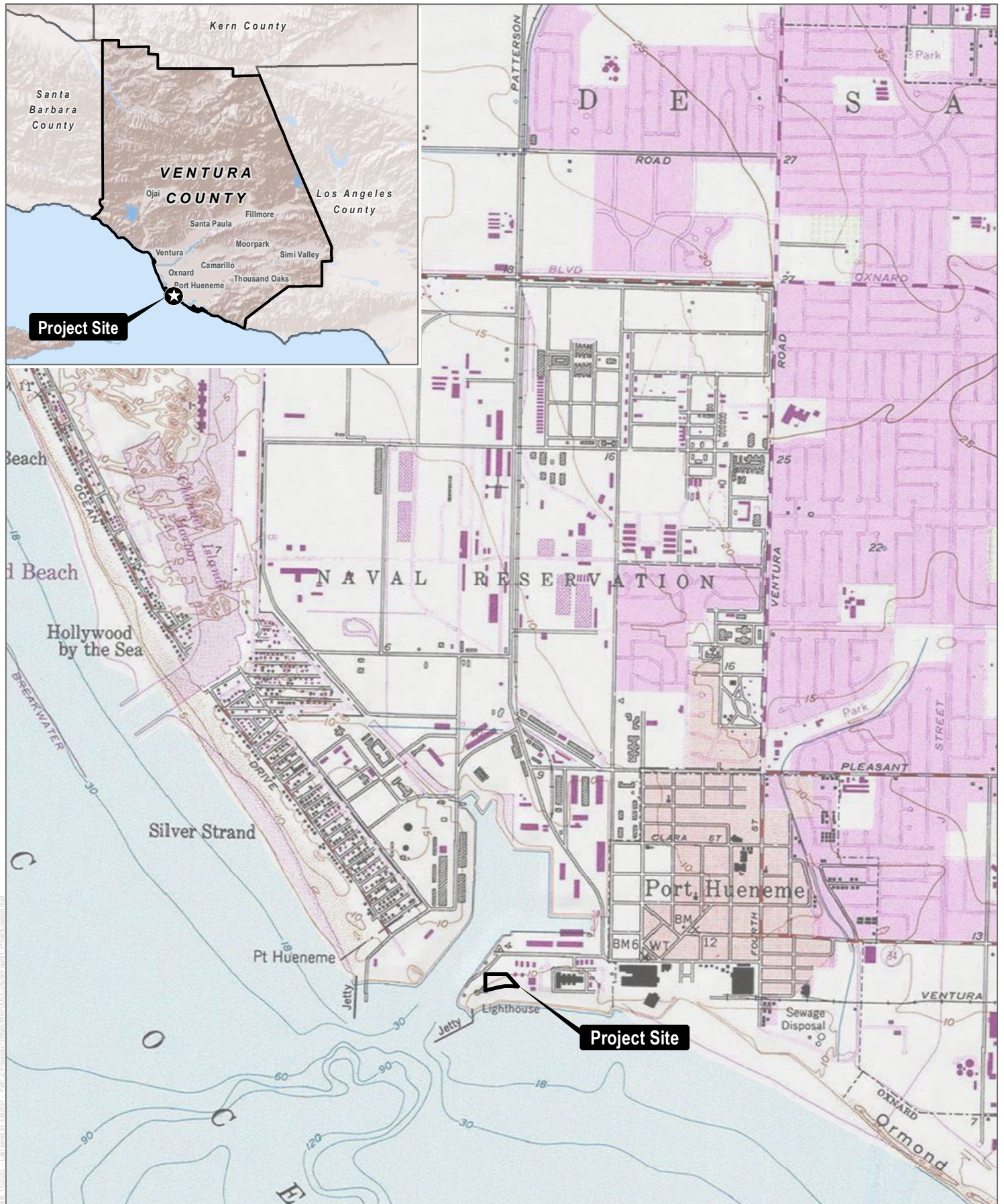
In addition, approximately 37,514, square feet of existing impervious surfaces would be demolished.

Project Construction

Construction would involve site improvements, principally grading and paving an area of approximately 1.5 acres from which the seven buildings are demolished and removed.

Post Construction Use

No new uses or increased capacity of use is proposed as part of this project. The project would enable the Port to more efficiently process existing operations and market driven increases in goods movements through the port by providing flexible, open, backlands space.



SOURCE: USGS Topological Survey, 7.5-Minute Series, Oxnard Quadrangle

FIGURE 1

Project Location

Former Navy Property Restoration

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 Project Site Boundary



SOURCE: Sanborn 2020

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0 50 100 Feet

FIGURE 2
Project Site

Former Navy Property Restoration Project

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1.3 Built Environment Study Area

The Built Environment Study Area (study area) for the proposed project is illustrated on Figure 3, Built Environment Study Area. To establish an appropriate project study area under CEQA all potential project-related impacts that could result in a substantial adverse change in the significance of a known or unknown historical resource should be considered. Project construction and implementation activities are considered a substantial adverse change if they would cause physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired (14 CCR 15064.5). Current professional practice commonly groups activities that could cause a substantial adverse change to historical resources into direct and indirect impact considerations. Direct impact considerations are commonly linked to physical project construction activities including, but not limited to, demolition, construction-related ground borne vibration, and property takes. Impact considerations commonly considered indirect are largely related to potential post-construction effects of a project that is near a historical resource, such as noise, shadow, or visual effects, depending on the circumstances.

As such, the study area consists of the geographic area, within or adjacent to, a proposed project boundary that directly or indirectly may experience changes in the character or use of historical resources as a result of construction and/or implementation of the project, as defined by CEQA. The determination of the study area is influenced by a project's planned activities or setting, the scale and nature of the project, and the different kinds of impacts (direct or indirect) that may result from the project. As such, the study area for this project includes the proposed project site, as described in Section 1.1, Project Location, and the associated and adjacent buildings comprising the Port Hueneme Light Station (Figure 3, Built Environment Study Area: Port Hueneme Light Station). A description of the proposed project's study area boundaries and the methodology used to delineate those boundaries are detailed below.

1.3.1 Built Environment Study Area Delineation

To understand the potential for impacts to historical resources for the proposed project, Dudek established a study area consisting of the proposed project site's outer boundary and any adjacent buildings to gather information on buildings older than 45-years that might sustain direct and/or indirect effects as a result of the proposed project. Dudek cultural resources staff conducted a desktop survey of all properties within the study area and then consulted the results of the CHRIS record search (Section 2.1) and the BERD (Section 2.2) to determine if the study area contained any properties that have been previously identified or evaluated as historical resources (individually or as part of a historic district). Finally, staff reviewed the current project plans to determine where potential impacts could occur, both on-site and potentially at adjacent historic properties such as noise, alterations to setting, visual effects, and potential construction-related vibration effects.

The records search indicated that a single listed historical resource, the Port Hueneme Lighthouse (P-56-152840), is located adjacent to the project site and therefore requires consideration in the built environment study area (see Section 2.1.2, Previously Recorded Cultural Resources, for more information). For this reason, the Port Hueneme Lighthouse is included in the study area and is addressed throughout this report.

Dudek conducted additional desktop research through ParcelQuest, Google Earth Pro, the University of California, at Santa Barbara (UCSB) historic aerial photograph database, and Nationwide Environmental Title Research (NETR) to assess potential effects to properties adjacent to the project site that were more than 45-years of age at the time of

survey (ParcelQuest 2022, Google Earth Pro 2022, UCSB 2022, and NETR 2022). This additional research identified seven (7) buildings that were constructed more than 45-years ago and appear to be associated with the Port Hueneme Lighthouse. This collection of buildings is referred to as the Port Hueneme Light Station throughout this report. The Port Hueneme Light Station is a multi-component site. The results of the preliminary desktop survey concluded that the Port Hueneme Light Station, which contains buildings and structures over 45 years of age, requires formal recordation and evaluation as part of this study. The following buildings within the study area are not of historic age: Shed (Building 432, c. 1985), Seawater Intake System Building (Building 444, c. 2010), and Stellar Biotechnologies Building (Building 452, c. 452) were included in the study area due to their close proximity to both the proposed project site and the Lighthouse. Therefore, the study area encompasses the following buildings listed below in Table 1, Buildings within the Built Environment Study Area. Construction and implementation of the proposed project will result in demolition of seven buildings within the study area. The buildings within this study area are considered to form the Port Hueneme Light Station property. As part of this report, the buildings comprising the Port Hueneme Light Station were recorded and evaluated as a multi-component site under NRHP, CRHR, and local designation criteria (see Section 4, Results of Identification and Evaluation Efforts).

Table 1. Buildings within the Built Environment Study Area

USCG Building Number	Building Name	Year Built	Located within the Project Site?
416	Keepers' Residence	c. 1939	Yes
422	Garage (associated with Buildings 416 and 428)	c. 1939	Yes
428	Keepers' Residence	c. 1939	Yes
440	Lighthouse	1941	-
448	Barracks/Mess Hall	c. 1943	-
400	Keepers' Residence	1961	Yes
406	Garage (associated with Buildings 400 and 408)	1961	Yes
408	Keepers' Residence	1961	Yes
404	Building 404	c. 1978	Yes
432	Shed	c. 1985	-
444	Seawater Intake System	c. 2010	-
452	Stellar Biotechnologies Building	2019	-

-  Project Site Boundary
-  Built Environment Study Area Boundary
-  Building Footprints

- 416 - Keepers' Residence (c.1939)
- 422 - Garage-1 associated with buildings 416 and 428 (c.1939)
- 428 - Keepers' Residence-1 (c.1939)
- 440 - Lighthouse (1941)
- 448 - Barracks/Mess Hall (c.1943)
- 400 - Keepers' Residence (1961)
- 406 - Garage associated with buildings 400 and 408 (1961)
- 408 - Keepers' Residence (1961)
- 404 - Building 404 (c.1978)
- 432 - Shed (c.1985)
- 444 - Seawater Intake System (c.2010)
- 452 - Stellar Biotechnologies Building (2019)



SOURCE: Sanborn 2020

FIGURE 3
Built Environment Study Area
 Former Navy Property Restoration Project

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1.4 Project Personnel

The associated fieldwork was conducted by Dudek Architectural Historian Andrew Bursan, MCRP, and this report and property significance evaluation was prepared by Dudek architectural historians Adrienne Donovan-Boyd, MSHP, Fallin Steffen, MPS, and Erin Jones, MA, and reviewed by Senior Architectural Historian/Historic Built Environment Team Leads Sarah Corder, MFA and Kathryn Haley, MA. Resumes for key personnel are provided in Appendix B, Preparers' Qualifications.

1.5 Regulatory Setting

1.5.1 Federal

1.5.1.1 National Register of Historic Places

While there is no federal nexus for this project, buildings within the study area were evaluated in consideration of NRHP designation criteria. The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service, under the U.S. Department of the Interior, the NRHP was authorized under the National Historic Preservation Act, as amended. Its listings encompass all National Historic Landmarks, as well as historic areas administered by the National Park Service.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. For a property to be listed in or determined eligible for listing, it must be demonstrated to possess integrity and to meet at least one of the following criteria:

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

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

Integrity is defined in NRHP guidance, "How to Apply the National Register Criteria," as "the ability of a property to convey its significance. To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity" (USDOL 1995). NRHP guidance further asserts that properties be completed at least 50-years ago to be considered for eligibility. Properties completed fewer than 50-years before evaluation must be proven to be "exceptionally important" (criteria consideration to be considered for listing).

1.5.2 State

1.5.2.1 California Register of Historical Resources

In California, the term “historical resource” includes but is not limited to “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” (California Public Resources Code Section 5020.1[j]). In 1992, the California legislature established the CRHR “to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” (California Public Resources Code Section 5024.1[a]). The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below. According to California Public Resources Code Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains “substantial integrity,” and (ii) meets at least one of the following criteria:

- A. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- B. Is associated with the lives of persons important in our past.
- C. 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.
- D. Has yielded, or may be likely to yield, information important in prehistory or history.

In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50-years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

1.5.2.2 California Environmental Quality Act

As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological, historical, and tribal cultural resources:

California Public Resources Code Section 21083.2(g) defines “unique archaeological resource.”

- E. California Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5(a) define “historical resources.” In addition, CEQA Guidelines Section 15064.5(b) defines the phrase “substantial adverse change in the significance of an historical resource.” It also defines the circumstances when a project would materially impair the significance of a historical resource.
- F. California Public Resources Code Section 21074(a) defines “tribal cultural resources.”

- G. California Public Resources Code Section 5097.98 and CEQA Guidelines Section 15064.5(e) set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
- H. California Public Resources Code Sections 21083.2(b)–(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

Under CEQA, a project may have a significant effect on the environment if it may cause “a substantial adverse change in the significance of an historical resource” (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[b]). A “historical resource” is any site listed or eligible for listing in the CRHR.

The term “historical resource” also includes any site described in a local register of historic resources or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code Section 5024.1[q]).

CEQA also applies to “unique archaeological resources.” California Public Resources Code Section 21083.2(g) defines a “unique archaeological resource” as any archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- 1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- 2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- 3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

All historical resources and unique archaeological resources—as defined by statute—are presumed to be historically or culturally significant for the purposes of CEQA (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[a]). A site or resource that does not meet the definition of “historical resource” or “unique archaeological resource” is not considered significant under CEQA and need not be analyzed further (California Public Resources Code Section 21083.2[a]; CEQA Guidelines Section 15064.5[c][4]).

Under CEQA a significant cultural impact results from a “substantial adverse change in the significance of an historical resource [including a unique archaeological resource]” due to the “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (CEQA Guidelines Section 15064.5[b][1]; California Public Resources Code Section 5020.1[q]). In turn, the significance of a historical resource is materially impaired when a project:

- 1. Demolishes or materially alters 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 California Register; or

2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in a historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

1.5.3 Local – City of Hueneme

1.5.3.1 Port Hueneme Municipal Code

Article VI, Section 3 – Flood Plain of the Port Hueneme Municipal code defines a ‘Historic Structure’ as a building or structure that is (Section 6046 – Definitions):

- a. Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- b. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- c. Individually listed on the inventory of historic places maintained by the California Office of Historic Preservation and the Secretary of the Interior; or
- d. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified by the California Office of Historic Preservation and by the Secretary of the Interior.

1.5.3.2 Port Hueneme General Plan 2045

The Port Hueneme General Plan 2045 was adopted in September 2021 and provides policies, actions, and guidance for growth in the City through the year 2045. Specifically, the Land Use and the Conservation and Open Space Elements provide guidance for the management of historic resources in the City.

Land Use Element

The Land Use Element of the Port Hueneme General Plan 2045 offers strategies for balancing the preservation of Port Hueneme’s character with proposals for new development by defining the “... land use designations, including uses, densities, intensities, and the Land Use Map that guides development in the City (City of Port Hueneme 2021: p. 2-1).”

Land Use Goal 1 seeks to continue existing land uses within the City that “create and sustain a strong, viable economic base for the City. The Port Hueneme Light Station is specifically addressed under *Policy LU-11* stating that the City will “Preserve and sustainably utilize historic resources, with special attention given to the mature trees and museum on Market Street, the Lighthouse, and the Bard Mansion (p. 2-8).”

Conservation and Open Space Element

The Conservation and Open Space Element establishes Goal 8: Maintenance and enhancement of the City’s historic and cultural resources, which is intended to protect and maintain Port Hueneme’s historic and archaeological resources. The policies introduced under this goal seek to ensure the proper protection and management of the City’s historic resources in the future. COS policies 8-1 through COS 8-4 pertain specifically to built environment resources (City of Port Hueneme 2021: pp. 5-14, 5-14).

- COS 8-1** Identify, designate, and protect facilities of historical significance.
- COS 8-2** Retain and protect areas of significant historical value for education and scientific purposes.
- COS 8-3** Ensure that developments adjacent to a place or structure found to be of historic significance are designed so that the use and architectural design protect the visual setting of the historical site.
- COS 8-4** Support the Ventura County Cultural Heritage Board in identifying and preserving Ventura County’s heritage.

2 Research and Field Methods

This section summarizes Dudek's efforts to identify cultural resources in the study area.

2.1 California Historical Resources Information System Records Search

To identify historic properties located within the study area that might be affected by the proposed project, Dudek defined a study area that includes the proposed project site and a 0.25-mile buffer to identify previously recorded resources and cultural reports near the proposed project site. On January 12, 2022, Dudek conducted a search of the CHRIS at the South Central Coast Information Center, located on the campus of California State University, Fullerton. The search included any previously recorded cultural resources and investigations within a 0.25-mile radius of the project site. The CHRIS search also included a review of the NRHP, the CRHR, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. Confidential Appendix C provides the records search results maps and a complete bibliography of all prior cultural resource studies occurring within 0.25-mile of the proposed project site.

2.1.1 Previous Technical Studies

Results of the cultural resources records search show that thirteen (13) previous cultural resource studies have been conducted within the records search area between 1980 and 2012. Of these, four (4) studies, VN-00236, VN-02684, VN-02978 and VN-03124, are mapped as overlapping the proposed project site. Table 2, below, summarizes all thirteen (13) previous cultural resources studies, followed by brief summaries of reports relevant to Built Environment Resources, that overlap the proposed project site: VN-02684, VN-02978 and VN-03124.

Table 2. Previously Conducted Cultural Resources Studies within the 0.25-mile Buffer

Report No.	Authors	Year	Title	Proximity to Proposed Project Area
VN-00236	Horne, Stephen	1980	Final Report: Onshore Cultural Resources Assessment, Union Oil Company Platform Gina and Platform Gilda Project Federal Lease Ocs P-0202 and P-0216, Offshore Southern California	Overlaps
VN-00715	Anonymous	1988	Draft Environmental Assessment Channel Islands Harbor Maintenance Dredging Six-year Program, Ventura County, California	Outside
VN-01584	MacFarlane, Heather	1994	Letter Report of Cultural Resources Investigations Underwater Remote Sensing Survey for the Us Army Corps of Engineers, La District Environmental Planning Division	Outside

Table 2. Previously Conducted Cultural Resources Studies within the 0.25-mile Buffer

Report No.	Authors	Year	Title	Proximity to Proposed Project Area
VN-02027	Uribe and Associates, William Self Associates	1998	Historic and Archaeological Resources Protection (HARP) Plan for the Years 1998-2003 for Naval Construction Battalion Center, Port Hueneme Ventura County, California	Outside
VN-02436	Dolan, Christy	2004	Final Report: Evaluation of National Register of Historic Places Eligibility for Portions of Naval Base Ventura County, Port Hueneme Site, Port Hueneme, California	Outside
VN-02437	Dolan, Christy and Hirsch, Jennifer	2005	Final Report: Evaluation of National Register of Historic Places Eligibility for Nine Buildings on Naval Base Ventura County, Port Hueneme Site, Port Hueneme, California	Outside
VN-02684	Baker, Cindy L. and John Dougherty	2003	National Register of Historic Places Evaluation of Port Hueneme Lighthouse, Ventura County, California	Overlaps
VN-02922	Connors, Capt. C.B.	2008	Navy Plans to conduct maintenance dredging, beach replenishment, and a Confined Aquatic Disposal (CAD) project, in partnership with the Oxnard Harbor District, at the Army Corps of Engineers maintained Turning Basin adjacent to Naval Base Ventura County	Outside
VN-02978	Sharpe, Jim and Durio, Lori	2004	Groundwater Recovery Enhancement and Treatment (GREAT) Program, Cultural Resources Inventory Report	Overlaps
VN-03002	Connors, C.B.	2006	Draft Programmatic Agreement among the Commander Navy Region Southwest, The Commanding Officer, Naval Base Ventura County, and the California SHPO Regarding Navy Undertakings Within Ventura County, California	Outside
VN-03008	Baloian, Mary Clark and Randy Baloian	2003	Archaeological Monitoring and Discovery Treatment Plan for Proposed AT/FP Measures at the Naval Construction Battalion Center Port Hueneme and Naval Air Station Point Mugu Naval Base Ventura County	Outside
VN-03079	Pumphrey, Michael, Davis, Shannon, Wright, Catherine, Stringer-Bowsher, and Ghabhlain, Sinead	2010	Integrated Cultural Resources Management Plan for Point Mugu and Port Hueneme, Naval Base Ventura County, CA	Outside
VN-03124	McPherson, J.W.	2012	Point Hueneme Lighthouse, decommissioning of the Fresnel lens	Overlaps

C. Baker and J. Dougherty. 2003. *National Register of Historic Places Evaluation of Port Hueneme Lighthouse* (Report No. VN-02684)

This NRHP nomination form documents an evaluation of the historic Lighthouse and associated buildings. The purpose of the assessment was to evaluate the Port Hueneme Light Station for inclusion in the NRHP and does not include an evaluation of the property for CRHR. The nomination form documents the Light Station including the Port Hueneme Lighthouse and two c. 1939 keeper's quarters [Buildings 416 and 428]. The report concluded that the Port Hueneme Lighthouse appears eligible for listing in the NRHP under the NRHP Multiple Property Documentation (MPD) form for Light Stations of the United States and NRHP MPD Form for Light Stations of California under Criterion A for its association with the development of import-export trade in Southern California and under Criterion C as the only example of an Art Moderne-style Lighthouse in California. In addition to the Lighthouse, the nomination also addresses the two c. 1939 keeper's quarters concludes that due to a loss of integrity of setting and feeling, they do not appear eligible for listing on the NRHP. The fog signal structure is also not eligible due to its modern construction. An accompanying DPR form set form set was prepared by Tracy Bakic in 2003 in conjunction with the nomination form which recorded the Historic Port Hueneme Light Station but did not include a formal evaluation under NRHP or CRHR criteria (Bakic 2003).

The nomination form included the following significance assessment of the Lighthouse and the two c. 1939 keeper's quarters (C. Baker and J. Dougherty 2003: p. 8-3):

The Port Hueneme Light Station was constructed by the United States Coast Guard in 1941 to replace the original 1874 Point Hueneme Light Station that provided an important navigational aid to the frequently fog-choked entrance to Santa Barbara Channel. The lighthouse was constructed as part of the creation of the Port Hueneme harbor, the only deep-water port between Los Angeles and San Francisco. This port greatly enhanced the import-export economy of the region, and the light was crucial to its successful operation. As a result, the lighthouse appears to meet Criterion A as a significant structure. The lighthouse is an excellent representative example of the Art Moderne lighthouse design used by the Coast Guard on the Pacific Coast during the 1930s and early 1940s and, is the only one of its kind in California; as such, it appears to meet Criterion C as a significant structure. The lighthouse retains its integrity of location, materials, association, design, and workmanship, although its integrity of setting and feeling have been compromised by surrounding development since 1941, the lighthouse's date of construction and period of significance. As a result, the lighthouse appears to be an historical resource eligible for listing in the National Register of Historic Places under the nationwide Multiple Property NRHP Form for U. S. Lighthouses and Multiple Property NRHP Form for Light Stations of California.

Alterations to the two c. 1939 keeper's quarters originally associated with the lighthouse have greatly compromised their integrity of design, materials, and workmanship. Nearby development has destroyed their integrity of setting and feeling from the time of their construction. As a result of this loss, the keepers' quarters do not appear to be eligible for listing on the National Register of Historic Places. Also, the fog signal structure is a modern building and not eligible for listing on the National Register.

Sharpe, J. and L. Durio. 2004. Groundwater Recovery Enhancement and Treatment Program (GREAT), Cultural Resources Inventory Report (Report No. VN-02978)

The purpose of the Cultural Resources Inventory report was to assess the potential impacts the proposed GREAT program would have on known and unknown historical and archaeological resources. The survey identified two prehistoric sites (CA-VEN-666 and CA-VEN-726) and six historic sites (P-56-150013, P-56-150014, P-56-150020, P-56-150023, P-56-150028 and P-56-150029) previously recorded sites within the APE. It was determined that the proposed project would not have adverse effects on known site CA-VEN-666 because it was previously described as a “non-site” and archaeological monitoring would be required for CA-VEN-726. Mitigation recommendations included avoidance of several cultural resources as well as expanded cultural monitoring of any ground disturbance.

Lieutenant Commander J. W. McPherson. 2012. Letter Report on the Decommissioning of the Fresnel Lens at Point Hueneme Lighthouse (Report No. VN-03124)

The letter report documents correspondence between Lieutenant Commander J. W. McPherson and California State Parks Office of Historic Preservation, Ed Carroll about the proposed decommissioning of the historic Fresnel Lens at the Lighthouse that overlaps the current proposed project site. The purpose of the report was to determine any adverse effects of the proposed removal and relocation of the historic Fresnel lens within the Port Hueneme lantern room to the Lighthouse museum, located on site. The letter report was submitted and SHPO concurred with the finding of eligibility in relation to the Lighthouse and as the project work would be confined within the Lighthouse, agreed that no adverse effects on any historic structure or archaeological resources would occur.

The letter report included the following significance assessment (McPherson 2012: 4):

While Point Hueneme Light Station is not listed on the National Register of Historic Places (NRHP), it is assumed to be eligible for the NRHP, due to its Moderne architectural style (unique among California lighthouses) and its importance to the history of maritime navigation on the California coast. USCG is currently preparing nomination paperwork for the lighthouse. The historic Light Station included, in addition to the lighthouse, a fog signal building (replaced with a modern structure in 1998), at least two sets of quarters, and several other structures supporting USCG and Navy use of the property. The USCG now retains only the existing lighthouse and modern fog signal, as the USCG transferred this parcel, with the exception of the lighthouse and fog signal, to the Navy in 1974. Subsequently, the Navy transferred the land as a part of a 33-acre disposal to the Oxnard Harbor District in 1997. At present, the land underlying and surrounding the lighthouse and fog signal is owned by the city of Port Hueneme through the Oxnard Harbor District

2.1.2 Previously Recorded Cultural Resources

The CHRIS records search indicates that two (2) cultural resources have been previously recorded within at least approximately 0.25-mile of the proposed project site, one of which overlaps the proposed project site, and one adjacent. The only Built Environment resource recorded within the 0.25-buffer is the Port Hueneme Light Station. Table 3, below, documents the two (2) cultural resources within the proposed project site, followed by a brief summary of the reports.

Table 3. Previously Recorded Cultural Resources within the 0.25-Mile Buffer

Primary	Trinomial	Resource Name	Resource Type/Age	NRHP/CRHR Eligibility Status Code	Attributes	Proximity to Proposed Project Area
P-56-000663	CA-VEN-000663	Van Valkenburgh	Site/Prehistoric	None	AP15 Habitation debris	Overlaps
P-56-152840	—	Historic Port Hueneme Light Station	Building/Historic	3D	HP2 Single family property; HP3 Multiple family property HP4 Ancillary building; HP11 Engineering structure; HP24 Lighthouse; HP34 Military property (historic use)	Overlaps

Status Codes: 3D = Appears eligible for NR as a contributor to a NR eligible multi-component resource through survey evaluation.

Notes: NRHP = National Register of Historic Places; CRHR = California Register of Historical Resources.

Tracy Bakic. 2003. *DPR 523 form set for the Port Hueneme Light Station (P-56-152840)*

The DPR form set prepared for the Historic Port Hueneme Light Station (the Lighthouse and associated buildings and structures) in 2003 by Tracy Bakic of PAR Environmental Services Inc. (Bakic 2003) documents a 5-acre complex of buildings consisting of the 1941 Lighthouse, the 1939 keeper's quarters, the circa 1950s barracks, as well as associated outbuildings including garages. Bakic noted the prior 1874 wood-framed Lighthouse and associated structures had been demolished. The DPR form does not include a formal evaluation of the Light Station. An accompanying NRHP nomination form was completed in conjunction with the DPR form set prepared by C. Baker and J. Dougherty in 2003 which evaluated the Port Hueneme Lighthouse and two c. 1939 keeper's quarters buildings (C. Baker and J. Dougherty 2003).

The following text pertaining to the significance of the Lighthouse accompanied the DPR 523 form set in a summary letter prepared in 2003 by PAR Environmental Services Inc. for the U.S. Coast Guard (Bakic 2003):

The Port Hueneme Lighthouse has been determined eligible as part of a Multiple Property Listing of the National Register of Historic Places. The facility is in use as a navigational aid and actively managed by the Coast Guard. The station includes a fog signal building with attached lighthouse (1941) and a modern fog signal. The lighthouse is eligible under Criterion C as an excellent example of Art Moderne lighthouse design that reflects a construction style used for a number of twentieth century light stations. Its period of significance is 1941, its year of construction and activation.

2.2 The Built Environment Resource Directory

The Built Environment Resource Directory (BERD) files provide information, organized by county, regarding non-archaeological resources in the Office of Historic Preservation's inventory. The BERD contains information only for built environment resources that have been processed through the Office of Historic Preservation. This includes resources reviewed for eligibility for the NRHP, and the California Historical Landmarks programs through federal

and state environmental compliance laws, and resources nominated under federal and state registration programs. The BERD replaces the former Historic Properties Directory that previously provided evaluation status information for resources processed through the Office of Historic Preservation. Dudek accessed the BERD for Ventura County on June 16, 2022 and identified an entry pertaining to the Port Hueneme Light Station. According to the BERD, the Port Hueneme Light Station was most recently determined eligible following consultation with SHPO (USCG_2013_0520_001). (Appendix D) in June 2013 and presently has a CRHR status code of 2S2 (Individually determined eligible for NR by consensus through Section 106 process. Listed in the CR).

2.3 Additional Records Reviewed

In addition to reviewing the CHRIS search results and the BERD, Dudek conducted additional research to obtain prior documentation of resources within the Study Area to help ensure consistency in documenting the current status of the property as a historical resource. The following documents include coverage within the study area or pertain to past documentation efforts within the study area. These records were obtained through online searches, inquiries with state agencies, or from the Port.

Bookwalkter. 1989. *National Register of Historic Places Multiple Property Documentation Form: Light Stations of California.*

This NRHP multiple property nomination form provides a comprehensive historic context covering Maritime Transportation in California between 1840 and 1940. Given the importance of maritime transportation in California history asserted in the context section, Light Stations are identified as an associated property type. The document provides registration requirements and an overview of common light station components, associated construction methods, architectural styles, physical condition, and physical setting.

Clifford. 2002. *National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States.*

This nomination form provides a comprehensive historic context covering the history and management of light stations throughout the United States beginning in 1789 through 2003. The document provides a broad overview of Lighthouse construction including tower and foundation types, common light station components (ancillary buildings and structures), regional adaptations and variations, site placement, and commonly employed architectural styles. The document also provides parameters for registration requirements, a hierarchy of character-defining features, a guide to assessing integrity and determining significance for this unique resource type.

Carol Roland-Nawi PhD., State Historic Preservation Officer. 2013. Section 110 Consultation for National Register of Historic Places Eligibility Determination for Port Hueneme Light, Ventura County (USCG_2013_0520_0001)

This letter confirms SHPO's concurrence with the US Coast Guard recommendation that the Port Hueneme Lighthouse is eligible for the NRHP under criteria A and C at the local level of significance under the *Light Stations in the United States* MPD.

Ventura County Cultural Heritage Board Staff. 2019. *Ventura County Historical Landmarks and Points of Interest*.

In 1980, the Lightworks in the Hueneme Lighthouse were designated as a Ventura County Historical Landmark. The lightworks were manufactured in 1897 in France and is composed of six handmade lens panels designed for an oil lantern and operated by timing gears and weights. It was originally installed in 1874 at the original Point Hueneme Lighthouse. In 1925, the light was electrified. In 1940 the original Lighthouse was moved and the Lightworks was moved into the 1941 Port Hueneme Lighthouse.

EZ Studio Inc. 2022. Port Hueneme Light Station Structural Evaluation and Assessment Report. 2022.

In 2022, EZ Studio Inc. was obtained to perform a structural evaluation and assessment of the existing residential & shop building located within The Port of Hueneme, CA. The structures, which are the basis for this report, are located adjacent to the Port of Hueneme Lighthouse (Appendix E).

2.4 Building Development and Archival Research

Historical Aerial Photographs

Dudek consulted historical aerial photographs through the Nationwide Environmental Title Research, LLC (NETR) to better understand any modern changes to the proposed project site and surrounding properties over time. All sources consulted are further discussed below for all available years.

Historical Aerials reviewed are available for the years 1929, 1945, 1947, 1959, 1962, 1966, 1970, 1975, 1982, 1984, 1985, 1994, 2001, 2005, 20010, 2012, 2014, 2016 (NETR 2022, UCSB 2022).

Table 4. Historical Aerial Photograph Review of Proposed Project Area

Year	Description
1929	The proposed project site is undeveloped, adjacent to the beach. A road runs east to west across the northern edge of the proposed project site. It leads to a complex of buildings to the west, likely the original Lighthouse and associated structures. A trail is visible leading from the original Lighthouse to the west.
1945	The channel for Port Hueneme is now west of the study area. Three buildings are visible to the northwest of the proposed project site (Buildings 422, 428, 416). Sidewalks connect the three buildings. The structures are laid out in a triangle formation, with one northernmost structure and two parallel, south. Additionally, a sidewalk is angled southwest from the most southwestern structure. This leads to the newly constructed Port Hueneme Lighthouse (Building 440), which is just southwest of the three buildings. Landscaped areas are evident around the buildings. An angled drive leads to the north side of the Lighthouse (Building 440), ending in a curricular parking area. Two buildings (the southern one is Building 448) are located northwest of the Lighthouse and several smaller structures are along the southern shore. A jetty now projects from the point just south of the Lighthouse. The eastern portion of the proposed study area is undeveloped.

Table 4. Historical Aerial Photograph Review of Proposed Project Area

Year	Description
1947	The three structures and paved areas are unchanged. All but one of the small buildings to the south are no longer extant. The area to the east remains undeveloped, but now appears to be an agricultural field with a dirt road running north to south.
1959	The three structures in the previous aerials are unchanged; an additional wider paved pathway was added between the northernmost structure and the two parallel southern structures, running north/south and east/west, essentially a "plus sign." The area appears to be well landscaped with sidewalks crossing over planted areas. The area east of the structures is open field. A large development is to the east of the Lighthouse (beyond the study area).
1962	The three structures and paved areas in the previous aerials are unchanged. The open area to the east has been developed with three additional buildings (Buildings 404, 406, and 408), in the same formation as the first three, one north and two parallel, in a line, south of the first. Each structure lines up with the original structures noted in the 1945 aerial. The area surrounding the new structures is graded, and a new road cuts southwest, south of the original three, toward the Lighthouse. There are angled sidewalks between the two southern structures and the northern one. The northern of the two structures to the northwest of the of the Lighthouse is no longer extant (Building 448 remains). The southeastern-most portion of the proposed project site is undeveloped except for a possible north to south trending road or path.
1966	Landscaping appears to have filled into the south of the new building group (Buildings 404, 406, and 408). A helicopter landing pad appears to the north of the six structures. The area to the north of the Lighthouse appears to have been landscaped where the building was demolished.
1970	No significant changes to the proposed study area
1975	A paved drive has been added between the two northern structures. Landscaping changes to the north of the buildings are evident and the helicopter landing area is no longer visible. No other significant changes are apparent.
1982	A new structure (Building 404) has been added to the proposed project site, south of the new structures noted in 1962. It is slightly larger and squarer in shape, positioned as the bottom point of a diamond shape layout of structures. There is a road that runs east/west just south of the new structure. There are currently ten visible structures within proposed project site.
2001	A large, paved road has been added along the east boundary of the proposed study area angled northwest. The area between the structures and the paved road is graded, with a paved section north of the most eastern structure. No other significant changes are evident.

2.5 Field Survey

2.5.1 Methods

Dudek Architectural Historian Andrew Bursan, MCRP, conducted an intensive survey of the built environment study area on January 4, 2022. Mr. Bursan meets the Secretary of the Interior's Professional Qualification Standards for architectural history. The survey entailed walking around the building exteriors of each of the two properties in the project site, documentation with notes and photographs, specifically noting character-defining features, spatial relationships, observed alterations, and examining any historic landscape features on the properties. All field notes, photographs, and records related to the current study are on file at the Dudek office in Pasadena, California.

2.5.2 Results

From the field survey, Dudek identified one property, the Port Hueneme Light Station, which contains buildings and structures over 45 years of age that require formal recordation and evaluation as part of this study. Section 4, Results of Identification and Evaluation Efforts, provides significance evaluation under the NRHP and CRHR criteria. The complete DPR 523 form set is provided in Appendix A to this report.

3 Historical Overview

The following historic context chronicles the pertinent information related to the history and contextual development of Port Hueneme. The following sections (3.1 through 3.3) contain sections of text presented verbatim in their entirety from multiple relevant documents including the *National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States* (Clifford 2002), the *National Register of Historic Places Registration Form for the Port Hueneme Lighthouse* (C. L. Baker and J. Dougherty 2003), and the *DPR 523 form set for the Port Hueneme Light Station* (Bakic 2003). References to figures, footnotes, and parenthetical citations within these sections of quoted text have been retained, however, they do not correspond to the Project Figures, the Exhibits, or the references presented throughout the remainder of this document and in the sources cited in Section 7, References (C.L. Baker and J. Dougherty 2003: pp 8-1 – 8-3; Clifford 2002: pp. 51-53; Bakic 2003: pp. P1-P2).

3.1 Development of Light Stations on the West Coast

The following text pertaining to the development of Light Stations along the West Coast of the United States is presented verbatim in its entirety from *National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States* (Clifford 2003: pp. 51-53).

West Coast

Prior to the building of the transcontinental railroad in 1869, the west coast of the United States was dependent upon maritime transportation for its connection to the rest of the world. North-south railroad links were not completed until 1887. Even road networks were not sufficiently developed until well into the 20th century. With this heavy dependence on water shipping, it is not surprising lighthouses were relatively early developments for the west coast.

Francis A. Gibbons of Baltimore, in addition to building Love Point Lighthouse (1872), and repair work on Point Lookout (1830) and Sharps Island (1838) lighthouses in Maryland, also built Bodie Island Lighthouse (1847), North Carolina, and Egmont Key Lighthouse (1848), Florida. Pleasonton said, Gibbons “has done some work very faithfully for us.” Gibbons most ambitious lighthouse endeavor, however, was obtaining a contract in partnership with Francis X. Kelly in 1852 to construct the first eight lighthouses on the West Coast of the United States. They obtained a bark appropriately named Oriole, acquired materials and laborers, and sailed for the West Coast. Despite the wrecking of Oriole at the mouth of the Columbia River, these two Marylanders completed all eight lighthouses by 1856. 118

The first lighthouses on the west coast, designed at about the same time as the one at Blackistone Island (1851), Maryland, were intended to use the Argand lamp and parabolic reflector lighting system. The masonry tower rose from the foundation, through the center of the dwelling and through the roof. The towers of the eight lighthouses were each substantial enough to stand by themselves. The lanterns were not, however, of a proper size to support the recently adopted Fresnel lens. The District Inspector, Major Hartman Bache, was a pragmatic person, and solved the problems in different ways. At Farallon Islands, he tore down and rebuilt the lighthouse to receive a first-order lens. At the Point Loma Lighthouse (1855)

in San Diego, California, he decided to use the smaller third-order lens. But even with the smaller and lighter lens, he had to have the tower strengthened by increasing the thickness of the domical arch (the ceiling of the tower) to support a third order lens. 119 Many later West Coast light towers were integral to the fog signal building. Examples include Point Sur Lighthouse (1889), California; and Coquille River Lighthouse (1896) and Cape Arago Lighthouse (1934), both in Oregon.

Steel, in concrete structures, provides the tensile properties concrete lacks. Most major reinforced concrete towers are found on the West Coast where they are best adapted to the dangers of earthquake damage. Examples include Point Arena (1908) and Point Arguello Lighthouse (1934), both California. A series of art-moderne reinforced concrete lighthouses were built along the Alaska coast in the 1920s and 1930s, replacing earlier deteriorated wooden structures. 120 Examples include Cape Decision (1932), Cape Hinchinbrook (1934), Cape Spencer (1925), Cape St. Elias (1916), Five Finger Islands (1935), Point Retreat (1923), Sentinel Island (1935) and Tree Point (1935).

On the west coast, a number of lighthouses have been placed where coasting traffic makes a course change or leaves the coast. These are major lights, usually of the first order. Cape Mendocino (1868) in northern California was a turning point for both north and southbound traffic. This light was particularly important because it also guards vessels against nearby dangerous waters. Point Sur (1889) and Piedras Blancas (1879) are two lighthouses marking the point for departure or return to the coast, depending on the direction in which the vessel is traveling.

The west coast has several lighthouses built just offshore on rocks that are serious hazards to navigation. Tillamook (1881), Oregon, and St. George (1892), California, are two such lighthouses, and they were difficult and expensive to build because of their offshore location and rough seas. Tillamook served as a warning of the rock and as a guide to the Columbia River. St. George, on an offshore reef, guarded ships against a larger area of rocks and shoals.

3.2 Development of the Study Area

The following text is presented verbatim in its entirety from *National Register of Historic Places Registration Form for the Port Hueneme Lighthouse* prepared by C. L. Baker and J. Dougherty of PAR Environmental Services, Inc. in 2003. (C. Baker and J. Dougherty 2003: pp. 8:1-8:3).

Introduction

As long as there have been ships upon the seas, navigational aids have been part of the human endeavor. In the centuries before air travel, nations relied upon the safe passage of ships, including the United States. Congress passed the Lighthouse Act of 1789 to take responsibility for building and operating such aids along its coasts. Since then, the government has constructed over a thousand lighthouses, hundreds of fog signals and almost 200 floating light signals. The government created a specialized Lighthouse Board in 1852, which became the Bureau of Lighthouses in 1910. These early years make up the period of the Lighthouse Service, which merged with other federal maritime agencies in c. 1939 to establish the U.S. Coast Guard (United States Department of the Interior [USDI], National Park Service [NPS] 2002:2).

The United States Coast Guard (USCG) Port Hueneme Light Station grounds are located at the southern side of the Port Hueneme, Oxnard Harbor District basin entrance. The Port Hueneme Lighthouse is situated at the north side of the east entrance to the Santa Barbara Channel. The signal is important to navigation through the channel, which is typically fog-bound from July through October when inland temperatures rise. The port is the only deep-water port between Los Angeles and San Francisco and is important for foreign trade. The lighthouse grounds encompass an approximately five-acre area that includes extant USCG-built structures dating from circa 1938 to 1964. Historically, the Light Station grounds were located at the west end of the USCG Point Hueneme Reservation. With the formation of the Oxnard Harbor District in 1937 and the opening of the Port of Hueneme in 1940, the USCG facility officially became known as the Port Hueneme Light Station. In the 1970s the USCG Light Station was part of property transferred from USCG to the US Navy. In 1997 it was part of 33 acres of Naval property transferred to Oxnard Harbor District. USCG has retained ownership of the lighthouse (Brown 2003; Marsh 2003).

Historical Context

The Santa Barbara Channel extends 63 miles along the southern California coast between Point Fermin (near San Pedro) and Point Hueneme on the north end. The channel is defined on the west and south by the San Miguel, Santa Cruz, Santa Rosa, and Anacapa islands, known collectively as the Channel Islands. Portuguese explorer Juan Rodriguez Cabrihlo was the first to sail the channel in the fall of 1542. In the following centuries, Spanish missionaries established a scattering along the coast, but the population remained low until the years following the California Gold Rush and statehood in 1849. From that year forward, the number of ships traveling the waters of the channel would continue to grow (Nelson and Nelson 1993:29).

The original Point Hueneme Lighthouse site was located on 16.14 acres of the Rancho El Rio de Santa Clara o La Colonia, purchased by the U.S. Lighthouse Service for \$17. The first lighthouse on the point was constructed in 1874 and was activated the same day as the Point Fermin Lighthouse to the south; December 15, 1874. These two Victorian-style lighthouses marked the entrances to the Santa Barbara Channel, an important shipping lane between the southern California coast and the Channel Islands. Eventually four lighthouses were established along the channel (Nelson and Nelson 1993:29, 31).

The Point Hueneme site included the keeper's dwelling, identical to those built at East Brother in Oakland, California and Point Adams, Oregon, in addition to that at Point Fermin mentioned earlier. Water for the site was drawn from artesian wells, but by 1882 the wells were impure and rainwater from the station's roofs was collected in a 10,000-gallon tank. In 1889, the original white flashing oil light on the lighthouse was changed to a fixed red light. In 1892, it was changed to an occulting white light. In 1899, the Service installed a revolving fourth order Fresnel lens made by Barbier and Benard in 1897 (which remains to the present day) (Nelson and Nelson 1993:32).

In 1900, the Lighthouse Service purchased another adjacent 30 acres of the El Rio de Santa Clara o La Colonia for \$2,000. Of the combined 46 acres at the Point Hueneme site, various parcels would be carved out and sold to private companies or transferred to the Department of the Navy over the following century. By 1922, the station consisted of the Lighthouse Service and a Navy Radio Station. The Lighthouse included the original lighthouse with keeper's dwelling. The structure

had two sets of quarters to house the two lighthouse keepers and their families. In total, the dwelling had 1350 square feet of floor space comprising a total of eight rooms. The site also included a fog signal building, a carpenter shop, two storehouses, a barn, a hollow tile oil house and a concrete oil house. The navy's radio compass station, established three years earlier, consisted of three additional buildings on a separate portion of the lighthouse reservation. In 1928, the Naval Radio Compass Station was transferred to the Lighthouse Service (Lighthouse Service 1922).

In 1925, the oil lamp in the lighthouse was replaced with an electric light and in 1933 an electric motor was installed at the lighthouse to eliminate the hand-winding of the light's clockwork (Nelson and Nelson 1993:33).

In c. 1939, work began to create a deep-water port was created near the site, which required dredging the entrance along the point. In the process, the original lighthouse had to be moved. A local yachting club purchased the lighthouse/keepers' quarters structure and moved it across the harbor, although it was later demolished. The lighthouse lantern room was removed from the building before the move and replaced in the new lighthouse under construction (Nelson and Nelson 1993:32). Port Hueneme, as it became known, remains the only deep-water port between Los Angeles and San Francisco.

To replace the housing lost by the move of the lighthouse structure, the Coast Guard built two cottages for the keeper and assistant keeper in c. 1939. These structures were actually finished before the move. The two identical cottages were designed with roughly 1,230 square feet of interior space in each unit.

With the housing in place, the Coast Guard built the present lighthouse, which is a 48-foot-tall concrete tower rising from a one-story building. The focal plane is 52 feet above sea level and was lit with the original 1874 lantern and 1899 fourth order Fresnel lens operated by the original clockworks system. The light was activated in 1941. The tower is square and rises from the rectangular building below. The structure presents an Art Moderne architectural styling that was used at other Coast Guard lighthouses built during the period, most notably the Sentinel Island Lighthouse in Alaska (Nelson and Nelson 1993:32).

By 1958, the property included a mixture of USCG and Navy structures, including the new lighthouse/fog station, the c. 1939 keepers' quarters, a wood-framed barracks/mess hall, another single-story wood-framed keepers' quarters (north of the barracks), a small wood-framed garage, pump house (converted to an electrical vault by 1960), pressure tank, paint locker, radio mast, and a United States Navy winch house (with living quarters). The additional keeper's quarters (a house built circa 1927), small garage (circa 1927) and possibly the barracks and a radio building were moved to this location in 1940s from the USCG Radio Station that was about 1,000 feet to the east; the radio station buildings were probably moved due to World War II (WWII) military usage of the eastern end of the reservation.

Between 1961 and 1962 additional keepers' quarters were constructed (two houses and a garage) and the circa 1927 house, paint locker and radio building were removed. By the 1960s, the property had a separate fog signal structure located to the west side of the Navy's winch house.

The electrical vault was removed after 1973 and the circa 1927 garage was removed after 1980. The fog signal was removed in the late 1990s and replaced with the extant metal signal that is in the same location.

The lighthouse was automated in 1972. As a result, onsite housing became unnecessary. The station was disestablished in 1973 when a new Coast Guard station was constructed at Channel Islands Harbor. Some of the land at Port Hueneme Light Station was then transferred to the Navy at that time.

At present the approximately five-acre area (Figure 4) includes the 1940 lighthouse/fog station, the c. 1939 and 1962 keepers' quarters (including garages), heavily modified barracks building, modified circa 1950s Navy winch house, and several structures built less than 35 years ago by the Navy and subsequent tenants, such as Channel Islands Marine Resource Institute (CIMRI) and Stellar Biotech (formally called ABLAB). The modern buildings include metal-clad warehouses and a "test bed" house built in the late 1970s or early 1980s by the Navy for solar studies. The access road that enters the light station area and ends at the lighthouse/fog station as a cul-de-sac was in place over 50-years ago. The center of the cul-de-sac originally included a flagpole; the flagpole was removed at an unknown date.

In 1999, the lantern room and window frames of the lighthouse were painted red during a refurbishing effort. The original lighthouse's fourth order Fresnel lens is still in use at the current Port Hueneme Lighthouse (Nelson and Nelson 1993:32). The fog signal structure uses the original single diaphone type fog signal. The Port Hueneme facility is part of the Eleventh Coast Guard District.

3.2.1 History of Buildings within the Study Area

The following text is presented verbatim in its entirety from the California DPR form completed for the Port Hueneme Lighthouse prepared by Cindy L. Baker of PAR Environmental Services, Inc. in 2003. Building dates in the following text do not all correlate with current research presented in this report. Current USCG building identification numbers in brackets have been added by Dudek (Bakic 2003: pp.P1-P2).

The United States Coast Guard (USCG) Port Hueneme Light Station grounds are located at the southern side of Port of Hueneme, Oxnard Harbor District basin entrance. The grounds encompass an approximately five-acre area that includes extant USCG-built structures dating from circa 1938 to 1964. Historically, the light station grounds were located at the west end of the USCG Point Hueneme Reservation. With the formation of the Oxnard Harbor District in 1937 and the opening of the Port of Hueneme in 1940, the USCG facility officially became known as the Port Hueneme Light Station. In the 1970s the USCG light station was part of the property transferred from the USCG to the US Navy. In 1997 it was part of 33 acres of Naval property transferred to the Oxnard Harbor District. The USCG has always retained use of the lighthouse (Brown 2003; Marsh 2003), even while relinquishing ownership of the land.

Prior to the construction of the extant lighthouse/fog station in 1940, the light station included the previous 1874 wood-framed lighthouse with incorporated keepers' quarters, a temporary fog signal building, the circa 1938 keepers' quarters (two houses and a garage) [Buildings 422, 428, and

416], an artesian well and pump house. The 1874 lighthouse was barged across the harbor in February 1940 and was razed only a few years later. By 1958, the property included the new lighthouse/fog station [Building 440], the circa 1938 keepers' quarters [Buildings 422, 428, and 416], a wood-framed barracks/mess hall [Building 448], another single-story wood-framed keepers' quarters (north of the barracks), a small wood-framed garage, pump house (the electrical vault by 1960), pressure tank, paint locker, radio mast, and a United States Navy winch house (with living quarters). The additional keepers' quarters (a house built circa 1927), small garage (circa 1927) and possibly the barracks and a radio building were moved to this location in 1940s from the USCG Radio Station that was about 1,000 feet to the east; the radio station buildings were probably moved due to WWII military use of the eastern end of the reservation.

Between 1961 and 1962 additional keepers' quarters were constructed (two houses and a garage) [Buildings 406, 408, 400] and the circa 1927 house, paint locker and radio building were removed. By the 1960s, the property had a separate fog signal structure located to the western side of the Navy's winch house; this fog signal was removed in the late 1990s and replaced with the extant metal signal that is in the same location. The electrical vault was removed after 1973 and the circa 1927 garage was removed after 1980.

At present the approximately five-acre area includes the 1940 lighthouse/fog station [Building 440], the c. 1939 and 1962 keepers' quarters (including garages) [Buildings 422, 428, and 416, 406, 408, 400], heavily modified barracks building circa 1950 [Building 448], modified circa 1950s Navy winch house, and several structures built less than 35-years ago by the Navy and subsequent tenants, such as the Channel Islands Marine Resource Institute (CIMRI) and Stellar Biotech (formerly called ABLAB). The modern buildings include metal-clad warehouses and a "test bed" house built in the late 1970s or early 1980s by the Navy for solar studies [Building 404]. The access road that enters the light station area and ends at the lighthouse/fog station as a cul-de-sac was in place over 50-years ago. The center of the cul-de-sac originally included a flagpole; the flagpole was removed at an unknown date.

3.3 Study Area Architectural Styles and Building Types

3.3.1 Architectural Style: Art Moderne (1928-1941)

According to the *National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States*, the Art Moderne architectural style was often employed in the design of *Light Stations in the United States* as demonstrated "... by the last caisson lighthouse built in the United States, Cleveland East Ledge Lighthouse (1943), Massachusetts; and Huron Harbor Lighthouse (1936), Ohio (Clifford 2003: pp. 41)."

The Art Moderne style describes a popular style of architecture that developed in the 1930s as a response to the Great Depression and as a response to the more opulent forms of the Art Deco style. While examples of the style predate the New Deal era, due to its frequent use by architects for federal projects under the New Deal 1933, the style has come to have a strong association with undertakings of the Public Works Administration (PWA). Art Moderne buildings are characterized by classical, conventional forms in line with the clean, formal Beaux Arts style which have been updated with modern stylistic elements drawn from the early 1920s Art Deco and Streamline

Moderne styles. The style was frequently employed in California in the construction of institutional buildings like public schools.

The character-defining features of the Art Moderne style include the following (Gebhard 1985: 578; Marter 2011: 147; McAlester 2013: 580):

- Basic classical balance and symmetry including horizontal proportions.
- Flat roofs usually with small ledge at roofline
- Rounded bays and projecting wings
- Use of piers in place of columns. Piers can be fluted, but generally contain no base or capitals.
- Inset windows arranged in vertical panels
- Wrap around, porthole and glass block windows
- Smooth exterior surfaces, usually stucco
- Use of relief sculpture and interior murals

3.3.2 Architectural Style: Spanish Colonial Revival (1915-Present)

According to the *National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States*, the Spanish Revival Style was often employed in the design of Light Stations in California as demonstrated “... in structures at Point Conception (1882), Point Vicente (1926), near Los Angeles, and Anacapa Light Station (1932), Anacapa Island, all in California (Clifford 2003: pp. 41).”

The Spanish Colonial Revival style has a rich history and popularity in California. The history of the style began with architectural forms originating in Spain that were carried to California during the Spanish Period. The Moors had a truly significant impact on the architectural development and heritage of Spain, when they brought with them a rich Muslim architectural tradition that was based on the Islamic patterns of architectural development seen throughout the Middle East. The combination of the Spanish and Moorish influence became known as the Hispano-Moorish (also referred to as Hispano-Moresque) architectural style. The height of Hispano-Moorish architecture in the Iberian Peninsula was from the 8th century to the 15th century and there was a significant revival during the 19th and early 20th centuries throughout Europe and the Americas (NGS 2017; Curl 2006).

During the Spanish colonial period in the late 1400s, the Spanish brought the architectural traditions known as the Hispano Moorish style to the Americas. The convergence of Christian and Islamic traditions seen in America is most often referred to as Mudèjar. The convergence of religious and architectural traditions during the Spanish Colonial period set the stage for the Spanish Colonial Revival architectural movement that gained great popularity in California following its formal debut at the San Diego Fair in 1915. Californian Architects Bertram G. Goodhue and Carleton M. Winslow helped to popularize the style well into the 1920s and 1930s, by which time the style was well represented in many coastal cities throughout California. The popularity of the style persisted well into the second half of the 20th century, spurring interest in new, offshoot styles such as the Monterey Revival and even the California Ranch House. During the 1970s and the 1980s, the style was frequently employed for commercial architecture including shopping malls and retail centers (Gebhard 1985: 573-4).

The character-defining features of the Spanish Colonial Revival style include the following (Gebhard 1985: 573-4):

- Asymmetrical façades
- Sprawling, irregular massing
- Low pitched roofs fitted with clay tiles
- Stucco walls that predominate over openings
- Limited number of openings, often deeply recessed into the wall surface and irregularly placed
- Arched entryways
- Heavy, wood entry doors with single or no light
- Decorative wrought-iron screens and details for windows, doors, balconies, and hardware
- Turned-wood grilles over windows and doors
- Relationship to outdoors through the use of French doors, terraces, courtyards and pergolas

3.3.3 Building Type: Light Tower

The following text pertaining to the Light Tower is presented verbatim in its entirety from *National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States* (Clifford 2003: p. 31).

The tower served principally as a support for the lantern that housed the light. The lantern was typically a cast-iron round, square, octagonal, or decagonal-shaped enclosure surrounded by an exterior stone or cast-iron gallery with railing. Access to the lantern at the top of the tower was via stone, wood, or cast-iron stairs which either wind around a central column or spiral along the interior sides of the tower walls (a few had straight sets of stairs which ran from landings around the tower interior). Windows in the tower were positioned to provide daylight onto the stairs. For taller towers, landings were provided at regular intervals. The top landing ended at the watch room where the keeper on duty ensured the optic was functioning properly. The lantern room above was usually reached via a ladder.

The most recognizable lighthouse type is the stand-alone tower such as Cape Hatteras Lighthouse. Lighthouses of this type come in many shapes including conical, square, octagonal, cylindrical, and even one triangular. Lighthouse towers may also be attached or integral to the keepers' dwellings, and in a few cases, fog signal buildings. Attached towers are those connected to a keeper's quarters to another structure, often by a hyphen; whereas integral towers are those structurally built into the structure with the tower extending through the roof.

3.3.4 Building Type: Keeper's Dwelling

The following text pertaining to the Keeper's Dwelling is presented verbatim in its entirety from *National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States* (Clifford 2003: p. 32).

Second in importance to the light tower, dwellings for light keepers and their families were generally, in the early days, simple 1 and 1/2-story wooden or stone structures. Since lighthouses had only one keeper, there was only one dwelling. After 1852 with the coming of the Fresnel lens and the Lighthouse Board, more keepers began to be assigned to light stations, and, of course, it became necessary to have more living accommodations. Keeper's quarters could be single, double,

triple, or even quadruple dwellings; they reflected the prevailing architectural styles, adaptations to geographical conditions, or regional tastes. Complaints by keepers concerning lack of privacy for their families finally persuaded the Lighthouse Board not to build tri-plex housing. By 1913, the U.S. Lighthouse Service stressed that a recent practice favors detached houses, insuring greater privacy, and giving better opportunity for yards and gardens.

For all practical purposes, prior to 1852 there were two types of land-based lighthouses: either a detached dwelling or an integral dwelling with the light tower rising out of the roof. The early integral towers had the tower supported by the roof system. As time went on with the lighting apparatus getting heavier, particularly with the advent of the Fresnel lens, the tower was supported from the foundation of the keeper's dwelling. The plans for Blackistone Island Lighthouse in the Potomac River, designed in 1852, clearly shows the support system ascending from the ground. The two-story dwelling had the wood tower rising through its center. Fortunately, this lighthouse needed only one keeper, even after the introduction of the Fresnel lens. In colder climates, such as New England and the Great Lakes, the light tower often was either attached to the dwelling or an enclosed passageway was built between the two structures.

3.3.5 Building Type: Garage

The following text pertaining to Garages is presented verbatim in its entirety from *National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States* (Clifford 2003: p. 36).

Some of the light stations received government-built barns where horses and perhaps a cow could be sheltered. With the coming of the automobile, light stations began to receive garages. Because they are recent, a number of garages survive; certainly more garages survive than barns. These structures were simple, standard garage structures with up to three bays. Many barns were converted to garages including Pensacola Light Station, Florida and Montauk Point Light Station, New York. The resourcefulness of lighthouse personnel is illustrated by the 1950s conversion of a garage into living quarters at Cove Point Light Station, Maryland. The garage had been moved and remodeled into a dwelling.

4 Results of Identification and Evaluation Efforts

To establish methods for evaluating the Port Hueneme Light Station in the study area, Dudek's architectural historians reviewed all available previous documentation for the site (see Section 2). The review led to the following outline of the property's development: the Port Hueneme Light Station is a multi-component site containing eight historic era buildings constructed between c. 1939 and 1961, and four modern buildings completed between 1977 and 2019.

In 2003, the Lighthouse was evaluated and found eligible for individual listing in the NRHP under the NRHP MPD form for Light Stations of the United States and NRHP MPD form for Light Stations of California under Criterion A for its association with the development of import-export trade in Southern California, and under Criterion C as the only example of an Art Moderne-style lighthouse in California. In addition to the Lighthouse, the nomination also addressed the two c. 1939 keeper's quarters originally associated with the Lighthouse and concludes that due to a loss of integrity of setting and feeling, they do not appear eligible for listing on the NRHP (C. Baker and J. Dougherty 2003). Additionally, the Port Hueneme Lighthouse was most recently determined eligible following consultation with SHPO (USCG_2013_0520_001) in June 2013 and presently maintains a CRHR status code in the BERD of 2S2 (Individually determined eligible for NR by consensus through Section 106 process, Listed in the CR). Dudek agrees with the 2003 NRHP evaluation findings that the Lighthouse appears individually eligible for listing under the NRHP MPD, *Light Stations of California* and the NRHP MPD, *Light Stations in the United States*. A DPR update form for this individual property can be found in Appendix A of this report. The DPR Update is limited to providing a brief description, summary of eligibility, conditions assessment since it was last recorded in 2013, and recent photographs of the site.

As a multi-component site, Dudek's architectural historians reviewed the Light Station property for its potential as a historic district. According to *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Bulletin 15), which is also used for CRHR, a historic district is defined as a resource that "possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development" (USDOL 1995: 5). Furthermore, Bulletin 15 states that, "A district must be significant, as well as being an identifiable entity. It must be important for historical, architectural, archeological, engineering, or cultural values" (USDOL 1995: 5).

The Light Station has expanded significantly since its initial construction. While eight of the buildings are over 45 years old, a significant number of alterations have been made since its original construction, specifically in the 1950s through the 1980s. Since 1977, four buildings have been added to the site adjacent to historic era components. Overall, the Light Station lacks temporal cohesion as a group of buildings and structures linked to a specific period of significance and does not rise to the level of consideration as a potential historic district. As such Dudek, has evaluated the Port Hueneme Light Station as a multi-component site.

In order to assess the historical significance and integrity of the buildings within the study area, the Port Hueneme Light Station was evaluated under the MPDs, *Light Stations of California*, *Light Stations of the United States*, and under CRHR criteria as a multi-component site. The property significance evaluation was prepared by Dudek architectural historians Adrienne Donovan-Boyd, MSHP, and Fallin Steffen, MPS who meet the Secretary of the

Interior's Professional Qualification Standards for architectural history. The following evaluation includes a current physical description of the Light Station property's elements, and an evaluation of the Property for the NRHP and the CRHR. A complete DPR 523 form set, including the previous evaluations and the updated evaluation information, is presented in Appendix A.

4.1 Registration Requirements for Listing in the NRHP as Part of a Multiple Property Document.

As stated earlier, the Port Hueneme Lighthouse (Building 440) is considered eligible as part of the NRHP MPD form *Light Stations of California* as well as the NRHP MPD form *Light Stations in the United States* (Bookwalkter 1989; Clifford 2002). The registration requirements stated in these documents is presented in the section below verbatim in their entirety as they directly apply to this resource. These registration requirements are stated here as they are applicable to apply to the station as a whole and are utilized in the evaluation of the overall property in Section 4.2.

NRHP MPD form *Light Stations in California*

The following registration requirements are provided for evaluating light stations in California (Bookwalkter 1989):

F. Associated Property Types

IV. Registration Requirements

"California's National Register-eligible light stations possess integrity of workmanship, materials, character, and design, as well as associative significance by virtue of their role in history and in their setting. Based upon association alone, light stations meet the National Register criteria, but additionally, the existence of a functioning complex implies necessary important relationships that are represented in the present day by the remaining buildings and structures of the station.

Historically, California light stations were composed, at a minimum, of a light tower, keeper's dwelling, and a fog warning device. Any number of additional ancillary buildings or structures could be original features (such as a cistern, or barn) or later additions (oil houses).

The minimum necessary requirements to adequately convey the historical function of a light station is the presence of a substantial lighthouse tower that was designed to hold a Fresnel lens, and one or more associated ancillary buildings.

Towers should be "substantial" to distinguish a lighthouse from the many "post beam" type structures that were erected in the late 19th and early 20th centuries. These were merely poles stuck in the ground with beacons stuck on top. They possess neither the necessary historical associations nor the architectural significance [...] (p. FIV-1)"

The integrity of each light station was evaluated with respect to all others in the state and in relation to its particular design, materials, and location. Those that failed to meet the registration requirements as set forth above in part F, section IV, were excluded from consideration for National Register nomination. Altogether, several light stations met minimum registration criteria but were

replaced from consideration by other light stations that more fully exemplified the character set forth in the registration requirements. Ten light stations are hereby presented for consideration to the National Register (p. GI-1).

NRHP MPD form *Light Stations in the United States*

Additionally, the following registration requirements are provided for evaluating light stations within the context of the United States. These are detailed in the NRHP MPD form *Light Stations of the United States* (Clifford 2002: pp. 63-66).

Registration Requirements

What makes a lighthouse historic? Identifying historic lighthouses

Not all lighthouses or all structures at light stations are historic nor do all warrant preservation. But how does one determine historic significance of light station properties? How can one be certain that a light station or portion of a light station (only one or more structures of a light station versus a entire light station) warrant preservation? Perhaps the best method for determination, and the method required by the National Historic Preservation Act, is the criteria established for inclusion of properties in the National Register of Historic Places. Nearly 70 percent of all lighthouses in the United States (Coast Guard owned and otherwise) over 50 years old are either listed in the National Register of Historic Places or are determined eligible for listing, and the number is climbing as lighthouses and other light station structures are added to the list.

The National Historic Preservation Act of 1966 authorizes the Department of Interior to establish, maintain, and expand a National Register of Historic Places. This list is considered the official list of the Nations cultural resources worthy of preservation and is maintained by the National Park Service. The Register includes over 68,000 properties that have been recognized as having historic, architectural, archeological, engineering or cultural significance, at the national, state, or local level; this list grows steadily as more properties are identified and nominated each year. The nominations are maintained both on paper and in a computerized database.

Hierarchy of Character-Defining Features

The many structures and features of a light station should be considered cumulatively in accessing its integrity. The tower is vital to defining the station. Keeper's quarters are universal to light stations; sound signal buildings are not. The secondary structures that support the operation of the aid to navigation are significant, but their exclusion does not necessarily preclude eligibility for listing in the National Register. The following is a priority listing of the physical elements to consider.

1. **Tower:** Minimum consideration is daymark feature, i.e., shape and color to identify it to mariners. Does the tower still have its daymark characteristic? Daymark does not necessarily include presence of a lantern. For example, Bald Head Lighthouse meets only that minimum requirement.
 - a. **Lantern:** Ideally the light tower should have a lantern used during its period of significance. Lanterns did change over some lights' operational history to accommodate different lenses and operational requirements. An accurate replica lantern made of suitable materials is

better than no lantern. A lighthouse without a lantern, Piedras Blancas Light or Egmont Key Light, for example, are eligible, however they should not be considered significant for architecture engineering under Criterion C, but could qualify as significant for transportation under Criterion A.

- b. *Lens*: Ideally, the light tower should have an operational lens that was used during its period of significance. The next preference would be a non-operational lens used during its period of significance. A replacement Fresnel lens for a lens of the same order and characteristics is next in order of preference and then a Fresnel lens replacement lens of a different order or characteristic. This order of preference takes into account the historical practice of replacing lenses damaged in operation with a spare lens of the same order and characteristic from the inventory in storage. The damaged lens was then repaired and placed in storage until needed elsewhere. Also, the signal characteristics were modified as needed, to better serve the needs of the mariner.
 - c. *Interior*: Original access to the lantern should be intact, including original stairway, ladderways, and service room. Original interior detailing, such as molding, doors, door hardware, cabinetry also contribute to integrity.
 - d. *Operational Features*: Mechanisms for rotating the lens, lens pedestal, and ventilators.
 - e. *Attached Structures*: Towers were often built with attached work rooms, oil rooms, keeper's quarters, and fog signal buildings. It is preferable that these attached structures remain in place.
2. *Keepers' Quarters*: The presence of a keeper's quarters is preferable to a station without its keeper's quarters. A keeper's quarters that retains its configuration from the period of significance is preferable to one that does not. This also applies to assistant keeper's quarters.
3. *Sound Signal and Sound Signal Building*: Its presence, if part of the operational history, is preferable to none at all. The presence of the sound signal equipment is extremely rare and, therefore, especially significant.
4. *Oil house, generator house, fuel tanks, workshop*, which support the operation of an aid to navigation add to the completeness of a station.
5. Other subsidiary structures which add to the completeness of a station: a boathouse, garage/barns, pier, tramways, elevated walkways (transportation related) cisterns/wells, storage buildings, privies (support keeper)
6. Architectural features, such as gargoyles, finials, architectural detailing

4.2 The Port Hueneme Light Station (Multi-Component Site)

4.2.1 Overview of Site

The Port Hueneme Light Station is located on the south side of the Port Hueneme harbor entrance in Ventura County, California (see Figure 3). The historic era buildings that remain on the site include the following:

- Lighthouse, Building 440, 1941
- Keeper's Residence, Building 416, c. 1939
- Garage, Building 422, c. 1939
- Keepers' Residence, Building 428, c. 1939
- Barracks/Mess Hall, Building 448, c. 1943
- Keepers' Residence, Building 400, 1961
- Garage, Building 406, 1961
- Keepers' Residence, Building 408, 1961
- Four buildings constructed after 1977: Building 404 (c. 1978), Building 432 (c. 1985), Building 444 (c. 2010), and Building 452 (2019)

The Port Hueneme Light Station is divided into several distinct areas. Historically, a maintained, concrete, walkway connected the buildings. Today, the walkways are unmaintained and deteriorated (Exhibit 1). The Lighthouse (Building 440), located between two modern buildings at the southern end of the site, is the Station's most distinctive building (Exhibit 2). The Art Moderne-style Lighthouse (Building 440) sits with the primary façade facing north in a paved area on the southern portion of the study area. To the west is the Stellar Biotechnologies Building (Building 452), a modern barrel roof structure. To the east of the Lighthouse (Building 440), is a modern, metal-clad storage shed (Building 432), the Barracks/Mess Hall (Building 448), and the Seawater Intake System (Building 444) (Exhibit 3). The Barracks/Mess Hall (Building 448) is the only historic era building to the west of the Lighthouse and was constructed in c. 1943. The building has been heavily altered since its construction. East of the Lighthouse (Building 440) and the Shed (Building 432) is a collection of three buildings set in a triangle formation. These buildings represent the oldest buildings on the site, predating the 1941 Lighthouse by approximately one year. The collection consists of three buildings constructed in c. 1939, Building 406, which was originally a garage, and two associated Keepers' Residences (Buildings 428 and 416) (Exhibit 4). Buildings 408, 400, and 406 were constructed in 1961 and are located to the west of the c. 1939 grouping (Exhibit 5). These buildings are arranged in a similar triangular fashion as the c. 1939 grouping. Building 406 was historically a two-car garage associated with the two 1961 Keepers' Residences (Buildings 408 and 400) (Exhibit 6). Building 404, constructed to the south of Buildings 408 and 400, was constructed in c. 1978 (see Exhibit 5).



Exhibit 1.. View looking southeast at the Lighthouse (Building 440), the Keepers' Residences (Building 416, 428) and garage (Building 422) (National Archives #205582837: c. 1941).



Exhibit 2. Overview of the western portion of the site. Shown from left to right is the modern day Shed (Building 432), the Port Hueneme Lighthouse (Building 440), Building 452, and the Barracks/Mess Hall (Building 448) (View looking southwest) (IMG_0282)



Exhibit 3. View looking southeast at the Keepers' Residence (Building 428) and c. 1985 Shed (Building 432) (IMG_0498).



Exhibit 4. View looking east at the Keepers' Residence (Building 416), (408), and modern era multi-use building, Building 404 (IMG_0500).



Exhibit 5. View looking north at the Keepers' Residence (Building 408) and c. 1978 Building 404 (IMG_0477)



Exhibit 6. View looking east at Building 406 (left), Building 400 (center) and Building 408 (center). Modern developments are visible east of the proposed project site in background (IMG_0478)

4.2.2 Port Hueneme Light Station Elements

The Port Hueneme Light Station has eight historic era buildings spread across the southwestern point of the peninsula. The site includes the Lighthouse (Building 440: 1941), two Keepers' Residences (Buildings 428 and 416: c. 1939), two Keepers' Residences (Buildings 408 and 400: 1961), two buildings that were historically Garages (Building 422: c. 1939 and Building 406: 1961), a former USCG Barracks/Mess Hall (Building 448: c. 1941), a contemporary shed (Building 432: c. 1985), a contemporary mixed-use building (Building 404: c. 1978). Table 5 below includes brief current descriptions of each of these elements.

Table 5. Survey Results: Buildings in the Built Environment Study Area

Building Number- Name	Photograph	Year Built	Descriptions	Observed Alterations	Architectural Style
440- Lighthouse	 Looking southwest at the north and east elevations (IMG_0264)  Looking south at the north elevations (IMG_0266)	1941	The Port Hueneme Lighthouse and Fog Station exhibits an Art Moderne architectural style with a rectangular plan that is constructed on a concrete slab foundation. The attached one-story Fog Station is supported by a concrete perimeter wall foundation and large, chamfered support footings and pillars. The parapeted roof over the single-store fog station is flat reinforced concrete supported from the interior with steel I-beam ceiling joists and crossbeams. The Lighthouse's forty-eight-foot-tall square tower extends from the center of the Fog Station's north (main) elevation. The Lighthouse tower also has chamfered support columns, that include a pedestal and tiered finial, positioned at each corner. The Lighthouse tower is topped with a concrete slab that is supported from the interior with steel I-beam ceiling joists and crossbeams. The second and third levels of the Lighthouse retain their original concrete floors and an original quarter-spiral steel ladder with checkered floor plate treads leads to the lantern room. The lantern room walls are constructed of steel, including a crisscross sash located around the upper half of the room. The arched, glazed, steel door provides access to the observation deck, which is guarded by metal railings. The lantern room's roof, a steel conical roof, is topped with a pointed finial and metal ball. The roof serves a heat dispersing vent. Building 440's fenestration, except for one window, have original multi-light metal sash windows. The window directly above the entrance was altered in 1990 to feature a single light fixed window with "Point Hueneme Lighthouse/Established 1874/Current Lens Installed 1874/Present Tower Built in 1990" painted onto it. Above the fixed window is a bronze USCG plaque. The single entrance, located in the center of the building's north (main) elevation is an aluminum-framed glass door flanked by two narrow, vertical sidelights. The exterior elevations of the Lighthouse and fog station are clad in stucco.	▪ The original entrance was altered from a paneled wood double door to an aluminum-framed glass door flanked by two narrow, vertical sidelights. ▪ A type "F" diaphone and steel latter affixed to the south (rear) elevation of the building and a steel ladder on the west elevation were removed. ▪ The original rail that guarded the observation deck was replaced. ▪ The original Lighthouse's lens has been removed	Art Moderne

Table 5. Survey Results: Buildings in the Built Environment Study Area

Building Number-Name	Photograph	Year Built	Descriptions	Observed Alterations	Architectural Style
432-Shed	 Looking southwest at the north and east elevations (IMG_0277)	c. 1985	Building 432 is a rectangular-shaped, prefabricated, two-story building clad in raised-seam metal. Three mechanical vent units line the building's ridgeline. The building has limited windows that are comprised of aluminum-framed sliders. A corrugated metal roof supported by wood boards projects from the building's east elevation.	Wood-frame, corrugated metal shelter added to building's east elevation.	No Discernible Style
400- Keepers' Residence	 Looking southwest at the north and east elevations (IMG_0452)	c. 1961	Building 400 is a cross-gable L-shaped building that features an intersecting gable-roofed wing that projects from the western side of the south elevation to form a shallow porch. The building's roof is medium pitched, has shallow, overhanging eaves, and is clad in Spanish tile. The porch roof is supported by square wood posts. Triangular slatted attic vents are located in the peaks of the gable ends and fascia boards line each elevation. Exterior gutter systems are located along the north and south elevations. The building's fenestration is currently covered in wood boards and is not visible. Entrances are comprised of plain wood doors. A chimney protrudes from the building's roofline. An ornate two-arch wash basin is attached to the south elevation of Building 400.	- Gutters added to north and south elevations. - Original doors replaced. - Windows boarded up - Paved area added to north of residence.	Spanish Colonial Revival

Table 5. Survey Results: Buildings in the Built Environment Study Area

Building Number-Name	Photograph	Year Built	Descriptions	Observed Alterations	Architectural Style
404-Building 404	 Looking northeast at the west and south elevations (IMG_0437)	c. 1978	Building 404 is a two-story building with a largely rectangular plan that features a saltbox style roofline. The northern facing moderately sloped roof shelter's the second story and there is a single-story, pent roof projection also extending from the building's north elevation. The south-facing roof slopes dramatically to the first story before the west side of the roof extends over a shallow porch while the western half terminates at the elevation's edge. Rafters continue past the roof's point of termination and end at the shallow porch. Shallow pent roofs also extend from the building's west elevation to shelters a centered double door entrance way, which has been infilled with vertical wood boards, and a wood door with a fixed top-center window. The building's fenestration is comprised of aluminum-framed sliding windows. Building 404's elevations are clad in vertically scored T1-11 plywood panels and the roof is clad in fish-scale shingles colored and arranged to mimic a Spanish-tile roof.	- Original windows replaced. - Original roof appears to have been replaced. - Doors infilled or replaced.	Post Modern
406-Garage	 Looking south at the north elevations (IMG_0385)	c. 1961	Building 406, a two-car garage, is a stucco-clad one-story building constructed on a rectangular slab foundation. The building's moderately pitched side-gable roof has a cascading-gable effect created by two wings that extend from the core segment's east and west elevations. The roof is clad in fish-scale shingles colored and arranged to mimic a Spanish-tile roof. Two louvered, rectangular vents are in the gable walls. All elevations feature wood fascia boards. An external gutter system runs along the building's north and south elevations. The building has replacement aluminum-framed casement windows. The north (main elevation) of Building 406 features two garage doors. The eastern garage door has two symmetrical fixed windows protected by wire mesh. The windows on the west garage doors have been covered with fabric and are not visible. The building's east and west elevations feature a single, centered, multi-light, aluminum-frame casement window. Building 406's south (rear) elevation has two symmetrical windows on the building's main core. The building's wings feature wood-panel man doors in wood frames.	- Original multi-light wood-framed windows replaced with aluminum-frame sliding windows. - Original Spanish tile roof appears to have been replaced with shingles arranged and colored to imitate Spanish tile. - Gutters added to north and south elevations. - Fascia boards removed from north and south elevations. - Pedestrian doors on rear elevations replaced.	Spanish Colonial Revival

Table 5. Survey Results: Buildings in the Built Environment Study Area

Building Number-Name	Photograph	Year Built	Descriptions	Observed Alterations	Architectural Style
408 Keepers' Residence	 Looking north at the south elevation (IMG_0452)	c. 1961	Building 408, a Keeper's Residence, is a two-story, Single-Family Residence with a rectangular plan, raised foundation, and stucco cladding. The cross-gable roof is moderately pitched and has shallow eaves, is clad in Spanish tiles, and has an external gutter system that stretches across the north (rear) elevation and extends the east portion of the south (main) elevation. Louvered, rectangular vents are located in the gable walls. A brick chimney protrudes from the center of the roof's ridgeline. A protruding front facing gable located on the west side of the south (main) elevation shelters two multi-light casement windows and the primary entrance, a plain wood door, on the west half of the south elevation is a set of paired aluminum frame casement windows. The label "1304" is stenciled on the south elevation.	Decorative shutters removed.	Spanish Colonial Revival
416 Keepers' Residence	 Looking northeast at the south and west elevations (IMG_0355)	c. 1939	Building 416, a Keeper's Residence, is identical to Building 428 as it was constructed for the same purpose at the same time. The residence is a two-story, Single-Family Residence comprised of a basement and main floor. The building has a rectangular plan, raised foundation, and stucco cladding. The side-gable roof is moderately pitched and has shallow eaves, is clad in Spanish tiles, and has an external gutter system located on the north and south elevations. The building's fenestration includes a variety of aluminum-framed windows often positioned over original wood sills. Building 416 has two chimneys, one of which protrudes from the eastern half of the roofline, and the other that dominates the building's east elevation. The two entrances, located on the north (main) and south (rear) elevations are plain wood doors and accessed by low stoops that extend to create a porch. The porches are sheltered by pent roofs supported by square wood posts. On the south elevation, a concrete stairwell, with a metal rail, which leads to the building's basement. The basement steps and entrance is sheltered by a pent roof that protrudes from the base of the main floor.	- Original multi-light wood-framed windows replaced with aluminum-frame sliding windows. - Gutters added to north and south elevations. - Fascia boards removed from north and south elevations.	Spanish Colonial Revival

Table 5. Survey Results: Buildings in the Built Environment Study Area

Building Number-Name	Photograph	Year Built	Descriptions	Observed Alterations	Architectural Style
422 Garage	 Looking southwest at the north and east elevations (IMG_0295)	c. 1939	Building 422, originally a two-car garage, is a stucco-clad one-story building constructed on a rectangular slab foundation. The east elevation has "1307" painted on the building, suggesting this was a previously used building number. The building's moderately pitched side-gable roof has a cascading-gable effect created by two wings that extend from the core segment's east and west elevations. The roof is clad in fish-scale shingles colored and arranged to mimic a Spanish-tile roof. Two louvered tile vents in wood frames are found in the gable walls, which also features wood fascia boards. An external gutter system runs along the building's north and south elevations. Building 422 has four symmetrical, replacement sliding windows in aluminum-frames on its north elevation. The two windows located on the building's core segment replaced original garage doors that accessed the car ports. The garage's only extant entrance, which is missing a door, is a man-door on the west wing's south elevation. A multi-light window in an original wood frame is also found on Building 422's south elevation.	- Original multi-light wood-framed windows replaced with aluminum-frame sliding windows. - Original garage doors replaced with aluminum-framed sliding windows - Original Spanish tile roof appears to have been replaced with shingles arranged and colored to imitate Spanish tile. - Gutters added to north and south elevations. - Fascia boards removed from north and south elevations.	Spanish Colonial Revival
428 Keepers' Residence	 Looking northeast at the south and west elevations (IMG_0355)	c. 1939	Building 428, a Keeper's Residence, is identical to Building 416 as it was constructed for the same purpose at the same time. The residence is a two-story, Single-Family Residence composed of a basement and main floor. The building has a rectangular plan, raised foundation, and stucco cladding. The side-gable roof is moderately pitched and has shallow eaves, is clad in Spanish tiles, and has an external gutter system located on the north and south elevations. Fenestration includes a variety of aluminum-framed windows often positioned over original wood sills. The Building has two chimneys, one of which protrudes from the eastern half of the roofline, and the other that dominates the building's east elevation. The two entrances, located on the north (main) and south (rear) elevations are plain wood doors and accessed by low stoops that extend to create a porch. The porches are sheltered by pent roofs supported by square wood posts. On the south elevation, a concrete stairwell, with a metal rail, which leads to the building's basement. The basement steps and entrance are sheltered by a pent roof that protrudes from the base of the main floor.	- Original multi-light wood-framed windows replaced with aluminum-frame sliding windows. - Gutters added to north and south elevations - Fascia boards removed from north and south elevations. - Doors replaced.	Spanish Colonial Revival

Table 5. Survey Results: Buildings in the Built Environment Study Area

Building Number-Name	Photograph	Year Built	Descriptions	Observed Alterations	Architectural Style
448-Barracks	 Looking west at the north and east elevations (IMG_0355)	c. 1944	Building 448, the Barracks and Mess Hall building, was constructed in c. 1944. The one-story building has a rectangular footprint that is constructed on a concrete crawlspace foundation. The long, narrow building has a front-gable, moderately pitched roof with shallow eaves and asphalt tile cladding. There are louvred rectangular vents in the gable-walls, located on the north (main) and south (rear) elevations, over pent roofs that are supported by circular metal posts. The roofs shelter the building's wooden doorways, which feature upper glazing in aluminum frames. Fenestration includes evenly spaced sliding windows in aluminum frames. Building 448, which has been heavily modified over time, is currently clad in stucco.	▪ appears the original siding, roof surfacing, and wood sash windows were removed and replaced with stucco siding, composition roofing, new woof entry doors with upper glazing, and aluminum-framed sliding windows. ▪ c. 1965, the USGS constructed an addition on the north elevation. ▪ c. 1979. the US Navy constructed a second full-width addition to the south elevation. ▪ c. 1985, an addition was constructed on the building's east elevation, creating a T-shaped floorplan. ▪ c. 1990- removed the c. 1985 wing addition and continued to update the building continuously throughout its lease.	Spanish Colonial Revival
444-Seawater Intake System	 Looking west at the south and east elevations (IMG_0267)	c. 2010	The small, shed roof building is situated north of Building 448. The rectangular building has a moderately sloped shed roof with wide eave overhangs, clad in composition shingles. The building is clad in stucco and sits on a concrete foundation.	▪ None noted	Utilitarian

Table 5. Survey Results: Buildings in the Built Environment Study Area

Building Number-Name	Photograph	Year Built	Descriptions	Observed Alterations	Architectural Style
452- Stellar Biotechnologies Building		2019	The Stellar Biotechnologies Building was constructed in 2019. The structure sits on a concrete foundation and is constructed of metal with stretched plastic covering. The structure measures approximately 88-feet by 71-feet.	None noted	Utilitarian

4.3 NRHP/CRHR Statement of Significance for the Port Hueneme Light Station (Multi-Component Site)

As prior documentation efforts have been inconclusive on the eligibility of the overall facility, Dudek evaluated the Port Hueneme Light Station as a multi-component site under NRHP and CRHR. The evaluation has been conducted in conjunction with an understanding of the relevant historic context. Dudek recommends the Port Hueneme Light Station facility as a whole does not meet the criteria under either the *NRHP MPD, Light Stations of California* and the *NRHP MPD Light Stations in the United States*, both as a multi-component site, as a stand-alone district, or as individual buildings on either the NRHP or the CRHR (Bookwalkter 1989; Clifford 2002).

Criterion A/1: That are associated with events that have made a significant contribution to the broad patterns of our history.

The Port Hueneme Light Station, which presently includes the Lighthouse and associated Keepers' Residences and accessory buildings, does not meet the registration requirements set forth in *NRHP MPD, Light Stations of California* or *Light Stations in the United States* (Bookwalkter 1989; Clifford 2002). *National Register Bulletin 15* provides guidance on the evaluation of integrity related to the application of NRHP Criterion A and indicates that, "A property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s) (USDOI 1995: 44)."

While the Port Hueneme Light Station has an association with the development of import-export trade in Southern California, the multi-component site does not retain integrity to convey this association. The Port Hueneme Lighthouse was recommended eligible as part of a 2013 Section 106 determination with a period of significance that includes the year the Lighthouse was constructed, 1941. None of the associated buildings were addressed in this previous documentation. As part of this project the Port Hueneme Light Station was evaluated as a multi-component site. The Port Hueneme Light Station does not retain integrity to a single period of significance individually, or as part of a grouping. Part of the minimum requirement for listing in the *Light Stations of California MPD* is the "existence of a functioning complex [that] implies necessary important relationships that are represented in the present day by the remaining buildings and structures of the station" (Bookwalkter 1989 F-IV). The site, as a whole, no longer retains enough integrity to convey a collective history to any period of significance. One of the most notable elements of integrity that is compromised is the integrity of setting. Significant changes to circulation patterns, introduction of new, large modern buildings, one of which, is located between the lighthouse and the Keeper's Residences, essentially separating the historic buildings on the site. Additionally, the change in use, of the Keepers' Residences, from active residential housing to vacant and/or storage space, has also greatly impacted the integrity of feeling, association, and setting of the Pre-World War II Light Station as a collective entity.

In summary, the Port Hueneme Light Station as a multi-component site does not meet the registration requirements set forth in the *NRHP MPD, Light Stations of California* or *Light Stations in the United States* under Criterion A, because the station is unable to convey its associative history with the development of import-export trade in Southern California due to a lack of overall integrity of the site (Bookwalkter 1989; Baker 2003, Clifford 2002). Therefore, the Port Hueneme Light Station does not appear eligible under NRHP Criterion A or Criterion 1 of the CRHR.

Criterion B/2: That are associated with the lives of persons significant in our past.

To be found eligible under Criterion B the property has to be directly tied to an important person and the place where that individual conducted or produced the work for which he or she is known. Archival research did not indicate that the 1941 Port Hueneme Light Station is known to be directly related to historically significant figures at the national, state, or local level. Due to a lack of identified significant associations with important persons in history, the Port Hueneme Light Station does not appear eligible under NRHP Criterion B or Criterion 2 of the CRHR.

Criterion C/3: That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

The Port Hueneme Light Station includes a working 1941, Art Moderne Style Lighthouse, a collection of associated Spanish Colonial Revival buildings from 1939 and 1961, and several large, contemporary buildings completed after 1961. The Lighthouse retains much of its character-defining features related to the Art Moderne Style including horizontal massing, rounded bays, and smooth exterior surfaces. The associated Keepers' Residences and ancillary building are modest examples of the Spanish Colonial Revival Style. The residences feature asymmetrical façades, low-pitched roofs fitted with clay tiles, and stucco exterior walls.

The building and the immediate surroundings have undergone several large-scale alterations beginning in the 1940s that have negatively affected the site's integrity of setting, design, materials, workmanship, feeling and association. The addition of several modern era buildings (Buildings 452, 432, 404, 436, and 444), the removal of most of the landscaping surrounding the Lighthouse, and the alterations to materials, especially the extensive changes to the Keepers' Residences and associated Garages (Buildings 428, 416, 422, 406, 408, and 400) have cumulatively diminished the integrity of the site. As a collective entity under Criterion C/3 the site is unable to convey significance to a historic period. Due to the combination of additions of new buildings, the alterations to historic era buildings, and the changes to the circulation and design of the site, the property no longer is capable of conveying an association to the mid-twentieth century historic period, when the site was first developed for the purpose for which it is known. As a result of the Port Hueneme Light Station's 80-year development history, the complex displays multiple, incompatible architectural styles and does not present a unified design. Key elements related to the original site plan, landscaping, circulation patterns, massing, spatial relationships, materials, and fenestration patterns have been extensively altered resulting in the loss of the unifying design that would make the property appear as a single, cohesive complex.

Under Criterion C/3 the Port Hueneme Light Station and the buildings that comprise the overall site are not distinctive as a group of associated buildings or rise to the level to be individually significant. In addition, modifications over time have compromised this historic integrity individually and as a group to the extent that they cannot convey associative significance. Therefore, the Port Hueneme Light Station does not appear eligible under NRHP Criterion C or under Criterion 3 of the CRHR.

Criterion D/4: That have yielded, or may be likely to yield, information important in prehistory or history.

This report was limited to historical resources that are part of the built environment. Based on the research conducted for the purposes of this report, the Port of Hueneme Light Station does not appear eligible under NRHP Criterion D or Criterion 4 of the CRHR. Additional information pertaining to prehistory and archaeological resources is available in the *Phase I Archaeological Resources Report for the Port Hueneme Lighthouse Project* (Dudek 2022).

4.4 Port Hueneme Light Station (Multi-Component Site) Integrity Discussion

The Port Hueneme Light Station was analyzed as a multi-component site against the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. The site retains its integrity of location, as it has not been relocated. The features reflecting the original design of the Keepers' Residences and Garages have been lost due to substantial alterations. Therefore, the overall integrity of design has been diminished. The integrity of setting has been compromised due to continued development since the period of significance, 1941. The landscaping, circulation patterns, and the addition of a large modern metal clad shed between the Port Hueneme Lighthouse and the Keepers' Residences and Garages, inhibits the site from conveying a united, collective history. Therefore, the integrity of setting as a whole has been lost.

The original materials on the Lighthouse appear to be intact and therefore this building retains integrity of materials and workmanship. The remaining historic era buildings, the Keepers' Residences, Garages, and the Barracks/Mess Hall have all undergone alterations since their construction, and they have a diminished integrity of materials and workmanship. The buildings, as a multi-component site, no longer conveys its original association. Therefore, the integrity of feeling has been lost. While the Port Hueneme Light Station is associated with the development of import-export trade in Southern California, the site's overall lack of integrity, diminishes the sites ability to convey historic association. The Port Hueneme Light Station, as a multi-component site, lacks the requisite integrity to convey significance at the national, state, or local level.

4.5 Summary of Evaluation Findings

In conclusion, with the exception of the Lighthouse which retains individual eligibility on the NRHP and CRHR, the Port Hueneme Light Station do not appear eligible for listing in the NRHP, the CRHR, or at the local level. The Port Hueneme Light Station was evaluated in accordance with Section 15064.5 (a)(2-3) of the CEQA Guidelines and using the criteria outline in Section 5024.1 of the California Public Resources Code and does not appear to be a historical resource for the purposes of CEQA.

5 Impacts Analysis

This Section provides a project impact analysis for the Port of Hueneme Lighthouse that is identified as a CEQA historical resource as part of this study. As described in the Project Description (Section 1.2), the proposed project would demolish seven (7) buildings, as well as remove landscaping and support structures on an approximately 2-acre area (see Figure 2, Project Site). All buildings proposed for demolition are not considered historical resources for the purposes of CEQA. The following sections provide impacts analysis of all proposed project activities that may result in significant impacts to built environment CEQA historical resources.

CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (PRC Section 21084.1; CEQA Guidelines section 15064.5[b]). The significance criteria used to evaluate the impacts of the proposed project to cultural resources are based on Appendix G of the CEQA Guidelines, as listed below. A significant impact would occur if the proposed project would:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.
3. Disturb any human remains, including those interred outside of dedicated cemeteries.
4. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).
 - b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

CEQA uses the following levels of significance to evaluate impacts to historic resources:

- i. **Significant and Unavoidable Impact:** The impact exceeds the defined standards of Significance and cannot be eliminated or reduced to a less than significant level through the implementation of potentially feasible mitigation measures.
- ii. **Significant Impact:** Impacts that exceed the defined standards of significance and that can be eliminated or reduced to a less than significant level through the implementation of potentially feasible mitigation measures.
- iii. **Potentially Significant Impact:** Impacts where there is uncertainty regarding whether they exceed the defined standards of significance. Mitigation is recommended to avoid potential impacts.
- iv. **Less Than Significant Impact:** The effect of the proposed project is less than significant, and no mitigation is necessary to reduce the impact to cultural resources.
- v. **No Impact:** the effect does not apply to the project or it clearly will not impact or be impacted by the project.

5.1 Project Design Summary

The proposed project would demolish existing buildings that can no longer be used and are in a derelict state, in a location that removal of these buildings would allow for use as open backlands for ongoing Port operations now, and ostensibly future aquaculture operations. The proposed project would demolish a total of approximately 37,500 square feet of developed impervious areas, including (7) seven buildings in the study area. The proposed disturbance footprint is anticipated to be approximately 1.7 acres and an area of approximately 1.5 acres would be graded and paved after demolition.

5.2 Methodology

The effort to identify built environment cultural resources within and adjacent to the project site included a review of a CHRIS records search, an intensive level survey by qualified architectural historians, building development and archival research, and development of an appropriate historic context. The multi-component Port Hueneme Light Station has been found to not be historically significant under any applicable criteria and does not require consideration under CEQA. The following analysis is limited to the Port Hueneme Lighthouse which qualifies as a CEQA historical resource Criterion A for its association with the development of import-export trade in Southern California, and under Criterion C, for its distinctive Art Moderne style. The Lighthouse is the only known Art Moderne styled lighthouse in the State of California.

5.2.1 Impact Analysis of the Port Hueneme Lighthouse

Impact CUL-1 The project may cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.

The following analysis addresses potential impacts to the CEQA historical resource located in the study area, the Port Hueneme Lighthouse. According to CEQA (section 21084.1), a project that could “cause a substantial adverse change in the significance of an historical resource” may have a significant impact. CEQA Guidelines section 15064.5(b)(1) indicates that a “substantial adverse change in the significance of an historical resource” means “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource *would be materially impaired*.” Subsection (2) further indicates that the significance of a historical resource is *materially impaired* when a project “demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance” that justify its inclusion in or eligibility for listing in the CRHR or its inclusion in a local register.

Current professional practice under CEQA commonly groups activities that could cause such impacts into direct and indirect impact considerations. Direct impact considerations are commonly linked to physical project construction activities that might result in direct disturbance of a historical resource and/or damage or demolition, non-compatible additions/structural modifications, and construction related ground borne vibration. Impact considerations commonly considered indirect are largely related to potential post-construction impacts of a project that is near a historical resource, such as noise, shadow, or visual effects, depending on the circumstances.

The character defining features of a historic resource are those physical attributes that help it convey its associative significance. The Character Defining Features under NRHP Criterion A/CRHR Criterion 1 are limited to maintaining its original location, setting, and its continued use as a lighthouse. The character defining features associated with the Port

Hueneme Lighthouse, under NRHP Criterion C/CRHR Criterion 3, are limited to its ability to exhibit historic Art Moderne design details as follows:

Maintains the features of its Art Moderne design:

- Smooth wall surfaces
- Multi-light windows
- Flat roofs
- horizontal bands of windows
- smooth walls with no ornamentation



Exhibit 7. View looking south at the north elevation of the Port Hueneme Lighthouse, and surrounding fencing (historic property boundary) (Building 440).

The Port Hueneme Lighthouse historic property boundary is defined as the fenced area which includes the Lighthouse and its related features. This boundary encompasses the CEQA historical resource (Exhibit 7). As described in the Project Description (Section 1.2), the proposed project includes the demolition of (7) seven buildings adjacent to the Port Hueneme Lighthouse. The redevelopment plans include demolition and renovation of softscape and hardscape landscape elements within the project site. There are no CEQA historical resources located within the project site. The historic property boundary for the Port Hueneme Lighthouse, located adjacent to the project site, is limited to the footprint of the building and its surrounding fence line.

The proposed project would not demolish, destroy, or relocate the Port Hueneme Lighthouse and would not diminish the integrity of property's significant historic features including its original design. Project activities are limited to demolition of buildings within the proposed project site. The Lighthouse will not be damaged by this demolition as it is more than approximately 150 feet from the historic property boundary of the resource. Furthermore, project implementation will not obstruct or detract from views of the Lighthouse. All of the character defining features of the historical resource will remain intact. The Lighthouse will remain in its historic location, and setting, and it will continue to serve its intended function, such that it will continue to convey its significance under NRHP Criterion A and CRHR Criterion 1.

The modifications to the site will not introduce any new incompatible elements that would diminish the integrity of the Port Hueneme Lighthouse or change the design of the Lighthouse, such that the Lighthouse will continue to convey its significance under NRHP Criterion C and CRHR Criterion 3. Therefore, the proposed project would result in a less-than-significant impact on historical resources, no mitigation required.

6 Findings and Conclusions

Based on Dudek's research, field survey, and property significance evaluation described in this report, this section presents a summary of findings and management recommendations for the proposed project.

6.1 Summary of Findings

As stated above, the multi-component Port Hueneme Light Station located in the study area was evaluated for listing in the NRHP and the CRHR and was found ineligible under all criteria. While the associated buildings were found to lack integrity, the Port Hueneme Lighthouse was determined eligible in 2013 following consultation with SHPO and presently maintains a CRHR status code of 2S2 (Individually determined eligible for NR by consensus through Section 106 process. Listed in the CR). The period of significance was identified as 1941, the year of the Lighthouse's construction.

With the exception of the Port Hueneme Lighthouse, the buildings comprising the Port Hueneme Light Station, including the (7) seven buildings proposed for demolition, do not appear to be historical resources under CEQA. The recommended CRHR Status Code for the buildings in the Built Environment Study Area is presented below in Table 6, Summary of Findings and in Figure 4, Eligibility Findings.

Table 6. Summary of Findings

USCG Building Number	Building Name	Year Built	Eligibility Status/Applicable Criteria	CRHR Status Code	CEQA Finding
416	Keepers' Residence	c. 1939	N/A	6Z	No Impact to Historical Resources
422	Garage-1 associated with buildings 416 and 428	c. 1939	N/A	6Z	No Impact to Historical Resources
428	Keepers' Residence-1	c. 1939	N/A	6Z	No Impact to Historical Resources
440	Lighthouse	1941	NRHP Criterion C/CRHR Criterion 3	2S2	Less Than Significant Impact. No Mitigation Required.
448	Barracks/Mess Hall	c. 1943	N/A	6Z	No Impact to Historical Resources
400	Keepers' Residence	1961	N/A	6Z	No Impact to Historical Resources
406	Garage associated with buildings 400 and 408	1961	N/A	6Z	No Impact to Historical Resources
408	Keepers' Residence	1961	N/A	6Z	No Impact to Historical Resources
404	Building 404	c. 1978	N/A	6Z	No Impact to Historical Resources

432	Shed	c. 1985	N/A	6Z	No Impact to Historical Resources
444	Seawater Intake System	c. 2010	N/A	6Z	No Impact to Historical Resources
452	Stellar Biotechnologies Building	2019	N/A	6Z	No Impact to Historical Resources

Status Codes: 2S2 = Individually determined eligible for NRHP by consensus through Section 106 process, Listed in the CRHR.; 6Z = Found ineligible for the NRHP, CRHR, or local designation through survey evaluation.

As the buildings associated with the Port Hueneme Light Station lack integrity and do not appear to be eligible for the NRHP or the CRHR, their demolition will not have a less than significant impact on the adjacent NRHP/CRHR eligible Lighthouse. The Lighthouse is individually eligible for Criterion C/3 and the associated buildings do not improve to the Lighthouse's ability to convey its historic period of significance. No further work for built environment cultural resources is necessary prior to the proposed project implementation. The proposed improvements would not adversely impact the physical characteristics that convey the historical significance of the Port Hueneme Lighthouse, as none of the improvements would alter the overall historic integrity of this resource. Therefore, the proposed project would result in a **less-than-significant impact** on historical resources and no mitigation is required.



SOURCE: Sanborn 2020

FIGURE 4
Summary of Eligibility Findings
 Former Navy Property Restoration Project

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7 References

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Appendix A

DPR 523 Forms

Port Hueneme Lighthouse DPR 523 Update
Port Hueneme Light Station DPR 523 Form Set

PRIMARY RECORD

Primary# P-56-152840

HRI #

Trinomial

NRHP Status Code 2S2

Other Listings _____

Review Code _____

Reviewer _____

Date _____

*Recorded by: **Adrienne Donovan-Boyd, MS, Dudek**

*Date: **06/29/2022**

☐ Continuation

☒ Update

Page 1 of 3 *Resource Name or #: (Assigned by recorder) Port Hueneme Lighthouse

P1. Other Identifier: U.S. Coast Guard Building 440

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Ventura and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Oxnard Date 1949; photo revised 1967 T 01N ; R 22W ; San Bernardino B.M.

c. Address No Legal Situs City Port Hueneme Zip 93044

d. UTM: (Give more than one for large and/or linear resources) Zone 11 , 296244 mE/ 3780433 mN

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

Ventura County Assessor Parcel Number (APN): 206-0-020-340

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

The purpose of this update is to provide an updated record of the Port Hueneme Lighthouse (Lighthouse) since it was last recorded in 2003. This update includes a summary of the evaluation status of the property to date and a current description and conditions assessment of the property. *See Continuation Sheet

*P3b. Resource Attributes: (List attributes and codes) HP24. Lighthouse; HP34. Military property (historic use)

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

P5b. Description of Photo: (view, date, accession #) Photograph 1: View looking south at the north elevation of the Port Hueneme Lighthouse (01/04/2022, IMG_0250)



*P6. Date Constructed/Age and Source:

☒ Historic ☐ Prehistoric ☐ Both

1941 (Baker and Dougherty 2003)

*P7. Owner and Address:

The Port of Hueneme Oxnard

Harbor District

3033 Ponoma Street

Port Hueneme, CA. 93041

*P8. Recorded by: (Name, affiliation, and address) Andrew Bursan, MCRP
Dudek

38 North Marengo Avenue

Pasadena, CA 91101

P9. Date Recorded: 01/04/2022

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources or enter "none.") Dudek. 2022. "Built

Environment Inventory and Evaluation Report Port of Hueneme Lighthouse Project, Hueneme California." Prepared for the Port of Hueneme Oxnard Harbor District, July 2022.

*Attachments: ☐ NONE ☐ Location 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): _____

CONTINUATION SHEET

Property Name: Port Hueneme Lighthouse

Page 2 of 3

*P3a. Description (Continued):

The current physical condition of the Lighthouse is good and it continues to function in its original capacity as a lighthouse.

The Lighthouse exhibits an Art Moderne architectural style with a rectangular plan that is constructed on a concrete slab foundation. The attached one-story Fog Station is supported by a concrete perimeter wall foundation and large, chamfered support footings and pillars. The parapeted roof over the single-store fog station is flat reinforced concrete supported from the interior with steel I-beam ceiling joists and crossbeams.

The Lighthouse's forty-eight-foot-tall square tower extends from the center of the Fog Station's north (main) elevation. The Lighthouse tower also has chamfered support columns, that include a pedestal and tiered finial, positioned at each corner. The Lighthouse tower is topped with a concrete slab that is supported from the interior with steel I-beam ceiling joists and crossbeams. The second and third levels of the Lighthouse retain their original concrete floors and an original quarter-spiral steel ladder with checkered floor plate treads leads to the lantern room. The lantern room walls are constructed of steel, including a crisscross sash located around the upper half of the room. The arched, glazed, steel door provides access to the observation deck, which is guarded by metal railings. The lantern room's roof, a steel conical roof, is topped with a pointed finial and metal ball. The roof serves a heat dispersing vent.

The fenestration, except for one window, includes original multi-paned metal sash windows. The window directly above the entrance was altered in 1990 to feature a single pane fixed window with "Point Hueneme Lighthouse/Established 1874/Current Lens Installed 1874/Present Tower Built in 1990" painted onto it. Above the fixed window is a bronze USCG plaque. The single entrance, located in the center of the building's north (main) elevation is an aluminum-framed glass door flanked by two narrow, vertical sidelights. The exterior elevations of the Lighthouse and fog station are clad in stucco.

Observed Alterations

- The original entrance was altered from a paneled wood double door to an aluminum-framed glass door flanked by two narrow, vertical sidelights.
- A type "F" diaphone and steel latter affixed to the south (rear) elevation of the building and a steel ladder on the west elevation were removed.
- The original rail that guarded the observation deck was replaced.
- The original Lighthouse's lens has been removed

*B10. Significance

Significance Summary:

In 2003, the Lighthouse was evaluated and found eligible for individual listing in the NRHP under the National Register of Historic Properties (NRHP) Multiple Property Documentation (MPD) form for *Light Stations of the United States* and NRHP MPD form for *Light Stations of California* under Criterion A for its association with the development of import-export trade in Southern California, and under Criterion C as the only example of an Art Moderne-style lighthouse in California. In addition to the Lighthouse, the nomination also addressed the two c. 1939 keeper's quarters originally associated with the Lighthouse and concludes that due to a loss of integrity of setting and feeling, they do not appear eligible for listing on the NRHP (C. Baker and J. Dougherty 2003). Additionally, the Port Hueneme Lighthouse was determined eligible following consultation with SHPO (USCG_2013_0520_001) in June 2013 and presently maintains a California Historic Resource Status (CHRS) code in the Built Environment Resource Directory (BERD) of 2S2 (Individually determined eligible for NRHP by consensus through Section 106 process, Listed in the CRHR). Dudek agrees with the 2003 NRHP evaluation findings that the Lighthouse appears individually eligible for listing

CONTINUATION SHEET

Property Name: Port Hueneme Lighthouse

Page 3 of 3

under the NRHP MPD, *Light Stations of California* and the NRHP MPD, *Light Stations in the United States*. For this reason, the Port Hueneme Lighthouse is considered an eligible CEQA historical resource.

Historic Property Boundary:

The historic property boundary for the defined as the fenced area which includes the Lighthouse and its related features.

*B12. References (Continued) :

Baker, Cindy L. and J. Dougherty. 2003. Port Hueneme Lighthouse. National Register of Historic Places Nomination Form. Par Environmental. October 16, 2003.

Bakic. 2003. *DPR 523 form set for the Port Hueneme Light Station*. PAR Environmental Services Inc.

Bookwalter, Jack. 1989. Historic Lighthouses of California. Multiple Property Document. National Parks Service. United States Department of the Interior.

Clifford. 2002. *National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States*.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____

Reviewer _____

Date _____

Page 1 of 35 *Resource Name or #: (Assigned by recorder) Port Hueneme Light Station

P1. Other Identifier: Port Hueneme Light Station

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Ventura and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Oxnard Date 1949; photo revised 1967 T 01N ; R 22W ; San Bernardino B.M.

c. Address No Legal Situs City Port Hueneme Zip 93044

d. UTM: (Give more than one for large and/or linear resources) Zone 11 , 296244 mE/ 3780433 mN

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

Ventura County Assessor Parcel Number (APN): 206-0-020-340

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

Overview of the Site: The Port Hueneme Light Station is located on the south side of the Port Hueneme harbor entrance in Ventura County, California (Photograph 1). *See continuation sheet.

*P3b. Resource Attributes: (List attributes and codes) HP2. Single family property; HP3. Multiple family property; HP4. Ancillary Building; HP11. Engineering Structure; HP24. Lighthouse; HP34. Military Property

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

*P5b. Description of Photo: Photograph 1: Overview of the Port Hueneme Light Station, looking southwest. From left to right is the modern day Shed (Building 432), the Port Hueneme Lighthouse (Building 440), Building 452, and the Barracks/Mess Hall (Building 448) (IMG 0282)

*P6. Date Constructed / Source: ☒ Historic ☐ Prehistoric ☐ Both c.1939-1985 (NETR 2022)



*P7. Owner and Address:
The Port of Hueneme Oxnard Harbor District
3033 Ponomo Street
Port Hueneme, CA. 93041

*P8. Recorded by: (Name, affiliation, and address) Andrew Bursan, MCRP
Dudek
38 North Marengo Avenue
Pasadena, CA 91101

*P9. Date Recorded: January 4, 2022

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
Dudek. 2022. "Built Environment Inventory and Evaluation Report Port of Hueneme Lighthouse Project, Hueneme California." Prepared for the Port of Hueneme Oxnard Harbor District. Prepared July 2022.

*Attachments: ☐ NONE ☒ Location 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

*Resource Name or # (Assigned by recorder) Port Hueneme Light Station *NRHP Status Code 6Z

Page 2 of 35

*B1. Historic Name: Port Hueneme Light Station

*B2. Common Name: Port Hueneme Oxnard Harbor District

*B3. Original Use: Light Station

*B4. Present Use: Light Station

*B5. Architectural Style: Art Moderne; Spanish Colonial Revival; Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations)

* See Continuation Sheet

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

*B8. Related Features: N/A

B9a. Architect: United States Coast Guard, 11th District

b. Builder: United States Coast Guard, 11th District

*B10. Significance: Theme N/A Area N/A

Period of Significance _____ Property Type _____ Applicable Criteria None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope.
Also address integrity.)

The multi-component Port Hueneme Light Station was evaluated for listing in the NRHP and the CRHR and was found ineligible under all criteria. While the associated buildings were found to lack integrity, the Port Hueneme Lighthouse was determined eligible in 2013 following consultation with SHPO and presently maintains a CRHR status code of 2S2 (Individually determined eligible for NR by consensus through Section 106 process. Listed in the CR). The period of significance was identified as 1941, the year of the Lighthouse's construction.

With the exception of the Port Hueneme Lighthouse, the buildings comprising the Port Hueneme Light Station do not appear to be historical resources under CEQA.

* See Continuation Sheet

B11. Additional Resource Attributes: (List attributes and codes) None.

*B12. References:

* See Continuation Sheet

B13. Remarks:

*B14. Evaluator: Adrienne Donovan-Boyd, Dudek

*Date of Evaluation: July 13, 2022

See Enlarged Sketch Map on Page 4

(This space reserved for official comments.)

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

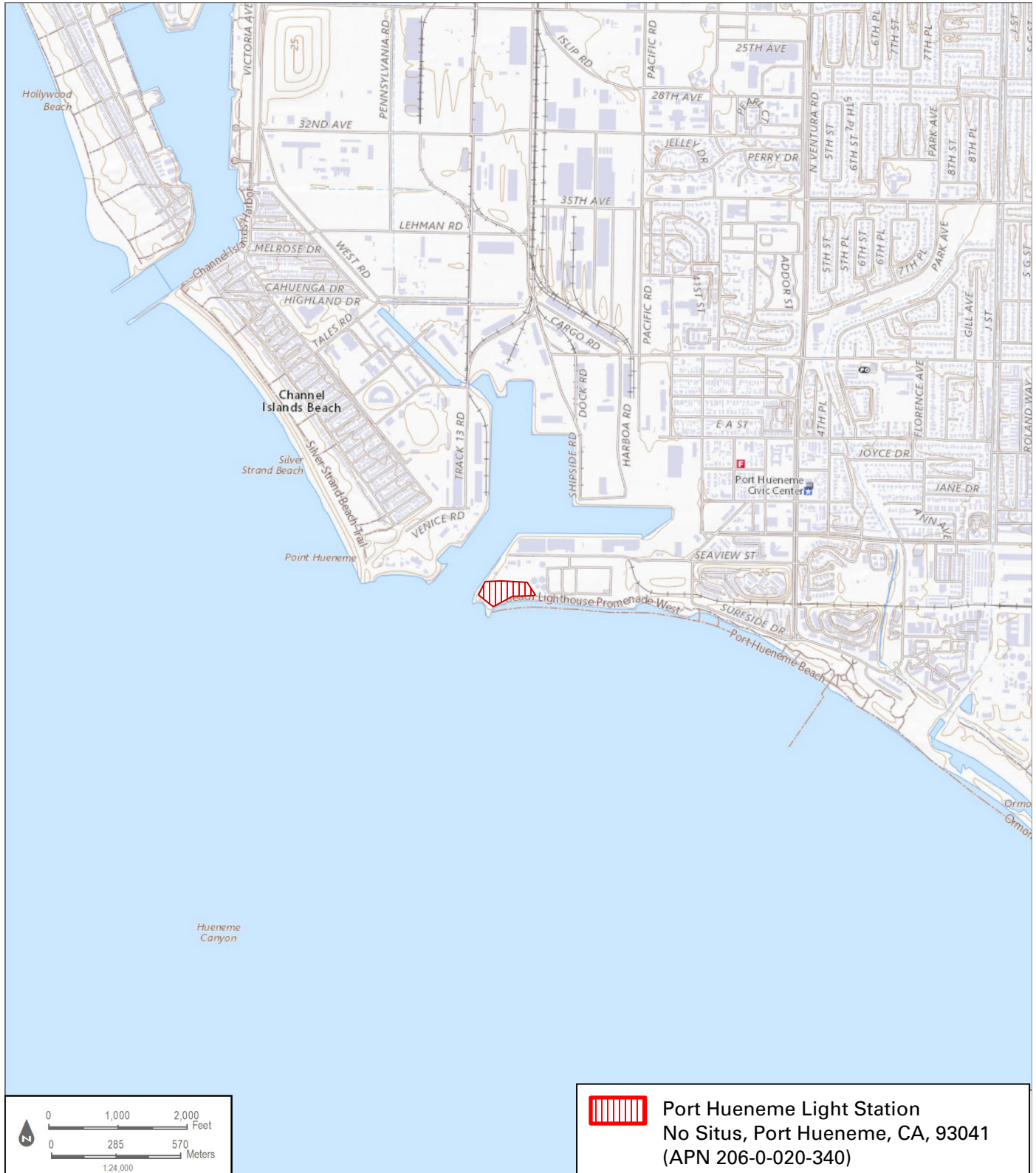
Primary #

HRI#

Trinomial

Page 3 of 35 *Resource Name or # (Assigned by recorder) Port Hueneme Light Station

*Map Name: Port Hueneme, California *Scale: 1:24,000 *Date of map: 2022



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

Primary # _____

HRI# _____

Trinomial _____

Page 4 of 35 *Resource Name or # (Assigned by recorder) Port Hueneme Light Station

*Drawn By: Kirsten Zecher, Dudek *Date of map: 2022

-  Port Hueneme Light Station Boundary
 Building Footprints

416 - Keepers' Residence (c.1939)
422 - Garage-1 associated with buildings 416 and 428 (c.1939)
428 - Keepers' Residence-1 (c.1939)
440 - Lighthouse (1941)
448 - Barracks/Mess Hall (c.1943)
400 - Keepers' Residence (1961)
406 - Garage associated with buildings 400 and 408 (1961)
408 - Keepers' Residence (1961)
404 - Building 404 (c.1978)
432 - Shed (c.1985)
444 - Seawater Intake System (c.2010)
452 - Stellar Biotechnologies Building (2019)



CONTINUATION SHEET

Property Name: Port Hueneme Light Station

Page 5 of 35

*P3a. Description (Continued):

The historic era buildings that remain on the site include the following:

- Lighthouse, Building 440, 1941
- Keeper's Residence, Building 416, c. 1939
- Garage, Building 422, c. 1939
- Keepers' Residence, Building 428, c. 1939
- Barracks/Mess Hall, Building 448, c. 1943
- Keepers' Residence, Building 400, 1961
- Garage, Building 406, 1961
- Keepers' Residence, Building 408, 1961

Four buildings constructed after 1977 including:

- Building 404 (c. 1978)
- Building 432 (c. 1985)
- Building 444 (c. 2010)
- Building 452 (2019)

The Port Hueneme Light Station is divided into several distinct areas. Historically, a maintained, concrete, walkway connected the buildings. Today, the walkways are unmaintained and deteriorated (Photograph 2). The Lighthouse (Building 440), located between two modern buildings at the southern end of the site, is the Station's most distinctive building (Photograph 3). The Art Moderne-style Lighthouse (Building 440) sits with the primary façade facing north in a paved area on the southern portion of the study area. To the west is the Stellar Biotechnologies Building (Building 452), a modern barrel roof structure. To the east of the Lighthouse (Building 440), is a modern, metal-clad storage shed (Building 432), the Barracks/Mess Hall (Building 448), and the Seawater Intake System (Building 444) (Photograph 4). The Barracks/Mess Hall (Building 448) is the only historic era building to the west of the Lighthouse and was constructed in c. 1943. The building has been heavily altered since its construction. East of the Lighthouse (Building 440) and the Shed (Building 432) is a collection of three buildings set in a triangle formation. These buildings represent the oldest buildings on the site, predating the 1941 Lighthouse by approximately one year. The collection consists of three buildings constructed in c. 1939, Building 406, which was originally a garage, and two associated Keepers' Residences (Buildings 428 and 416) (Photograph 5). Buildings 408, 400, and 406 were constructed in 1961 and are located to the west of the c. 1939 grouping (Photograph 6). These buildings are arranged in a similar triangular fashion as the c. 1939 grouping. Building 406 was historically a two-car garage associated with the two 1961 Keepers' Residences (Buildings 408 and 400) (Photograph 7). Building 404, constructed to the south of Buildings 408 and 400, was constructed in c. 1978 (see Photograph 6).

CONTINUATION SHEET

Property Name: Port Hueneme Light Station

Page 6 of 35



Photograph 2. View looking southeast at the Lighthouse (Building 440), the Keepers' Residences (Building 416, 428) and garage (Building 422) (National Archives #205582837: c. 1941).

CONTINUATION SHEET

Property Name: Port Hueneme Light Station

Page 7 of 35



Photograph 2. View looking southeast at the Keeper's Residence (Building 428) and c. 1985 Shed (Building 432) (IMG_0498).



Photograph 3. View looking east at the Keeper's Residence (Building 416), (408), and modern era multi-use building, Building 404 (IMG_0500).

CONTINUATION SHEET

Property Name: Port Hueneme Light Station

Page 8 of 35



Photograph 4. View looking north at the Keeper's Residence (Building 408) and c. 1978 Building 404 (IMG_0477)



Photograph 5. View looking east at Building 406 (left), Building 400 (center) and Building 408 (center). Modern developments are visible east of the project area in background (IMG_0478)

CONTINUATION SHEET

Property Name: Port Hueneme Light Station

Page 9 of 35

Port Hueneme Light Station Elements

The Port Hueneme Light Station has eight historic era buildings spread across the southwestern point of the peninsula. The site includes the Lighthouse (Building 440: 1941), two Keeper's Residences (Buildings 428 and 416: c. 1939), two Keeper's Residences (Buildings 408 and 400: 1961), two buildings that were historically Garages (Building 422: c. 1939 and Building 406: 1961), a former USCG Barracks/Mess Hall (Building 448: c. 1941), a contemporary shed (Building 432: c. 1985), a contemporary mixed-use building (Building 404: c. 1978). Table 5 below includes brief current descriptions of each of these elements.

Building Description	Photograph
440-Lighthouse	
Year Built: 1941 Architectural Style: Art Moderne Description: The Port Hueneme Lighthouse and Fog Station Photographs an Art Moderne architectural style with a rectangular plan that is constructed on a concrete slab foundation. The attached one-story Fog Station is supported by a concrete perimeter wall foundation and large, chamfered support footings and pillars. The parapeted roof over the single-store fog station is flat reinforced concrete supported from the interior with steel I-beam ceiling joists and crossbeams. The Lighthouse's forty-eight-foot-tall square tower extends from the center of the Fog Station's north (main) elevation. The Lighthouse tower also has chamfered support columns, that include a pedestal and tiered finial, positioned at each corner. The Lighthouse tower is topped with a concrete slab that is supported from the interior with steel I-beam ceiling joists and crossbeams. The second and third levels of the Lighthouse retain their original concrete floors and an original quarter-spiral steel ladder with checkered floor plate treads leads to the lantern room. The lantern room walls are constructed of steel, including a crisscross sash located around the upper half of the room. The arched, glazed, steel door provides access to the observation deck, which is guarded by metal railings. The lantern room's roof, a steel conical roof, is topped with a pointed finial and metal ball. The roof serves a heat dispersing vent. Building 440's fenestration, except for one window, have original multi-paned	 Looking southwest at the north and east elevations  (IMG_0264) Looking south at the north elevations (IMG_0266)

CONTINUATION SHEET

Property Name: Port Hueneme Light Station

Page 10 of 35

Building Description	Photograph
metal sash windows. The window directly above the entrance was altered in 1990 to feature a single pane fixed window with "Point Hueneme Lighthouse/Established 1874/Current Lens Installed 1874/Present Tower Built in 1990" painted onto it. Above the fixed window is a bronze USCG plaque. The single entrance, located in the center of the building's north (main) elevation is an aluminum-framed glass door flanked by two narrow, vertical sidelights. The exterior elevations of the Lighthouse and fog station are clad in stucco. Observed Alternations: • The original entrance was altered from a paneled wood double door to an aluminum-framed glass door flanked by two narrow, vertical sidelights. • A type "F" diaphone and steel latter affixed to the south (rear) elevation of the building and a steel ladder on the west elevation were removed. • The original rail that guarded the observation deck was replaced. • The original Lighthouse's lens has been removed	
432-Shed	
Year Built: c. 1985 Architectural Style: No Discernible Style Description: Building 432 is a rectangular-shaped, prefabricated, two-story building clad in raised-seam metal. Three mechanical vent units line the building's ridgeline. The building has limited windows that are comprised of aluminum-framed sliders. A corrugated metal roof supported by wood boards projects from the building's east elevation. Observed Alternations: Wood-frame, corrugated metal shelter added to building's east elevation.	 Looking southwest at the north and east elevations (IMG_0277)

CONTINUATION SHEET

Property Name: Port Hueneme Light Station

Page 11 of 35

400- Keepers' Residence

Year Built: c. 1961

Architectural Style: Spanish Colonial Revival

Description: Building 400 is a cross-gable L-shaped building that features an intersecting gable-roofed wing that projects from the western side of the south elevation to form a shallow porch. The building's roof is medium pitched, has shallow, overhanging eaves, and is clad in Spanish tile. The porch roof is supported by square wood posts. Triangular slatted attic vents are located in the peaks of the gable ends and fascia boards line each elevation.

Exterior gutter systems are located along the north and south elevations. The building's fenestration is currently covered in wood boards and are not visible. Entrances are comprised of plain wood doors. A chimney protrudes from the building's roofline. An ornate two-arch wash basin is attached to the south elevation of Building 400.

Observed Alternations:

- Gutters added to north and south elevations.
- Original doors replaced.
- Windows boarded up
- Paved area added to north of residence.



Looking southwest at the north and east elevations (IMG_0452)

CONTINUATION SHEET

Property Name: Port Hueneme Light Station

Page 12 of 35

404- Building 404

Year Built: c. 1978

Architectural Style: Post Modern

Description: Building 404 is a two-story building with a largely rectangular plan that features a saltbox styled roofline. The northern facing moderately sloped roof shelters the second story and there is a single-story, pent roof projection also extending from the building's north elevation. The south-facing roof slopes dramatically to the first story before the west side of the roof extends over a shallow porch while the western half terminates at the elevation's edge. Rafters continue past the roof's point of termination and end at the shallow porch. Shallow pent roofs also extend from the building's west elevation to shelters a centered double door entrance way, which has been infilled with vertical wood boards, and a wood man-door with a fixed top-center window. The building's fenestration is comprised of aluminum-framed sliding windows. Building 404's elevations are clad in vertically scored T1-11 plywood panels and the roof is clad in fish-scale shingles colored and arranged to mimic a Spanish-tile roof.

Observed Alternations:

- Original windows replaced.
 - Original roof appears to have been replaced.
- Doors infilled or replaced.



Looking northeast at the west and south elevations (IMG_0437)

CONTINUATION SHEET

Property Name: Port Hueneme Light Station

Page 13 of 35

406-Garage

Year Built: c. 1961

Architectural Style: Spanish Colonial Revival

Description: Building 406, a two-car garage, is a stucco-clad one-story building constructed on a rectangular slab foundation. The building's moderately pitched side-gable roof has a cascading-gable effect created by two wings that extend from the core segment's east and west elevations. The roof is clad in fish-scale shingles colored and arranged to mimic a Spanish-tile roof. Two louvered, rectangular vents are in the gable walls. All elevations feature wood fascia boards. An external gutter system runs along the building's north and south elevations. The building has replacement aluminum-framed casement windows. The north (main elevation) of Building 406 features two garage doors. The eastern garage door has two symmetrical fixed windows protected by wire mesh. The windows on the west garage doors have been covered with fabric and are not visible. The building's east and west elevations feature a single, centered, multi-light, aluminum-frame casement window. Building 406's south (rear) elevation has two symmetrical windows on the building's main core. The building's wings feature wood-panel man doors in wood frames.

Observed Alternations:

- Original multi-light wood-framed windows replaced with aluminum-frame sliding windows.
- Original Spanish tile roof appears to have been replaced with shingles arranged and colored to imitate Spanish tile.
- Gutters added to north and south elevations.
- Fascia boards removed from north and south elevations.
- Pedestrian doors on rear elevations replaced.



Looking south at the north elevations (IMG_0385)

CONTINUATION SHEET

Property Name: Port Hueneme Light Station

Page 14 of 35

408- Keepers' Residence

Year Built: c. 1961

Architectural Style: Spanish Colonial Revival

Description: Building 408, a Keepers' Residence, is a two-story, Single-Family Residence with a rectangular plan, raised foundation, and stucco cladding. The cross-gable roof is moderately pitched and has shallow eaves, is clad in Spanish tiles, and has an external gutter system that stretches across the north (rear) elevation and extends the east portion of the south (main) elevation. Louvered, rectangular vents are located in the gable walls. A brick chimney protrudes from the center of the roof's ridgeline. A protruding front facing gable located on the west side of the south (main) elevation shelters two multi-light casement windows and the primary entrance, a plain wood door, on the west half of the south elevation is a set of paired aluminum frame casement windows. The label "1304" is stenciled on the south elevation.

Observed Alternations:

- Decorative shutters removed



Looking north at the south elevation (IMG_0452)

416 Keepers' Residence

Year Built: c. 1939

Architectural Style: Spanish Colonial Revival

Description: Building 416, a Keepers' Residence, is identical to Building 408 as it was constructed for the same purpose at the same time. The residence is a two-story, Single-Family Residence comprised of a basement and main floor. The building has a rectangular plan, raised foundation, and stucco cladding. The side-gable roof is moderately pitched and has shallow eaves, is clad in Spanish tiles, and has an external gutter system located on the north and south elevations. The building's fenestration includes a variety of aluminum-framed windows often positioned over original wood sills. Building 416 has two chimneys, one of which protrudes from the eastern half of the roofline, and the other that dominates the building's east elevation. The two entrances, located on the north (main)



Looking northeast at the south and west elevations (IMG_0355)

CONTINUATION SHEET

Property Name: Port Hueneme Light Station

Page 15 of 35

and south (rear) elevations are plain wood doors and accessed by low stoops that extend to create a porch. The porches are sheltered by pent roofs supported by square wood posts. On the south elevation, a concrete stairwell, with a metal rail, which leads to the building's basement. The basement steps and entrance is sheltered by a pent roof that protrudes from the base of the main floor.

Observed Alternations:

- Original multi-light wood-framed windows replaced with aluminum-frame sliding windows.
- Gutters added to north and south elevations.

Fascia boards removed from north and south elevations.

422 Garage

Year Built: c. 1939

Architectural Style: Spanish Colonial Revival

Description: Building 422, originally a two-car garage, is a stucco-clad one-story building constructed on a rectangular slab foundation. The east elevation has "1307" painted on the building, suggesting this was an earlier used building number. The building's moderately pitched side-gable roof has a cascading-gable effect created by two wings that extend from the core segment's east and west elevations. The roof is clad in fish-scale shingles colored and arranged to mimic a Spanish-tile roof. Two louvered tile vents in wood frames are found in the gable walls, which also features wood fascia boards. An external gutter system runs along the building's north and south elevations. Building 422 has four symmetrical, replacement sliding windows in aluminum-frames on its north elevation. The two windows located on the building's core segment replaced original garage doors that accessed the car ports. The garage's only extant entrance, which is missing a door, is a man-door on the west wing's south elevation. A multi-light window in an original wood frame is also found on Building 422's south elevation.

Observed Alternations:



Looking southwest at the north and east elevations (IMG_0295)

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- Original multi-light wood-framed windows replaced with aluminum-frame sliding windows.
- Original garage doors replaced with aluminum-framed sliding windows
- Original Spanish tile roof appears to have been replaced with shingles arranged and colored to imitate Spanish tile.
- Gutters added to north and south elevations.
- Fascia boards removed from north and south elevations.

428 Keepers' Residence

Year Built: c. 1939

Architectural Style: Spanish Colonial Revival

Description: Building 428, a Keepers' Residence, is identical to Building 416 as it was constructed for the same purpose at the same time. The residence is a two-story, Single-Family Residence composed of a basement and main floor. The building has a rectangular plan, raised foundation, and stucco cladding. The side-gable roof is moderately pitched and has shallow eaves, is clad in Spanish tiles, and has an external gutter system located on the north and south elevations. Fenestration includes a variety of aluminum-framed windows often positioned over original wood sills. The Building has two chimneys, one of which protrudes from the eastern half of the roofline, and the other that dominates the building's east elevation. The two entrances, located on the north (main) and south (rear) elevations are plain wood doors and accessed by low stoops that extend to create a porch. The porches are sheltered by pent roofs supported by square wood posts. On the south elevation, a concrete stairwell, with a metal rail, which leads to the building's basement. The basement steps and entrance are sheltered by a pent roof that protrudes from the base of the main floor.

Observed Alternations:

- Original multi-light wood-framed windows replaced with aluminum-frame sliding windows.
- Gutters added to north and south elevations



Looking northeast at the south and west elevations (IMG_0355)

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- Fascia boards removed from north and south elevations.
- Doors replaced.

448-Barracks

Year Built: c. 1944

Architectural Style: Spanish Colonial Revival

Description: Building 448, the Barracks and Mess Hall building, was constructed in c. 1944. The one-story building has a rectangular footprint that is constructed on a concrete crawlspace foundation. The long, narrow building has a front-gable, moderately pitched roof with shallow eaves and asphalt tile cladding. There are louvred rectangular vents in the gable-walls, located on the north (main) and south (rear) elevations, over pent roofs that are supported by circular metal posts. The roofs shelter the building's wooden doorways, which feature upper glazing in aluminum frames. Fenestration includes evenly spaced sliding windows in aluminum frames. Building 448, which has been heavily modified overtime, is currently clad in stucco.

Observed Alternations:

- The original siding, roof surfacing, and wood sash windows were removed and replaced with stucco siding, composition roofing, new wood entry doors with upper glazing, and aluminum-framed sliding windows.
- c. 1965, the USGS constructed an addition on the north elevation.
- c. 1979, the US Navy constructed a second full-width addition to the south elevation.
- In c. 1985, an addition was constructed on the building's east elevation, creating a T-shaped floorplan.
- c. 1990- removed the c. 1985 wing addition and continued to update the building continuously throughout its lease.



Looking west at the north and east elevations
(IMG_0355)

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444-Seawater Intake System

Year Built: c. 2010

Architectural Style: Utilitarian

Description: The small, shed roof building is situated north of Building 448. The rectangular building has a moderately sloped shed roof with wide eave overhangs, clad in composition shingles. The building is clad in stucco and sits on a concrete foundation.

Observed Alternations: None noted



Looking west at the south and east elevations
(IMG 0267)

452- Stellar Biotechnologies Building

Year Built: 2019

Architectural Style: Utilitarian

Description: The Stellar Biotechnologies Building was constructed in 2019. The structure sits on a concrete foundation and is constructed of metal with stretched plastic covering. The structure measures approximately 88-feet by 71-feet.

Observed Alternations: None noted



*B10. Significance (Continued):

Review of Previous Documentation

Dudek conducted research to obtain prior documentation of resources within the vicinity to help ensure consistency in documenting the current status of the property as a historical resource. The following documents pertain to past documentation efforts within the Light Station. These records were obtained through a review of the California Historical Resources Information System Records Search results, the Built Environment Resource Directory (BERD), online searches, inquiries with state agencies, or from the Port.

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C. Baker and J. Dougherty. 2003. *National Register of Historic Places Evaluation of Port Hueneme Lighthouse* (Report No. VN-02684)

This NRHP nomination form documents an evaluation of the historic Lighthouse and associated buildings. The purpose of the assessment was to evaluate the Port Hueneme Light Station for inclusion in the NRHP and does not include an evaluation of the property for CRHR. The nomination form documents the Light Station including the Port Hueneme Lighthouse and two c. 1939 Keepers' quarters [Buildings 416 and 428]. The report concluded that the Port Hueneme Lighthouse appears eligible for listing in the NRHP under the NRHP Multiple Property Documentation (MPD) form for Light Stations of the United States and NRHP MPD Form for Light Stations of California under Criterion A for its association with the development of import-export trade in Southern California and under Criterion C as the only example of an Art Moderne-style Lighthouse in California. In addition to the Lighthouse, the nomination also addresses the two c. 1939 Keepers' quarters concludes that due to a loss of integrity of setting and feeling, they do not appear eligible for listing on the NRHP. The fog signal structure is also not eligible due to its modern construction. An accompanying DPR form set form set was prepared by Tracy Bakic in 2003 in conjunction with the nomination form which recorded the Historic Port Hueneme Light Station but did not include a formal evaluation under NRHP or CRHR criteria (Bakic 2003).

The nomination form included the following significance assessment of the Lighthouse and the two c. 1939 Keepers' quarters (C. Baker and J. Dougherty 2003: p. 8-3):

The Port Hueneme Light Station was constructed by the United States Coast Guard in 1941 to replace the original 1874 Point Hueneme Light Station that provided an important navigational aid to the frequently fog-choked entrance to Santa Barbara Channel. The lighthouse was constructed as part of the creation of the Port Hueneme harbor, the only deep-water port between Los Angeles and San Francisco. This port greatly enhanced the import-export economy of the region, and the light was crucial to its successful operation. As a result, the lighthouse appears to meet Criterion A as a significant structure. The lighthouse is an excellent representative example of the Art Moderne lighthouse design used by the Coast Guard on the Pacific Coast during the 1930s and early 1940s and, is the only one of its kind in California; as such, it appears to meet Criterion C as a significant structure. The lighthouse retains its integrity of location, materials, association, design, and workmanship, although its integrity of setting and feeling have been compromised by surrounding development since 1941, the lighthouse's date of construction and period of significance. As a result, the lighthouse appears to be an historical resource eligible for listing in the National Register of Historic Places under the nationwide Multiple Property NRHP Form for U. S. Lighthouses and Multiple Property NRHP Form for Light Stations of California.

Alterations to the two c. 1939 keeper's quarters originally associated with the lighthouse have greatly compromised their integrity of design, materials, and workmanship. Nearby development has destroyed their integrity of setting and feeling from the time of their construction. As a result of this loss, the keepers' quarters do not appear to be eligible for listing on the National Register of Historic Places. Also, the fog signal structure is a modern building and not eligible for listing on the National Register.

Sharpe, J. and L. Durio. 2004. *Groundwater Recovery Enhancement and Treatment Program (GREAT), Cultural Resources Inventory Report* (Report No. VN-02978)

The purpose of the Cultural Resources Inventory report was to assess the potential impacts the proposed GREAT program would have on known and unknown historical and archaeological resources. The survey identified two prehistoric sites (CA-VEN-666 and CA-VEN-726) and six historic sites (P-56-150013, P-56-150014, P-56-150020, P-56-150023, P-56-150028 and P-56-150029) previously recorded sites within the APE. It was determined that the proposed project would not have adverse effects on known site CA-VEN-666 because it was previously described as a "non-site" and archaeological

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monitoring would be required for CA-VEN-726. Mitigation recommendations included avoidance of several cultural resources as well as expanded cultural monitoring of any ground disturbance.

Lieutenant Commander J. W. McPherson. 2012. Letter Report on the Decommissioning of the Fresnel Lens at Point Hueneme Lighthouse (Report No. VN-03124)

The letter report documents correspondence between Lieutenant Commander J. W. McPherson and California State Parks Office of Historic Preservation, Ed Carroll about the proposed decommissioning of the historic Fresnel Lens at the Lighthouse that overlaps the current proposed project site. The purpose of the report was to determine any adverse effects of the proposed removal and relocation of the historic Fresnel lens within the Port Hueneme lantern room to the Lighthouse museum, located on site. The letter report was submitted and SHPO concurred with the finding of eligibility in relation to the Lighthouse and as the project work would be confined within the Lighthouse, agreed that no adverse effects on any historic structure or archaeological resources would occur.

The letter report included the following significance assessment (McPherson 2012: 4):

While Point Hueneme Light Station is not listed on the National Register of Historic Places (NRHP), it is assumed to be eligible for the NRHP, due to its Moderne architectural style (unique among California lighthouses) and its importance to the history of maritime navigation on the California coast. USCG is currently preparing nomination paperwork for the lighthouse. The historic Light Station included, in addition to the lighthouse, a fog signal building (replaced with a modern structure in 1998), at least two sets of quarters, and several other structures supporting USCG and Navy use of the property. The USCG now retains only the existing lighthouse and modern fog signal, as the USCG transferred this parcel, with the exception of the lighthouse and fog signal, to the Navy in 1974. Subsequently, the Navy transferred the land as a part of a 33-acre disposal to the Oxnard Harbor District in 1997. At present, the land underlying and surrounding the lighthouse and fog signal is owned by the city of Port Hueneme through the Oxnard Harbor District

Tracy Bakic. 2003. DPR 523 form set for the Port Hueneme Light Station (P-56-152840)

The DPR form set prepared for the Historic Port Hueneme Light Station (the Lighthouse and associated buildings and structures) in 2003 by Tracy Bakic of PAR Environmental Services Inc. (Bakic 2003) documents a 5-acre complex of buildings consisting of the 1941 Lighthouse, the 1939 Keepers' quarters, the circa 1950s barracks, as well as associated outbuildings including garages. Bakic noted the prior 1874 wood-framed Lighthouse and associated structures had been demolished. The DPR form does not include a formal evaluation of the Light Station. An accompanying NRHP nomination form was completed in conjunction with the DPR form set prepared by C. Baker and J. Dougherty in 2003 which evaluated the Port Hueneme Lighthouse and two c. 1939 Keepers' quarters buildings (C. Baker and J. Dougherty 2003).

The following text pertaining to the significance of the Lighthouse accompanied the DPR 523 form set in a summary letter prepared in 2003 by PAR Environmental Services Inc. for the U.S. Coast Guard (Bakic 2003):

The Port Hueneme Lighthouse has been determined eligible as part of a Multiple Property Listing of the National Register of Historic Places. The facility is in use as a navigational aid and actively managed by the Coast Guard. The station includes a fog signal building with attached lighthouse (1941) and a modern fog signal. The lighthouse is eligible under Criterion C as an excellent example of Art Moderne lighthouse design that reflects a construction style used for a number of twentieth

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century light stations. Its period of significance is 1941, its year of construction and activation.

The Built Environment Resource Directory

The BERD files provide information, organized by county, regarding non-archaeological resources in the Office of Historic Preservation's inventory. The BERD contains information only for built environment resources that have been processed through the Office of Historic Preservation. This includes resources reviewed for eligibility for the NRHP, and the California Historical Landmarks programs through federal and state environmental compliance laws, and resources nominated under federal and state registration programs. The BERD replaces the former Historic Properties Directory that previously provided evaluation status information for resources processed through the Office of Historic Preservation. Dudek accessed the BERD for Ventura County on June 16, 2022 and identified an entry pertaining to the Port Hueneme Light Station. According to the BERD, the Port Hueneme Light Station was most recently determined eligible following consultation with SHPO (USCG_2013_0520_001). (Appendix D) in June 2013 and presently maintains a CRHR status code of 2S2 (Individually determined eligible for NR by consensus through Section 106 process. Listed in the CR).

Bookwalker. 1989. National Register of Historic Places Multiple Property Documentation Form: Light Stations of California.

This National Register of Historic Places multiple property nomination form provides a comprehensive historic context covering Maritime Transportation in California between 1840 and 1940. Given the importance of maritime transportation in California history asserted in the context section, Light Stations are identified as an associated property type. The document provides registration requirements and an overview of common light station components, associated construction methods, architectural styles, physical condition, and physical setting.

Clifford. 2002. National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States.

This nomination form provides a comprehensive historic context covering the history and management of light stations throughout the United States beginning in 1789 through 2003. The document provides a broad overview of Lighthouse construction including tower and foundation types, common light station components (ancillary buildings and structures), regional adaptations and variations, site placement, and commonly employed architectural styles. The document also provides parameters for registration requirements, a hierarchy of character-defining features, a guide to assessing integrity and determining significance for this unique resource type.

Ventura County Cultural Heritage Board Staff. 2019. Ventura County Historical Landmarks and Points of Interest.

In 1980, the Lightworks in the Hueneme Lighthouse were designated as a Ventura County Historical Landmark. The lightworks were manufactured in 1897 in France and is composed of six handmade lens panels designed for an oil lantern and operated by timing gears and weights. It was originally installed in 1874 at the original Port Hueneme Lighthouse. In 1925, the light was electrified. In 1940 the original Lighthouse was moved and the Lightworks was moved into the 1941 Port Hueneme Lighthouse.

EZ Studio Inc. 2022. Port Hueneme Light Station Structural Evaluation and Assessment Report. 2022.

In 2022, EZ Studio Inc. was obtained to perform a structural evaluation and assessment of the existing residential & shop building located within The Port of Hueneme, CA. The structures, which are the basis for this report, are located adjacent to the Port Hueneme Lighthouse (Appendix E).

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Historical Overview

The following historic context chronicles the pertinent information related to the history and contextual development of Port Hueneme. The following sections contain sections of text presented verbatim in their entirety from multiple relevant documents including the *National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States* (Clifford 2002), the *National Register of Historic Places Registration Form for the Port Hueneme Lighthouse* (C. L. Baker and J. Dougherty 2003), and the *DPR 523 form set for the Port Hueneme Light Station* (Bakic 2003). References to figures, footnotes, and parenthetical citations within these sections of quoted text have been retained, however, they do not correspond to the photographs or the references presented throughout the remainder of this document and in the sources cited in References (C.L. Baker and J. Dougherty 2003: pp 8-1 - 8-3; Clifford 2002: pp. 51-53; Bakic 2003: pp. P1-P2).

Development of Light Stations on the West Coast

The following text pertaining to the development of Light Stations along the West Coast of the United States is presented verbatim in its entirety from *National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States* (Clifford 2003: pp. 51-53).

West Coast

Prior to the building of the transcontinental railroad in 1869, the west coast of the United States was dependent upon maritime transportation for its connection to the rest of the world. North-south railroad links were not completed until 1887. Even road networks were not sufficiently developed until well into the 20th century. With this heavy dependence on water shipping, it is not surprising lighthouses were relatively early developments for the west coast.

Francis A. Gibbons of Baltimore, in addition to building Love Point Lighthouse (1872), and repair work on Point Lookout (1830) and Sharps Island (1838) lighthouses in Maryland, also built Bodie Island Lighthouse (1847), North Carolina, and Egmont Key Lighthouse (1848), Florida. Pleasonton said, Gibbons "has done some work very faithfully for us." Gibbons most ambitious lighthouse endeavor, however, was obtaining a contract in partnership with Francis X. Kelly in 1852 to construct the first eight lighthouses on the West Coast of the United States. They obtained a bark appropriately named Oriole, acquired materials and laborers, and sailed for the West Coast. Despite the wrecking of Oriole at the mouth of the Columbia River, these two Marylanders completed all eight lighthouses by 1856. 118

The first lighthouses on the west coast, designed at about the same time as the one at Blackstone Island (1851), Maryland, were intended to use the Argand lamp and parabolic reflector lighting system. The masonry tower rose from the foundation, through the center of the dwelling and through the roof. The towers of the eight lighthouses were each substantial enough to stand by themselves. The lanterns were not, however, of a proper size to support the recently adopted Fresnel lens. The District Inspector, Major Hartman Bache, was a pragmatic person, and solved the problems in different ways. At Farallon Islands, he tore down and rebuilt the lighthouse to receive a first-order lens. At the Point Loma Lighthouse (1855) in San Diego, California, he decided to use the smaller third-order lens. But even with the smaller and lighter lens, he had to have the tower strengthened by increasing the thickness of the domical arch (the ceiling of the tower) to support a third order lens. 119 Many later West Coast light towers were integral to the fog signal building. Examples include Point Sur Lighthouse (1889), California; and Coquille River Lighthouse (1896) and Cape Arago Lighthouse (1934), both in Oregon.

Steel, in concrete structures, provides the tensile properties concrete lacks. Most major reinforced concrete towers are found on the West Coast where they are best adapted to the dangers of earthquake damage. Examples include Point Arena (1908) and Point Arguello Lighthouse (1934), both California. A series of art-moderne reinforced concrete lighthouses

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were built along the Alaska coast in the 1920s and 1930s, replacing earlier deteriorated wooden structures. 120 Examples include Cape Decision (1932), Cape Hinchinbrook (1934), Cape Spencer (1925), Cape St. Elias (1916), Five Finger Islands (1935), Point Retreat (1923), Sentinel Island (1935) and Tree Point (1935).

On the west coast, a number of lighthouses have been placed where coasting traffic makes a course change or leaves the coast. These are major lights, usually of the first order. Cape Mendocino (1868) in northern California was a turning point for both north and southbound traffic. This light was particularly important because it also guards vessels against nearby dangerous waters. Point Sur (1889) and Piedras Blancas (1879) are two lighthouses marking the point for departure or return to the coast, depending on the direction in which the vessel is traveling.

The west coast has several lighthouses built just offshore on rocks that are serious hazards to navigation. Tillamook (1881), Oregon, and St. George (1892), California, are two such lighthouses, and they were difficult and expensive to build because of their offshore location and rough seas. Tillamook served as a warning of the rock and as a guide to the Columbia River. St. George, on an offshore reef, guarded ships against a larger area of rocks and shoals.

Development of the Port Hueneme Light Station

The following text is presented verbatim in its entirety from *National Register of Historic Places Registration Form for the Port Hueneme Lighthouse* prepared by C. L. Baker and J. Dougherty of PAR Environmental Services, Inc. in 2003. (C. Baker and J. Dougherty 2003: pp. 8:1-8:3).

Introduction

As long as there have been ships upon the seas, navigational aids have been part of the human endeavor. In the centuries before air travel, nations relied upon the safe passage of ships, including the United States. Congress passed the Lighthouse Act of 1789 to take responsibility for building and operating such aids along its coasts. Since then, the government has constructed over a thousand lighthouses, hundreds of fog signals and almost 200 floating light signals. The government created a specialized Lighthouse Board in 1852, which became the Bureau of Lighthouses in 1910. These early years make up the period of the Lighthouse Service, which merged with other federal maritime agencies in c. 1939 to establish the U.S. Coast Guard (United States Department of the Interior [USDI], National Park Service [NPS] 2002:2).

The United States Coast Guard (USCG) Port Hueneme Light Station grounds are located at the southern side of the Port Hueneme, Oxnard Harbor District basin entrance. The Port Hueneme Lighthouse is situated at the north side of the east entrance to the Santa Barbara Channel. The signal is important to navigation through the channel, which is typically fog-bound from July through October when inland temperatures rise. The port is the only deep-water port between Los Angeles and San Francisco and is important for foreign trade. The lighthouse grounds encompass an approximately five-acre area that includes extant USCG-built structures dating from circa 1938 to 1964. Historically, the Light Station grounds were located at the west end of the USCG Point Hueneme Reservation. With the formation of the Oxnard Harbor District in 1937 and the opening of the Port of Hueneme in 1940, the USCG facility officially became known as the Port Hueneme Light Station. In the 1970s the USCG Light Station was part of property transferred from USCG to the US Navy. In 1997 it was part of 33 acres of Naval property transferred to Oxnard Harbor District. USCG has retained ownership of the lighthouse (Brown 2003; Marsh 2003).

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Historical Context

The Santa Barbara Channel extends 63 miles along the southern California coast between Point Fermin (near San Pedro) and Point Hueneme on the north end. The channel is defined on the west and south by the San Miguel, Santa Cruz, Santa Rosa, and Anacapa islands, known collectively as the Channel Islands. Portuguese explorer Juan Rodriguez Cabrihlo was the first to sail the channel in the fall of 1542. In the following centuries, Spanish missionaries established a scattering along the coast, but the population remained low until the years following the California Gold Rush and statehood in 1849. From that year forward, the number of ships traveling the waters of the channel would continue to grow (Nelson and Nelson 1993:29).

The original Point Hueneme Lighthouse site was located on 16.14 acres of the Rancho El Rio de Santa Clara o La Colonia, purchased by the U.S. Lighthouse Service for \$17. The first lighthouse on the point was constructed in 1874 and was activated the same day as the Point Fermin Lighthouse to the south; December 15, 1874. These two Victorian-style lighthouses marked the entrances to the Santa Barbara Channel, an important shipping lane between the southern California coast and the Channel Islands. Eventually four lighthouses were established along the channel (Nelson and Nelson 1993:29, 31).

The Point Hueneme site included the keeper's dwelling, identical to those built at East Brother in Oakland, California and Point Adams, Oregon, in addition to that at Point Fermin mentioned earlier. Water for the site was drawn from artesian wells, but by 1882 the wells were impure and rainwater from the station's roofs was collected in a 10,000-gallon tank. In 1889, the original white flashing oil light on the lighthouse was changed to a fixed red light. In 1892, it was changed to an occultating white light. In 1899, the Service installed a revolving fourth order Fresnel lens made by Barbier and Benard in 1897 (which remains to the present day) (Nelson and Nelson 1993:32).

In 1900, the Lighthouse Service purchased another adjacent 30 acres of the El Rio de Santa Clara o La Colonia for \$2,000. Of the combined 46 acres at the Point Hueneme site, various parcels would be carved out and sold to private companies or transferred to the Department of the Navy over the following century. By 1922, the station consisted of the Lighthouse Service and a Navy Radio Station. The Lighthouse included the original lighthouse with keeper's dwelling. The structure had two sets of quarters to house the two lighthouse keepers and their families. In total, the dwelling had 1350 square feet of floor space comprising a total of eight rooms. The site also included a fog signal building, a carpenter shop, two storehouses, a barn, a hollow tile oil house and a concrete oil house. The navy's radio compass station, established three years earlier, consisted of three additional buildings on a separate portion of the lighthouse reservation. In 1928, the Naval Radio Compass Station was transferred to the Lighthouse Service (Lighthouse Service 1922).

In 1925, the oil lamp in the lighthouse was replaced with an electric light and in 1933 an electric motor was installed at the lighthouse to eliminate the hand-winding of the light's clockwork (Nelson and Nelson 1993:33).

In c. 1939, work began to create a deep-water port was created near the site, which required dredging the entrance along the point. In the process, the original lighthouse had to be moved. A local yachting club purchased the lighthouse/keepers' quarters structure and moved it across the harbor, although it was later demolished. The lighthouse lantern room was removed from the building before the move and replaced in the new lighthouse under construction (Nelson and Nelson 1993:32). Port Hueneme, as it became known, remains the only deep-water port between Los Angeles and San Francisco.

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To replace the housing lost by the move of the lighthouse structure, the Coast Guard built two cottages for the keeper and assistant keeper in c. 1939. These structures were actually finished before the move. The two identical cottages were designed with roughly 1,230 square feet of interior space in each unit.

With the housing in place, the Coast Guard built the present lighthouse, which is a 48-foot-tall concrete tower rising from a one-story building. The focal plane is 52 feet above sea level and was lit with the original 1874 lantern and 1899 fourth order Fresnel lens operated by the original clockworks system. The light was activated in 1941. The tower is square and rises from the rectangular building below. The structure presents an Art Moderne architectural styling that was used at other Coast Guard lighthouses built during the period, most notably the Sentinel Island Lighthouse in Alaska (Nelson and Nelson 1993:32).

By 1958, the property included a mixture of USCG and Navy structures, including the new lighthouse/fog station, the c. 1939 keepers' quarters, a wood-framed barracks/mess hall, another single-story wood-framed keepers' quarters (north of the barracks), a small wood-framed garage, pump house (converted to an electrical vault by 1960), pressure tank, paint locker, radio mast, and a United States Navy winch house (with living quarters). The additional keeper's quarters (a house built circa 1927), small garage (circa 1927) and possibly the barracks and a radio building were moved to this location in 1940s from the USCG Radio Station that was about 1,000 feet to the east; the radio station buildings were probably moved due to World War II (WWII) military usage of the eastern end of the reservation.

Between 1961 and 1962 additional keepers' quarters were constructed (two houses and a garage) and the circa 1927 house, paint locker and radio building were removed. By the 1960s, the property had a separate fog signal structure located to the west side of the Navy's winch house. The electrical vault was removed after 1973 and the circa 1927 garage was removed after 1980. The fog signal was removed in the late 1990s and replaced with the extant metal signal that is in the same location.

The lighthouse was automated in 1972. As a result, onsite housing became unnecessary. The station was disestablished in 1973 when a new Coast Guard station was constructed at Channel Islands Harbor. Some of the land at Port Hueneme Light Station was then transferred to the Navy at that time.

At present the approximately five-acre area (Figure 4) includes the 1940 lighthouse/fog station, the c. 1939 and 1962 keepers' quarters (including garages), heavily modified barracks building, modified circa 1950s Navy winch house, and several structures built less than 35 years ago by the Navy and subsequent tenants, such as Channel Islands Marine Resource Institute (CIMRI) and Stellar Biotech (formally called ABLAB). The modern buildings include metal-clad warehouses and a "test bed" house built in the late 1970s or early 1980s by the Navy for solar studies. The access road that enters the light station area and ends at the lighthouse/fog station as a cul-de-sac was in place over 50-years ago. The center of the cul-de-sac originally included a flagpole; the flagpole was removed at an unknown date.

In 1999, the lantern room and window frames of the lighthouse were painted red during a refurbishing effort. The original lighthouse's fourth order Fresnel lens is still in use at the current Port Hueneme Lighthouse (Nelson and Nelson 1993:32). The fog signal structure uses the original single diaphone type fog signal. The Port Hueneme facility is part of the Eleventh Coast Guard District.

History of Buildings within the Port Hueneme Light Station

The following text is presented verbatim in its entirety from the California DPR form completed for the Port Hueneme Lighthouse prepared by Cindy L. Baker of PAR Environmental Services, Inc. in

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2003. Building dates in the following text do not all correlate with current research presented in this report. Current USCG building identification numbers in brackets have been added by Dudek (Bakic 2003: pp.P1-P2).

The United States Coast Guard (USCG) Port Hueneme Light Station grounds are located at the southern side of Port of Hueneme, Oxnard Harbor District basin entrance. The grounds encompass an approximately five-acre area that includes extant USCG-built structures dating from circa 1938 to 1964. Historically, the light station grounds were located at the west end of the USCG Point Hueneme Reservation. With the formation of the Oxnard Harbor District in 1937 and the opening of the Port of Hueneme in 1940, the USCG facility officially became known as the Port Hueneme Light Station. In the 1970s the USCG light station was part of the property transferred from the USCG to the US Navy. In 1997 it was part of 33 acres of Naval property transferred to the Oxnard Harbor District. The USCG has always retained use of the lighthouse (Brown 2003; Marsh 2003), even while relinquishing ownership of the land.

Prior to the construction of the extant lighthouse/fog station in 1940, the light station included the previous 1874 wood-framed lighthouse with incorporated keepers' quarters, a temporary fog signal building, the circa 1938 keepers' quarters (two houses and a garage) [Buildings 422, 428, and 416], an artesian well and pump house. The 1874 lighthouse was barged across the harbor in February 1940 and was razed only a few years later. By 1958, the property included the new lighthouse/fog station [Building 440], the circa 1938 keepers' quarters) [Buildings 422, 428, and 416], a wood-framed barracks/mess hall [Building 448], another single-story wood-framed keepers' quarters (north of the barracks), a small wood-framed garage, pump house (the electrical vault by 1960), pressure tank, paint locker, radio mast, and a United States Navy winch house (with living quarters). The additional keepers' quarters (a house built circa 1927), small garage (circa 1927) and possibly the barracks and a radio building were moved to this location in 1940s from the USCG Radio Station that was about 1,000 feet to the east; the radio station buildings were probably moved due to WWII military use of the eastern end of the reservation.

Between 1961 and 1962 additional keepers' quarters were constructed (two houses and a garage) [Buildings 406, 408, 400] and the circa 1927 house, paint locker and radio building were removed. By the 1960s, the property had a separate fog signal structure located to the western side of the Navy's winch house; this fog signal was removed in the late 1990s and replaced with the extant metal signal that is in the same location. The electrical vault was removed after 1973 and the circa 1927 garage was removed after 1980.

At present the approximately five-acre area includes the 1940 lighthouse/fog station [Building 440], the c. 1939 and 1962 keepers' quarters (including garages) [Buildings 422, 428, and 416, 406, 408, 400], heavily modified barracks building circa 1950 [Building 448], modified circa 1950s Navy winch house, and several structures built less than 35-years ago by the Navy and subsequent tenants, such as the Channel Islands Marine Resource Institute (CIMRI) and Stellar Biotech (formerly called ABLAB). The modern buildings include metal-clad warehouses and a "test bed" house built in the late 1970s or early 1980s by the Navy for solar studies [Building 404]. The access road that enters the light station area and ends at the lighthouse/fog station as a cul-de-sac was in place over 50-years ago. The center of the cul-de-sac originally included a flagpole; the flagpole was removed at an unknown date.

Architectural Styles and Building Types

Architectural Style: Art Moderne (1928-1941)

According to the *National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States*, the Art Moderne architectural style was often employed in the design of Light Stations in the United States as demonstrated "... by the last caisson lighthouse built in

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the United States, Cleveland East Ledge Lighthouse (1943), Massachusetts; and Huron Harbor Lighthouse (1936), Ohio (Clifford 2003: pp. 41)."

The Art Moderne style describes a popular style of architecture that developed in the 1930s as a response to the Great Depression as a response to the more opulent forms of the Art Deco style. While examples of the style predate the New Deal era, due to its frequent use by architects for federal projects under the New Deal 1933, the style has come to have a strong association with undertakings of the PWA. Art Moderne buildings are characterized by classical, conventional forms in line with the clean, formal Beaux Arts style which have been updated with modern stylistic elements drawn from the early 1920s Art Deco and Streamline Moderne styles. The style was frequently employed in California in the construction of public schools.

The character-defining features of the Art Moderne style include the following (Gebhard 1985: 578; Marter 2011: 147; McAlester 2013: 580):

Basic classical balance and symmetry including horizontal proportions.

Flat roofs usually with small ledge at roofline

Rounded bays and projecting wings

Use of piers in place of columns. Piers can be fluted, but generally contain no base or capitals.

Inset Windows arranged in vertical panels

Wrap around, porthole and glass block windows

Smooth exterior surfaces, usually stucco

Use of relief sculpture and interior murals

Architectural Style: Spanish Colonial Revival (1915-Present)

According to the *National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States*, the Spanish Revival Style was often employed in the design of Light Stations in California as demonstrated "... in structures at Point Conception (1882), Point Vicente (1926), near Los Angeles, and Anacapa Light Station (1932), Anacapa Island, all in California (Clifford 2003: pp. 41)."

The Spanish Colonial Revival style has a rich history and popularity in California. The history of the style began with architectural forms originating in Spain that were carried to California during the Spanish Period. The Moors had a truly significant impact on the architectural development and heritage of Spain, when they brought with them a rich Muslim architectural tradition that was based on the Islamic patterns of architectural development seen throughout the Middle East. The combination of the Spanish and Moorish influence became known as the Hispano-Moorish (also referred to as Hispano-Moresque) architectural style. The height of Hispano-Moorish architecture in the Iberian Peninsula was from the 8th century to the 15th century and there was a significant revival during the 19th and early 20th centuries throughout Europe and the Americas (NGS 2017; Curl 2006).

During the Spanish colonial period in the late 1400s, the Spanish brought the architectural traditions known as the Hispano Moorish style to the Americas. The convergence of Christian and Islamic traditions seen in America is most often referred to as Mudèjar. The convergence of religious and architectural traditions during the Spanish Colonial period set the stage for the Spanish Colonial Revival architectural movement that gained great popularity in California following its formal debut at the San Diego Fair in 1915. Californian Architects Bertram G. Goodhue and Carleton M. Winslow helped to popularize the style well into the 1920s and 1930s, by which time the style was well represented in many coastal cities throughout California. The popularity of the style persisted well into the second half of the 20th century, spurring interest in new, offshoot styles such as the Monterey Revival and even the California Ranch House. During the 1970s and the 1980s, the style was frequently employed for commercial architecture including shopping malls and retail centers (Gebhard 1985: 573-4).

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The character-defining features of the Spanish Colonial Revival style include the following (Gebhard 1985: 573-4):

- Asymmetrical façades
- Sprawling, irregular massing
- Low pitched roofs fitted with clay tiles
- Stucco walls that predominate over openings
- Limited number of openings, often deeply recessed into the wall surface and irregularly placed
- Arched entryways
- Heavy, wood entry doors with single or no light
- Decorative wrought-iron screens and details for windows, doors, balconies, and hardware
- Turned-wood grilles over windows and doors
- Relationship to outdoors through the use of French doors, terraces, courtyards and pergolas

Building Type: Light Tower

The following text pertaining to the Light Tower is presented verbatim in its entirety from *National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States* (Clifford 2003: p. 31).

The tower served principally as a support for the lantern that housed the light. The lantern was typically a cast-iron round, square, octagonal, or decagonal-shaped enclosure surrounded by an exterior stone or cast-iron gallery with railing. Access to the lantern at the top of the tower was via stone, wood, or cast-iron stairs which either wind around a central column or spiral along the interior sides of the tower walls (a few had straight sets of stairs which ran from landings around the tower interior). Windows in the tower were positioned to provide daylight onto the stairs. For taller towers, landings were provided at regular intervals. The top landing ended at the watch room where the keeper on duty ensured the optic was functioning properly. The lantern room above was usually reached via a ladder.

The most recognizable lighthouse type is the stand-alone tower such as Cape Hatteras Lighthouse. Lighthouses of this type come in many shapes including conical, square, octagonal, cylindrical, and even one triangular. Lighthouse towers may also be attached or integral to the keepers' dwellings, and in a few cases, fog signal buildings. Attached towers are those connected to a keeper's quarters to another structure, often by a hyphen; whereas integral towers are those structurally built into the structure with the tower extending through the roof.

Building Type: Keepers' Dwelling

The following text pertaining to the Keepers' Dwelling is presented verbatim in its entirety from *National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States* (Clifford 2003: p. 32).

Second in importance to the light tower, dwellings for light keepers and their families were generally, in the early days, simple 1 and 1/2-story wooden or stone structures. Since lighthouses had only one keeper, there was only one dwelling. After 1852 with the coming of the Fresnel lens and the Lighthouse Board, more keepers began to be assigned to light stations, and, of course, it became necessary to have more living accommodations. Keeper's quarters could be single, double, triple, or even quadruple dwellings; they reflected the prevailing architectural styles, adaptations to geographical conditions, or regional tastes. Complaints by keepers concerning lack of privacy for their families finally persuaded the Lighthouse Board not to build tri-plex housing. By 1913, the U.S. Lighthouse Service stressed that a recent practice

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favours detached houses, insuring greater privacy, and giving better opportunity for yards and gardens.

For all practical purposes, prior to 1852 there were two types of land-based lighthouses: either a detached dwelling or an integral dwelling with the light tower rising out of the roof. The early integral towers had the tower supported by the roof system. As time went on with the lighting apparatus getting heavier, particularly with the advent of the Fresnel lens, the tower was supported from the foundation of the keeper's dwelling. The plans for Blackistone Island Lighthouse in the Potomac River, designed in 1852, clearly shows the support system ascending from the ground. The two-story dwelling had the wood tower rising through its center. Fortunately, this lighthouse needed only one keeper, even after the introduction of the Fresnel lens. In colder climates, such as New England and the Great Lakes, the light tower often was either attached to the dwelling or an enclosed passageway was built between the two structures.

Building Type: Garage

The following text pertaining to Garages is presented verbatim in its entirety from National Register of Historic Places Multiple Property Documentation Form: Light Stations in the United States (Clifford 2003: p. 36).

Some of the light stations received government-built barns where horses and perhaps a cow could be sheltered. With the coming of the automobile, light stations began to receive garages. Because they are recent, a number of garages survive; certainly more garages survive than barns. These structures were simple, standard garage structures with up to three bays. Many barns were converted to garages including Pensacola Light Station, Florida and Montauk Point Light Station, New York. The resourcefulness of lighthouse personnel is illustrated by the 1950s conversion of a garage into living quarters at Cove Point Light Station, Maryland. The garage had been moved and remodeled into a dwelling.

Results of Identification and Evaluation Efforts

To establish methods for evaluating the Port Hueneme Light Station, Dudek's architectural historians reviewed all available previous documentation for the site. The review led to the following outline of the property's development: the Port Hueneme Light Station is a multi-component site containing eight historic era buildings constructed between c. 1939 and 1961, and four modern buildings completed between 1977 and 2019.

In 2003, the Lighthouse was evaluated and found eligible for individual listing in the NRHP under the NRHP MPD form for Light Stations of the United States and NRHP MPD form for Light Stations of California under Criterion A for its association with the development of import-export trade in Southern California, and under Criterion C as the only example of an Art Moderne-style lighthouse in California. In addition to the Lighthouse, the nomination also addressed the two c. 1939 Keepers' quarters originally associated with the Lighthouse and concludes that due to a loss of integrity of setting and feeling, they do not appear eligible for listing on the NRHP (C. Baker and J. Dougherty 2003). Additionally, the Port Hueneme Lighthouse was most recently determined eligible following consultation with SHPO (USCG 2013_0520_001) in June 2013 and presently maintains a CRHR status code in the BERD of 2S2 (Individually determined eligible for NR by consensus through Section 106 process, Listed in the CR). Dudek agrees with the 2003 NRHP evaluation findings that the Lighthouse appears individually eligible for listing under the NRHP MPD, *Light Stations of California* and the NRHP MPD, *Light Stations in the United States*. A DPR update form for this individual property can be found in Appendix A of this report. The DPR Update is limited to providing a brief description, summary of eligibility, and condition assessment since it was last recorded in 2013, and recent photographs of the site.

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As a multi-component site, Dudek's architectural historians reviewed the Light Station property for its potential as a historic district. According to *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Bulletin 15), which is also used for CRHR, a historic district is defined as a resource that "possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development" (USDOI 1995: 5). Furthermore, Bulletin 15 states that, "A district must be significant, as well as being an identifiable entity. It must be important for historical, architectural, archeological, engineering, or cultural values" (USDOI 1995: 5).

The Light Station has expanded significantly since its initial construction. While eight of the buildings are over 45 years old, a significant number of alterations have been made since its original construction, specifically in the 1950s through the 1980s. Since 1977, four buildings have been added to the site adjacent to historic era components. Overall, the Light Station lacks temporal cohesion as a group of buildings and structures linked to a specific period of significance and does not rise to the level of consideration as a potential historic district. As such Dudek, has evaluated the Port Hueneme Light Station as a multi-component site.

In order to assess the historical significance and integrity of the buildings within the Port Hueneme Light Station, it was evaluated under the MPDs, *Light Stations of California*, *Light Stations of the United States*, and under CRHR criteria as a multi-component site. The property significance evaluation was prepared by Dudek architectural historians Adrienne Donovan-Boyd, MSHP, and Fallin Steffen, MPS who meet the Secretary of the Interior's Professional Qualification Standards for architectural history. The following evaluation includes a current physical description of the Light Station property's elements, and an evaluation of the Property for the NRHP and the CRHR. A complete DPR 523 form set, including the previous evaluations and the updated evaluation information, is presented in Appendix A.

Registration Requirements for Listing in the NRHP as Part of a Multiple Property Document.

As stated earlier, the Port Hueneme Lighthouse (Building 440) was is considered eligible as part of the NRHP MPD form *Light Stations of California* as well as the NRHP MPD form *Light Stations in the United States* (Bookwalkter 1989; Clifford 2002). The registration requirements stated in these documents is presented in the section below verbatim in their entirety as they directly apply to this resource. These registration requirements are stated here as they are applicable to apply to the station as a whole and are utilized in the evaluation of the overall property.

NRHP MPD form Light Stations in California

The following registration requirements are provided for evaluating light stations in California (Bookwalkter 1989):

F. Associated Property Types

IV. Registration Requirements

"California's National Register-eligible light stations possess integrity of workmanship, materials, character, and design, as well as associative significance by virtue of their role in history and in their setting. Based upon association alone, light stations meet the National Register criteria, but additionally, the existence of a functioning complex implies necessary important relationships that are represented in the present day by the remaining buildings and structures of the station.

Historically, California light stations were composed, at a minimum, of a light tower, keeper's dwelling, and a fog warning device. Any number of additional ancillary buildings or structures could be original features (such as a cistern, or barn) or later additions (oil houses).

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The minimum necessary requirements to adequately convey the historical function of a light station is the presence of a substantial lighthouse tower that was designed to hold a Fresnel lens, and one or more associated ancillary buildings.

Towers should be "substantial" to distinguish a lighthouse from the many "post beam" type structures that were erected in the late 19th and early 20th centuries. These were merely poles stuck in the ground with beacons stuck on top. They possess neither the necessary historical associations nor the architectural significance [...] (p. FIV-1)"

The integrity of each light station was evaluated with respect to all others in the state and in relation to its particular design, materials, and location. Those that failed to meet the registration requirements as set forth above in part F, section IV, were excluded from consideration for National Register nomination. Altogether, several light stations met minimum registration criteria but were replaced from consideration by other light stations that more fully exemplified the character set forth in the registration requirements. Ten light stations are hereby presented for consideration to the National Register (p. GI-1).

NRHP MPD form Light Stations in the United States

Additionally, the following registration requirements are provided for evaluating light stations within the context of the United States. These are detailed in the NRHP MPD form *Light Stations of the United States* (Clifford 2002: pp. 63-66).

Registration Requirements

What makes a lighthouse historic? Identifying historic lighthouses

Not all lighthouses or all structures at light stations are historic nor do all warrant preservation. But how does one determine historic significance of light station properties? How can one be certain that a light station or portion of a light station (only one or more structures of a light station versus a entire light station) warrant preservation? Perhaps the best method for determination, and the method required by the National Historic Preservation Act, is the criteria established for inclusion of properties in the National Register of Historic Places. Nearly 70 percent of all lighthouses in the United States (Coast Guard owned and otherwise) over 50 years old are either listed in the National Register of Historic Places or are determined eligible for listing, and the number is climbing as lighthouses and other light station structures are added to the list.

The National Historic Preservation Act of 1966 authorizes the Department of Interior to establish, maintain, and expand a National Register of Historic Places. This list is considered the official list of the Nations cultural resources worthy of preservation and is maintained by the National Park Service. The Register includes over 68,000 properties that have been recognized as having historic, architectural, archeological, engineering or cultural significance, at the national, state, or local level; this list grows steadily as more properties are identified and nominated each year. The nominations are maintained both on paper and in a computerized database.

Hierarchy of Character-Defining Features

The many structures and features of a light station should be considered cumulatively in accessing its integrity. The tower is vital to defining the station. Keeper's quarters are universal to light stations; sound signal buildings are not. The secondary structures that support the operation of the aid to navigation are significant, but their exclusion does

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not necessarily preclude eligibility for listing in the National Register. The following is a priority listing of the physical elements to consider.

1. *Tower:* Minimum consideration is daymark feature, i.e., shape and color to identify it to mariners. Does the tower still have its daymark characteristic? Daymark does not necessarily include presence of a lantern. For example, Bald Head Lighthouse meets only that minimum requirement.
 - a. *Lantern:* Ideally the light tower should have a lantern used during its period of significance. Lanterns did change over some lights' operational history to accommodate different lenses and operational requirements. An accurate replica lantern made of suitable materials is better than no lantern. A lighthouse without a lantern, Piedras Blancas Light or Egmont Key Light, for example, are eligible, however they should not be considered significant for architecture engineering under Criterion C, but could qualify as significant for transportation under Criterion A.
 - b. *Lens:* Ideally, the light tower should have an operational lens that was used during its period of significance. The next preference would be a non-operational lens used during its period of significance. A replacement Fresnel lens for a lens of the same order and characteristics is next in order of preference and then a Fresnel lens replacement lens of a different order o characteristic. This order of preference takes into account the historical practice of replacing lenses damaged in operation with a spare lens of the same order and characteristic from the inventory in storage. The damaged lens was then repaired and placed in storage until needed elsewhere. Also, the signal characteristics were modified as needed, to better serve the needs of the mariner.
 - c. *Interior:* Original access to the lantern should be intact, including original stairway, ladderways, and service room. Original interior detailing, such as molding, doors, door hardware, cabinetry also contribute to integrity.
 - d. *Operational Features:* Mechanisms for rotating the lens, lens pedestal, and ventilators.
 - e. *Attached Structures:* Towers were often built with attached work rooms, oil rooms, keeper' quarters, and fog signal buildings. It is preferable that these attached structures remain in place.
2. *Keepers' Quarters:* The presence of a keeper's quarters is preferable to a station without its keeper's quarters. A keeper's quarters that retains its configuration from the period of significance is preferable to one that does not. This also applies to assistant keeper's quarters.
3. *Sound Signal and Sound Signal Building:* Its presence, if part of the operational history, is preferable to none at all. The presence of the sound signal equipment is extremely rare and, therefore, especially significant.
4. *Oil house, generator house, fuel tanks, workshop,* which support the operation of an aid to navigation add to the completeness of a station.
5. Other subsidiary structures which add to the completeness of a station: a boathouse, garage/barns, pier, tramways, elevated walkways (transportation related) cisterns/wells, storage buildings, privies (support keeper)
6. Architectural features, such as gargoyles, finials, architectural detailing

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NRHP/CRHR Statement of Significance for the Port Hueneme Light Station (Multi-component Site)

As prior documentation efforts have been inconclusive on the eligibility of the overall facility, Dudek has evaluated the Port Hueneme Light Station as a multi-component site under NRHP and CRHR. The evaluation has been conducted in conjunction with an understanding of the relevant historic context. Dudek recommends the Port Hueneme Light Station facility as a whole does not meet the criteria under either the NRHP MPD, *Light Stations of California* and the NRHP MPD *Light Stations in the United States*, both as a multi-component site, as a stand-alone district, or as individual buildings on either the NRHP or the CRHR (Bookwalkter 1989; Clifford 2002).

Criterion A/1: That are associated with events that have made a significant contribution to the broad patterns of our history.

The Port Hueneme Light Station, which presently includes the Lighthouse and associated Keepers' Residences and accessory buildings, does not meet the registration requirements set forth in NRHP MPD, *Light Stations of California* or *Light Stations in the United States* (Bookwalkter 1989; Clifford 2002). *National Register Bulletin 15* provides guidance on the evaluation of integrity related to the application of NRHP Criterion A and indicates that, "A property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s) (USDOI 1995: 44)."

While the Port Hueneme Light Station has an association with the development of import-export trade in Southern California, the multi-component site does not retain integrity to convey this association. The Port Hueneme Lighthouse was recommended eligible as part of a 2013 Section 106 determination with a period of significance that includes the year the Lighthouse was constructed, 1941. None of the associated buildings were addressed in this previous documentation. As part of this project the Port Hueneme Light Station was evaluated as a multi-component site. The Port Hueneme Light Station does not retain integrity to a single period of significance individually, or as part of a grouping. Part of the minimum requirement for listing in the *Light Stations of California* MPD is the "existence of a functioning complex [that] implies necessary important relationships that are represented in the present day by the remaining buildings and structures of the station" (Bookwalkter 1989 F-IV). The site, as a whole, no longer retains enough integrity to convey a collective history to any period of significance. One of the most notable elements of integrity that is compromised is the integrity of setting. Significant changes to circulation patterns, introduction of new, large modern buildings, one of which, is located between the lighthouse and the Keeper's Residences, essentially separating the historic buildings on the site. Additionally, the change in use, of the Keepers' Residences, from active residential housing to vacant and/or storage space, has also greatly impacted the integrity of feeling, association, and setting of the Pre-World War II Light Station as a collective entity.

In summary, the Port Hueneme Light Station as a multi-component site does not meet the registration requirements set forth in the NRHP MPD, *Light Stations of California* or *Light Stations in the United States* under Criterion A, because the station is unable to convey its associative history with the development of import-export trade in Southern California due to a lack of overall integrity of the site (Bookwalkter 1989; Baker 2003, Clifford 2002). Therefore, the Port Hueneme Light Station does not appear eligible under NRHP Criterion A or Criterion 1 of the CRHR.

Criterion B/2: That are associated with the lives of persons significant in our past.

To be found eligible under Criterion B the property has to be directly tied to an important person and the place where that individual conducted or produced the work for which he or she is known. Archival research did not indicate that the 1941 Port Hueneme Light Station is known to be directly related to historically significant figures at the national, state, or local level. Due to a lack of identified significant associations with important persons in history, the Port Hueneme Light Station does not appear eligible under NRHP Criterion B or Criterion 2 of the CRHR.

Criterion C/3: That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

The Port Hueneme Light Station includes a working 1941, Art Moderne Style Lighthouse, a collection

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of associated Spanish Colonial Revival buildings from 1939 and 1961, and several large, contemporary buildings completed after 1961. The Lighthouse retains much of its character-defining features related to the Art Moderne Style including horizontal massing, rounded bays, and smooth exterior surfaces. The associated Keepers' Residences and ancillary building are modest examples of the Spanish Colonial Revival Style. The residences feature asymmetrical façades, low-pitched roofs fitted with clay tiles, and stucco exterior walls.

The building and the immediate surroundings have undergone several large-scale alterations beginning in the 1940s that have negatively affected the site's integrity of setting, design, materials, workmanship, feeling and association. The addition of several modern era buildings (Buildings 452, 432, 404, 436, and 444), the removal of most of the landscaping surrounding the Lighthouse, and the alterations to materials, especially the extensive changes to the Keepers' Residences and associated Garages (Buildings 428, 416, 422, 406, 408, and 400) have cumulatively diminished the integrity of the site. As a collective entity under Criterion C/3 the site is unable to convey significance to a historic period. Due to the combination of additions of new buildings, the alterations to historic era buildings, and the changes to the circulation and design of the site, the property no longer is capable of conveying an association to the mid-twentieth century historic period, when the site was first developed for the purpose for which it is known. As a result of the Port Hueneme Light Station's 80-year development history, the complex displays multiple, incompatible architectural styles and does not present a unified design. Key elements related to the original site plan, landscaping, circulation patterns, massing, spatial relationships, materials, and fenestration patterns have been extensively altered resulting in the loss of the unifying design that would make the property appear as a single, cohesive complex.

Under Criterion C/3 the Port Hueneme Light Station and the buildings that comprise the overall site are not distinctive as a group of associated buildings or rise to the level to be individually significant. In addition, modifications over time have compromised this historic integrity individually and as a group to the extent that they cannot convey associative significance. Therefore, the Port Hueneme Light Station does not appear eligible under NRHP Criterion C or under Criterion 3 of the CRHR.

Criterion D/4: That have yielded, or may be likely to yield, information important in prehistory or history.

This report was limited to historical resources that are part of the built environment. Criterion D generally applies to archaeological resources but may apply to a built environment resource in instances where a resource may contain important information about such topics as construction techniques or human activity. This is unlikely to be true for the any of the historic era buildings in the Light Station. Therefore, the Lighthouse and associated Light Station buildings does not appear eligible as built environment resources under NRHP Criterion D or CRHR Criterion 4.

Integrity Discussion

The Port Hueneme Light Station, as a multi-component site, was analyzed against the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. The site retains its integrity of location, as it has not been relocated. The features reflecting the original design of the Keepers' Residences and Garages have been lost due to substantial alterations. Therefore, the overall integrity of design has been diminished. The integrity of setting has been diminished due to continued development since the period of significance, 1941. The landscaping, circulation patterns, and the addition of a large modern metal clad shed between the Port Hueneme Lighthouse and the Keepers' Residences and Garages, inhibits the site from conveying a united, collective history. Therefore, the integrity of setting as a whole has been lost.

The original materials on the Lighthouse appear to be intact and therefore this building retains integrity of materials and workmanship. The remaining historic era buildings, the Keepers' Residences, Garages, and the Barracks/Mess Hall have all undergone alterations since their construction, and they have a diminished integrity of materials and workmanship. The buildings, as a collection, no longer conveys its original association. Therefore, the integrity of feeling has been lost. While the Port Hueneme Light Station is associated with the development of import-export trade in Southern California, the site's overall lack of integrity, diminishes the sites ability to convey historic association. The Port Hueneme Light Station, as an associated district, lacks integrity as a whole (Photograph 6).

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Appendix B

Preparers' Qualifications

Sarah Corder, MFA

HISTORIC BUILT ENIRONMENT LEAD

Sarah Corder (*SARE-uh COR-der; she/her*) is an architectural historian with 17 years' experience throughout the United States in all elements of cultural resources management, including project management, intensive-level field investigations, architectural history studies, and historical significance evaluations in consideration of the California Register of Historical Resources (CRHR), the National Register of Historic Places (NRHP), and local-level evaluation criteria. Ms. Corder has conducted hundreds of historical resource evaluations and developed detailed historic context statements for a multitude of property types and architectural styles, including private residential, commercial, industrial, educational, and agricultural properties. She has also provided expertise on numerous projects requiring conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Ms. Corder meets the Secretary of the Interior's Professional Qualification Standards for both Architectural History and History. She has experience preparing environmental compliance documentation in support of projects that fall under the California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA), and Sections 106 and 110 of the National Historic Preservation Act.

Project Experience

Santa Barbara Specific Experience

University of California, Santa Barbara, California. Dudek was retained by the University of California, Santa Barbara (UCSB) to complete a Phase I built environment Historical Resources Technical Report (HRTR) for the Building 7045, Devereux Gymnasium renovation project located on UCSB West Campus. The Mid-Century Modern building was constructed in 1971 to serve as a gymnasium for the Devereaux School. The purpose of this HRTR is to determine if the Project has the potential to affect historic properties pursuant to Section 106 or would impact any historical resources pursuant to CEQA. The Project is also subject to review under Public Resources Code (PRC) Sections 5024 and 5024.5 for state-owned resources. Responsibilities included project management, archival research, client management, SHPO consultation, and quality assurance/quality control (QA/QC) of all project deliverables. (2021-present)

HSSR, Confidential Residential Project, Confidential Client, Santa Barbara, California. Dudek was retained by a private construction company to prepare a Historic Structures/Site Report (HSSR) for a Spanish colonial revival estate built in the 1920s located in Santa Barbara, California. Dudek conducted archival research and an intensive-level pedestrian survey of the property for historic built environment resources. Dudek conducted archival research and an intensive-level survey of the property for historic built environment resources. As part of this study, Dudek prepared a Phase 1 HSSR for the property that included a historic context statement and significance evaluation and a Phase 2 HSSR that provided a detailed impacts analysis and Secretary of the Interior's standards conformance review. Responsibilities included project management, primary authorship of



Education

*Savannah College of Art and Design
MFA, Historic Preservation, 2004*

*Bridgewater College
BA, History, 2002*

Professional Affiliations

*National Trust for Historic Preservation
Los Angeles Conservancy
California Preservation Foundation*

Society for Architectural Historians

the report, archival research, evaluation of the property, field work, presentation at Historic Landmarks Commission meetings, design guidance to the construction company and architecture firm, and preparation of an Secretary of the Interior's standards conformance review of the design of the proposed garage. (2018–2020)

HSSR, Confidential Development Project, Confidential Client, Santa Barbara, California. Dudek was retained by a private construction company to prepare a HSSR for a Mid-Century Modern military facility built in the 1950s located in Santa Barbara, California. Dudek conducted archival research and an intensive-level survey of the property for historic built environment resources. As part of this study, Dudek prepared a Phase 1 HSSR for the property that included a historic context statement and significance evaluation and a Phase 2 HSSR that provided a detailed impacts analysis and Secretary of the Interior's standards conformance review. Responsibilities included project management, primary authorship of the report, archival research, evaluation of the property, field work, SHPO consultation, and design guidance. (2019–present)

Integrity Assessment and Comparative Analysis for Confidential Education Project, Confidential Client, Santa Barbara, California. Dudek prepared a memorandum that provides a comparative analysis and detailed account of alterations made to a confidential educational property located in the City of Santa Barbara, California. This analysis was designed to facilitate future significance evaluations with regard to the property's physical integrity and architectural merit. Responsibilities included project management, field survey, archival research, and preparation of the technical memorandum. (2019-2020)

HSSR for the Arroyo Burro Open Space Park Project, City of Santa Barbara, California. Dudek was retained by the City of Santa Barbara to prepare an updated HSSR for the Arroyo Burrow Open Space Park located within the City of Santa Barbara. The city provided Dudek with previously prepared studies of the project area, which were synthesized as part of the updated study. In addition, Dudek conducted supplemental archival research on the property and conducted an updated intensive-level survey of the property for both archaeological and historic built environment resources. Responsibilities included archival research and co-authorship of the report. (2018)

Historical Resource Evaluation Report for the Figueroa Division Courthouse, Judicial Council of California, City of Santa Barbara, California. Dudek was retained by the Judicial Council of California (JCC) to prepare an evaluation of the Figueroa Division Courthouse building, located at 118 East Figueroa Street in the City of Santa Barbara, California. The Figueroa Division Courthouse was found not eligible for designation under all applicable criteria. Responsibilities included co-authorship of the technical report and archival research. (2017)

Other Relevant Experience

Coronado Citywide Historic Resources Inventory and Historic Context Statement, City of Coronado, California. Dudek is currently in the process of preparing a historic context statement and historic resources inventory survey for all properties at least 50 years old within City of Coronado limits. Following current professional methodology standards and procedures developed by the California Office of Historic Preservation and the National Park Service, Dudek developed a detailed historic context statement for the City that identifies and discusses the important themes, patterns of development, property types, and architectural styles prevalent throughout the City. Dudek also conducted a reconnaissance-level survey of all properties within City limits that are at least 50 years old to identify individual properties and groupings of properties (i.e., historic districts) with potential for historical significance under City Criterion C (properties that possess distinctive characteristics of an architectural style; are valuable for the study of a type, period, or method of construction; and have not been substantially altered). This document also developed registration requirements for resource evaluation that are specific to Coronado, in consideration of both historical significance and integrity requirements. Served as the project manager, principal architectural historian, and co-author of the report. Also led and conducted reconnaissance and intensive-level surveys and provided QA/QC for all project deliverables. (2019–Present)

Adrienne Donovan Boyd, MSHP

ARCHITECTURAL HISTORIAN

Adrienne Donovan-Boyd (AY-dree-en DON-uh-vin BOID; she/her) is an architectural historian with significant experience in Oregon and the Pacific Northwest. Ms. Donovan-Boyd has 15 years' experience in all elements of cultural resources management, including intensive- and reconnaissance-level field investigations, architectural history studies, and historical significance evaluations for compliance projects, the National Register of Historic Places (NRHP), and local landmark designations. She is a very skilled researcher; adept at evaluation of historic properties, and an experienced author of historical resources evaluation reports, findings of effect documentation for Sections 106 and 110 of the National Historic Preservation Act, historic context statements, and management plans for historic properties. Ms. Donovan-Boyd meets the Secretary of the Interior's Professional Qualification Standards for architectural history.

Ms. Donovan-Boyd has completed numerous projects for Port related facilities. Her recent work at the Port of Portland has focused on completing a survey of the Port's berths along the Columbia and Willamette Rivers. Additionally, Mrs. Donovan Boyd has completed HABS level documentation of the Cap Arago Lighthouse in Coos Bay, Oregon.

Relevant Project Experience

Port and Harbor Facilities

Cultural Resources Investigations, Port of Portland 10-Year Pile Maintenance Project, Multnomah County, Oregon. Served as architectural historian for the proposed Port of Portland's 10-Year Pile Maintenance Project on five properties along the Columbia and Willamette Rivers as part of the USACE permitting process under Section 106. The investigations involved taking inventory of and evaluating 9 berths as part of the project. Evaluated the identified resources for the NRHP and co-authored the report. (2022-present)

Mitigation Display, Port of Portland, Native Peoples and Historic Hangars Display, Multnomah County, Oregon. Served as architectural historian for the Port of Portland's mitigation responsibilities under Section 106 of the National Preservation Act for adverse effects as a result of the demolition of two airplane hangars at the Portland International Airport. Researched and created content for the display and guided the design process. (2021-present)

Cultural Resources Investigations, Mouth of the Columbia River South Jetty Rehabilitation Project, Clatsop County, Oregon. Served as architectural historian for the proposed U.S. Army Corps of Engineers (ACOE) South Jetty rehabilitation within Fort Stevens State Park. The investigations involved taking inventory of and evaluating the South Jetty and historic trails system. Evaluated the identified resources for the NRHP and co-authored the report. (2018)



Education

University of Oregon
MS, Historic Preservation,
2009

Portland State University
BA, Community
Development, 2006

Certifications

Oregon Department of
Transportation: Qualified
Cultural Resources
Consultant

National Safety Council
First Aid/CPR/AED
Certification, 2019

Professional Affiliations

National Trust for Historic
Preservation

Portland Architectural
Heritage Center

Oregon Historical Society

Cultural Resources Services, United States Army Core of Engineers (USACE) Master Planning Indefinite Delivery/Indefinite Quantity, Portland District, Oregon. Served as architectural historian for the ACOE Portland District's Master Plan and integrated Environmental Assessment for the Mid-Columbia (Bonneville, The Dalles, John Day, and Willow Creek) and Rogue River (Lost Creek, Elk Creek, and Applegate) basin regions. Attended project meetings, conducted site visit reconnaissance surveys within the Lost Creek Project, and prepared the historic properties management plan for the Lost Creek Project. (2018)

Lower Snake River Programmatic Environmental Impact Statement; United States Army Core of Engineers (USACE); Washington, Oregon, and Idaho. Researched and reported on historic built environment resources for the cultural resource sections for a programmatic Environmental Impact Statement related to the ACOE sediment management plan. The project area includes the Lower Snake River and four associated sub-basins: Clearwater River, Salmon River, Grande Ronde River, and Hells Canyon Reach of the Snake River. Made eligibility recommendation and co-authored the report. (2014)

Cape Arago Lighthouse, Historic American Buildings Survey Documentation, Coos Bay, Oregon. Assisted in the completion of Historic American Buildings (HABS)-level documentation of the Cape Arago Lighthouse, (HABS) No. OR-189. Assisted with site documentation, site and building description; measured drawings; and co-authored the report. (2008)

Energy

Cultural Resources Inventory for the BPA's Olympia–Grand Coulee No. 1 Insulator Replacement Phase 4 Project, Pierce and King Counties, Washington; 2020–Present. Architectural Historian for the cultural resources inventory for BPA's 50-mile-long project to replace insulators between Cleveland and Sunnyside, Washington. So far, we have conducted background research and prepared a literature review report. Historic context, methods, and results of the survey will be compiled into a technical report to DAHP and BPA standards, which will include NRHP eligibility evaluations and management recommendations for any identified resources.

Cultural Resources Inventory for the BPA's Spring Creek–Wine Country No. 1 Impairment and Insulator Replacement Project, Klickitat and Yakima Counties, Washington; 2020–2021. *Architectural Historian* for the cultural resources inventory for BPA's 33-mile-long project to remove impairments and replace insulators, located between Cleveland and Sunnyside, Washington. Conducted background research and prepared applicable historic context for the report, recorded 4 new historic built-environment resources, prepared a technical report to DAHP and BPA standards, including NRHP eligibility evaluations and management recommendations for identified resources.

Class III Inventory and Cultural Resources Report, Confidential Client, Nevada. Served on a multidisciplinary team to complete a Class III Cultural Resources Inventory for an energy related development. Contributed to archival research and co-authored the report, including the historic context section, significance evaluations, and recommendations. The project proposed that the historic period buildings remaining were not eligible for the NRHP. (2020)

Built Environment Inventory and Evaluation Report, Confidential Client, California. Served as an architectural historian to complete a Built Environment Inventory and Evaluation for an energy related development. Contributed to archival research and co-authored the report, including the historic context section, significance evaluations, and recommendations. The project proposed that several of the historic period buildings remaining were eligible for the NRHP. (2021)

Kathryn Haley, MA

HISTORIC BUILT ENVIRONMENT LEAD

Kathryn Haley (*KATH-rin HAY-lee; she/her*) is a historic built environment resource specialist/architectural historian with 19 years' professional experience in historic/cultural resource management. Ms. Haley has worked on a wide variety of projects involving historic research, field inventory, and site assessment conducted for compliance with Section 106 of the National Historic Preservation Act (NHPA), National Environmental Policy Act (NEPA), and California Environmental Quality Act (CEQA). Ms. Haley specializes in evaluating properties for listing in the California Register of Historical Resources (CRHR); the National Register of Historic Places (NRHP). She has evaluated a wide variety of built environment resources throughout California, including water management structures (levees, canals, dams, and ditches), buildings (residential, industrial, and commercial), and linear resources (railroad alignments, roads, and bridges). She specializes in managing large-scale surveys of built environment resources, including historic district evaluations. She has prepared numerous Historic Resources Evaluation Reports (HRERs) and Historic Property Survey Reports (HPSRs) for the California Department of Transportation (Caltrans). Ms. Haley also worked on the San Jose to Merced section and Central Valley Wye section of the California High-Speed Rail Project, where she led the built environment survey, conducted property-specific research, prepared the Draft Historic Architectural Survey Report (HASR) and co-authored the environmental section for cultural resources.

She meets the Secretary of the Interior's Professional Qualification Standards for historian and architectural historian. Ms. Haley has also assisted in preparation of Historic Properties Inspection Reports (condition assessments) under the direction of the Naval Facilities Engineering Command (NAVFAC) in accordance with Section 106 and Section 110 of the NHPA. Moreover, Ms. Haley has served as project manager, coordinator, historian, and researcher for a wide variety of projects. She is also experienced in the preparation of Historic American Building Survey (HABS), Historic American Engineering Record (HAER), and Historic American Landscape Survey (HALS) documents, as well as the preparation for National Register nominations.

Dudek Project Experience

Historic Resources Compliance Report for the Crowther Sewer Pipeline Project, City of Placentia, Orange County, California. The City of Placentia proposes to upsize the existing sewer pipeline under Crowther Avenue, Placentia Avenue, and Orangethorpe Avenue by constructing a completely independent pipeline parallel to the existing pipeline, which would be capped and left in place once the new pipeline is completed. All cultural resources work was conducted according to Caltrans guidelines for compliance with CEQA. Provided QA/QC for the Historic Resources Compliance Report. (In progress)

The Keiser Avenue Reconstruction Project, City of Rohnert Park, Sonoma County, California. The City of Rohnert Park retained Dudek to prepare an HRER for the proposed Keiser Avenue Reconstruction project, which proposed the demolition of a residential property within the project area limits, located at 5040 Snyder Lane. Served as lead



Education

California State University,
Sacramento MA,
Public History, 2004

California State University,
Sacramento BA,
History, 2001

Professional Affiliations

California Council for the
Promotion of History
(former Treasurer)

California Preservation
Foundation

architectural historian for the project and co-authored the HRER. Preparation of the report entailed extensive archival research; the composition of an appropriate historic context focused on the history of Rohnert Park; evaluation of the built features of the property within the framework of NRHP, CRHP, and local designation requirements; and the preparation of accompanying Department of Parks and Recreation (DPR) 523 forms. (2019)

Bidwell and El Rancho Verde Parks Master Plan, Cities of Hayward and Union City, Alameda County, California.

Dudek was retained to prepare a cultural resources technical report for the Bidwell and El Rancho Verde Parks Master Plan project located in Alameda County. Co-authored the cultural resources technical report and provided QA/QC. Preparation of the technical report entailed archival building development research in local repositories and the composition of an appropriate historic context focused on the history of Hayward and the development of Post-war residential communities in the Bay Area, exterior survey fieldwork of the resources, and historical significance evaluations for the resources in consideration of NRHP, CRHP, and local designation requirements. (2020)

Gonzaga Wind and Transmission Line Project, Pacheco State Park, California. As principal architectural history investigator, Ms. Haley prepared the technical report sections related to built environment for CEQA (State Parks) and Section 106 (Bureau of Reclamation). Included evaluation of Pacheco Ranch Historical District components and analysis for a PG&E transmission line and substation (2020). All work has received SHPO concurrence.

California State University, Chico, Master Plan EIR, City of Chico, Butte County, California. Served as lead architectural historian and co-author of the cultural resources technical study prepared in support of the California State University (CSU) Chico Master Plan EIR. Her role in the preparation of the study included the required exterior survey of campus and university farm buildings and in some cases, interior survey fieldwork involving all buildings and structures on campus over 45 years of age scheduled for demolition and/or substantial alteration as part of Phase 1 and 2 of the proposed Master Plan. This project also entailed extensive archival research and the preparation of historic context covering the development of the CSU system and the CSU Chico campus, and the preparation of significance evaluations and accompanying DPR forms for each resource. (2019-2020)

Feather River CEQA/NEPA Compliance, Mitigation for Adverse Effects to the Sutter Butte Canal, Sutter Butte Flood Control Agency, Butte and Sutter Counties, California. As built environment lead, worked with ACOE to establish efficient and appropriate mitigation for the burial of the Sutter Butte Canal Haselbusch Headgate, which was determined eligible for listing in the NRHP and CRHR as part of the cultural resources inventory and evaluation efforts for this project. To mitigate the adverse effect to the resource, an interpretative program was established in consultation with ACOE, SHPO, and Sutter Butte Flood Control Agency. Led the effort to produce an interpretive brochure and exhibit that explained the history of the Sutter Butte Canal Haselbusch Headgate. The brochures were distributed to local libraries and archives in Sutter and Butte Counties. The exhibit is part of the Butte County Historical Museum in Oroville, California. (2016)

Department of General Services Historical Resource Evaluation for the California Highway Patrol and Department of Motor Vehicles Site Broadway and 24th Street, Sacramento, California. Served as lead architectural historian in preparation of an Historical Resources Technical Report for the State of California Department of General Services (DGS). As part of the planning process for proposed improvements to the site, the complex of historic-era buildings was evaluated to comply with PRC Section 5024(b). To comply with this regulation, DGS must submit to SHPO an inventory of all structures over 50 years of age under DGS jurisdiction that are listed in or that may be eligible for inclusion in the NRHP, or that may be eligible for registration as a California Historical Landmark (CHL). Found the Department of Motor Vehicles building eligible for listing in the NRHP/CRHR for its association with master architect Milton T. Pflueger. The California Highway Patrol complex was not found eligible as it did not meet any of the NRHP/CRHR significance criteria. (2008)

Fallin E. Steffen, MPS

ARCHITECTURAL HISTORIAN

Fallin Steffen (*FAL-in STEF-in; she/her*) is an Architectural Historian with 6 years' experience in historic preservation, architectural conservation, and cultural resource management in the Monterey Bay Area and Northern California. Ms. Steffen's professional experience encompasses a variety of projects for local agencies, private developers, and homeowners in both highly urbanized and rural areas, including reconnaissance- and intensive-level surveys, preparation of resource-appropriate and city-wide historic contexts, and historical significance evaluations in consideration of the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), and local designation criteria. Additionally, Ms. Steffen was appointed as a Commissioner to the Santa Cruz City Historic Preservation Commission assisting Santa Cruz City Staff with design review and conformance with the Secretary of the Interior Standards for proposed residential, commercial, and municipal projects involving historic properties.

Ms. Steffen meets the Secretary of the Interior's Professional Qualification Standards for Architectural History. She is experienced with interdisciplinary projects spanning private and public development, transportation, and water infrastructure, and maintains experience forming educational sessions about the identification of and best practices for the preservation of historic resources.



Education

*Tulane University,
New Orleans, LA
Masters of Preservation
Studies, 2015*

*University of California,
Santa Cruz, CA
B.A. History of Art & Visual
Culture, 2010*

Relevant Dudek Project Experience

Graham Hill Water Treatment Plant Facilities Improvement Project, CEQA Compliance and USACE Permitting, City of Santa Cruz, California. Served as architectural historian, Ms. Steffen co-authored the Cultural Resources Inventory and Evaluation Report for the Graham Hill Water Treatment Plant Facilities Improvement Project. The purpose of the proposed project is to modernize the Graham Hill Water Treatment Plant by constructing numerous facility improvements to the existing plant in Santa Cruz County, California. As the project includes funding from the California Water Board and is therefore subject to the State Revolving Fund Program Environmental review requirements, the City of Santa Cruz requested the document comply with Section 106 of the NHPA of 1966 and CEQA, as federal permits may be needed and/or federal funding may be used for some of the undertakings in the future. Although the Graham Hill Water Treatment Plant had previously been evaluated under NRHP and CRHR Criteria by another historian in recent years, no local Criteria evaluation existed. Ms. Steffen co-authored all documentation related to the plant including the significance evaluation that recommended the plant not eligible for designation under NRHP, CRHR and local designation criteria. (September 2021 - ongoing)

El Dorado County Middle-Mile Fiber Project, US Department of Finance Permitting, Cool, Garden Valley, and Georgetown, El Dorado County, California. Served as architectural historian and co-author of the built environment inventory report. The purpose of the El Dorado County Middle-Mile Fiber Project is to build middle-mile fiber optic infrastructure within the three project areas of Cool, Garden Valley, and Georgetown in El Dorado County, California. The report was prepared in compliance with Section 106 and in support of the permitting process with the US Department of Finance. The report concluded that although there are previously recorded built

environment sites located in the APE, there is no potential to affect built environment buildings or structures through project construction or implementation. (September 2021)

Vista Woods Apartment Project, CEQA Compliance and HUD Permitting, Pinole, California. Served as architectural historian and co-authored the Built Environment Resources Inventory and Evaluation Report for the Vista Woods Apartment Project. The purpose of the project was to replace existing buildings on a development site comprising three parcels located in the City of Pinole, California with a new 4-story, 179-unit apartment complex providing affordable housing to seniors. As the project includes funding from the Department of Housing and Urban Development (HUD), the City of Pinole requested the document comply with Section 106 of the NHPA of 1966 and CEQA. Ms. Steffen authored the historical significance evaluation for 1106 San Pablo Avenue and its associated components. The significance evaluation determined that the property does not appear eligible for designation under NRHP, CRHR and local designation criteria. (August 2021)

The Delivery Station Building Project, Cultural Resources Inventory and Evaluation Report, San José, California. Served as architectural historian for the project, conducted fieldwork and co-authored the Cultural Resources Inventory and Evaluation Report. Dudek was retained by Kimley-Horn to complete a Historic Resources Evaluation for an industrial complex located in the City of San José, California. The purpose of the project is the replacement of the existing industrial complex with an approximate 94,325 square feet new warehouse building and site related improvements. The report entailed archival building development research in local repositories and the composition of an appropriate historic context focused on the history of San José, exterior survey fieldwork of the resources, and historical significance evaluations for the resources in consideration of NRHP, CRHP, and local designation requirements. As a result of the significance evaluation, the subject property does not appear eligible for listing in the NRHP, CRHR, or local inventory, due to a lack of significant architectural merit. (April 2021)

123 Independence Drive Mixed-Use Project, Department of Community Development, City of Menlo Park, California. Served as architectural historian and co-author of the Historical Resources Evaluation Report. The Sobrato Organization retained Dudek to prepare a cultural resources study in support of the 123 Independence Drive Mixed-Use Project located in the City of Menlo Park. The study included a pedestrian survey of the subject properties for buildings and structures over 45 years of age; building development and archival research for the identified properties located within the project site; recordation and evaluation of cultural resources identified within the study area for the NRHP, CRHR, and local eligibility criteria and integrity requirements; and an assessment of potential impacts to historical resources in conformance with the California Environmental Quality Act (CEQA) and all applicable local municipal code and planning documents. Ms. Steffen's efforts included exterior survey fieldwork of the resources and archival building development research in local repositories. (December 2020–Present)

The Sonrisa Solar Project, Tranquility, Fresno County, California. Served as architectural historian and author of the Historical Resources Evaluation Report for the Sonrisa Solar Project. The purpose of the project was to construct a 1,700-square-foot solar photovoltaic facility on multiple agricultural properties located in the unincorporated area of Tranquility, Fresno County. The Historic Resources Evaluation Report analyzed the potential project impacts on historical resources for five properties containing buildings and structures over 45-years of age. Ms. Steffen authored the historical significance evaluation for each property in conformance with CEQA Guidelines Section 15064.5 for historical resources and found that none of the properties were eligible for listing in the NRHP or CRHR, nor did the properties rise to the level of significance for local designation in Fresno County. (June 2020)

Appendix C

Confidential Records Search Results

Appendix D

SHPO Concurrence Letter and Prior Site Documentation

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



June 05, 2013

Reply in Reference To: USCG_2013_0520_0001

E.F. Wandelt, Chief
Office of Environmental Management
United States Coast Guard
2100 Second Street SW, STOP 7901
Washington, DC 20593-7901

Re: Section 110 Consultation for National Register of Historic Places Eligibility Determination for Port Hueneme Light, Ventura County

Dear Chief Wandelt:

Thank you for your 14 May 2013 letter regarding the United States Coast Guard's (USCG) efforts to comply with Section 110 of the National Historic Preservation Act of 1966. The USCG is requesting my concurrence with their determination that the Port Hueneme Light (a.k.a. Point Hueneme), constructed in 1941, is eligible for National Register of Historic Places inclusion under criteria A and C at the local level of significance. This request is being submitted under the USCG's *Light Stations in the United States* multiple property listing. After reviewing the information provided by the USCG, I concur with this determination.

Thank you for seeking my comments and considering historic properties as part of your project planning. If you have any questions or concerns, please contact Ed Carroll of my staff at (916) 445-7006 or at email at Ed.Carroll@parks.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Carol Roland-Nawi, Ph.D.".

Carol Roland-Nawi PhD
State Historic Preservation Officer

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

Primary #

HRI#

Trinomial

NRHP Status Code 3D

Other Listings

Review Code

Reviewer

Date

Page P1 of P21 *Resource Name or #: (Assigned by recorder) Port Hueneme Light StationP1. Other Identifier: Port Hueneme Light Station

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

*b. USGS 7.5' Quad Oxnard Date 1949, photorevised 1967 T N/A R N/A; unsectioned; MDMc. Address Port of Hueneme, Oxnard Harbor District City Port Hueneme Zip 93044d. UTM: (Give more than one for large and/or linear resources) Zone 11 ; 296244 mE/ 3780433 mN

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

The Light Station is located to the south side of the Port Hueneme harbor entrance. By foot or automobile, travel to the Harbor District Gate near the intersection of Port Hueneme Road and Market Street in the City of Port Hueneme. An escort is required to get to the Light Station area. Typically the Lighthouse is open to the public the third Saturday of every month (call City to verify), otherwise coordination with proper authorities is necessary prior to a proposed visitation day.

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

The United States Coast Guard (USCG) Port Hueneme Light Station grounds are located at the southern side of Port of Hueneme, Oxnard Harbor District basin entrance. The grounds encompass an approximately five-acre area that includes extant USCG-built structures dating from circa 1938 to 1964. Historically, the light station grounds were located at the west end of the USCG Point Hueneme Reservation. With the formation of the Oxnard Harbor District in 1937 and the opening of the Port of Hueneme in 1940, the USCG facility officially became known as the Port Hueneme Light Station. In the 1970s the USCG light station was part of the property transferred from the USCG to the US Navy. In 1997 it was part of 33 acres of Naval property transferred to the Oxnard Harbor District. The USCG has always retained use of the lighthouse (Brown 2003; Marsh 2003), even while relinquishing ownership of the land.

(continued)

*P3b. Resource Attributes: (List attributes and codes) HP2. Single family property; HP3. Multiple family property
HP4. Ancillary building; HP11. Engineering structure; HP24. Lighthouse; HP34. Military property (historic use)

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

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

P5b. Description of Photo: (View, date, accession #) Lighthouse;View SW, 8/14/2003, fileP1010308, Access. #03-2014-dig

*P6. Date Constructed/Age and

Sources: ☒ Historic☐ Prehistoric ☐ Both1940 (lighthouse); 1938 (keepers' quarters); circa 1950s (barracks)

*P7. Owner and Address:

(see Continuation Sheet)*P8. Recorded by: (Name, affiliation and address) Tracy BakicPAR Environmental Services, Inc.PO Box 160756Sacramento, CA 95816*P9. Date Recorded: 08/15/2003

*P10. Survey Type: (Describe)

Intensive Survey and Evaluation

*P11. Report Citation: (Cite survey report and other sources, or enter "None")

C. Baker, and J. Dougherty

2003 National Register of Historic Places Evaluation of Port Hueneme Light Station, Ventura County,
California.

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

DPR 523A (1/95)

*Required Information

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

Primary # _____

HRI# _____

Trinomial _____

Page P2 of P21 *Resource Name or #: (Assigned by recorder) Port Hueneme Light Station*Recorded by: Tracy Bakic *Date 08/15/2003 ☒ Continuation ☐ Update**P3a.**

Prior to the construction of the extant lighthouse/fog station in 1940, the light station included the previous 1874 wood-framed lighthouse with incorporated keepers' quarters, a temporary fog signal building, the circa 1938 keepers' quarters (two houses and a garage), an artesian well and pump house. The 1874 lighthouse was barged across the harbor in February 1940 and was razed only a few years later. By 1958, the property included the new lighthouse/fog station, the circa 1938 keepers' quarters, a wood-framed barracks/mess hall, another single-story wood-framed keepers' quarters (north of the barracks), a small wood-framed garage, pump house (the electrical vault by 1960), pressure tank, paint locker, radio mast, and a United States Navy winch house (with living quarters). The additional keepers' quarters (a house built circa 1927), small garage (circa 1927) and possibly the barracks and a radio building were moved to this location in 1940s from the USCG Radio Station that was about 1,000 feet to the east; the radio station buildings were probably moved due to WWII military use of the eastern end of the reservation.

Between 1961 and 1962 additional keepers' quarters were constructed (two houses and a garage) and the circa 1927 house, paint locker and radio building were removed. By the 1960s, the property had a separate fog signal structure located to the western side of the Navy's winch house; this fog signal was removed in the late 1990s and replaced with the extant metal signal that is in the same location. The electrical vault was removed after 1973 and the circa 1927 garage was removed after 1980.

At present the approximately five-acre area includes the 1940 lighthouse/fog station, the 1939 and 1962 keepers' quarters (including garages), heavily modified barracks building circa 1950, modified circa 1950s Navy winch house, and several structures built less than 35 years ago by the Navy and subsequent tenants, such as the Channel Islands Marine Resource Institute (CIMRI) and Stellar Biotech (formerly called ABLAB). The modern buildings include metal-clad warehouses and a "test bed" house built in the late 1970s or early 1980s by the Navy for solar studies. The access road that enters the light station area and ends at the lighthouse/fog station as a cul-de-sac was in place over 50 years ago. The center of the cul-de-sac originally included a flagpole; the flagpole was removed at an unknown date. The following text further describes the extant buildings constructed during USCG ownership of the property. Field descriptions of the structures are supplemented by available historic architectural plans and correspondence with USCG, City of Port Hueneme and property tenants.

Port Hueneme Lighthouse and Fog Station

This Art Modern-style reinforced concrete structure was built by USCG in 1940 and was first lit in 1941. The single-story fog station portion measures approximate 46 feet east-west by 26 feet north-south by 14 feet, six inches high and the square lighthouse tower measures 13 feet, seven inches square by about 48 feet high (to the tip of the lantern room's conical roof). The tower is centrally set at the north side of the building with half of its square footprint inside of the fog station and half extending outside of the station. The building was repainted in the 1990s. The red paint on the windows, lantern room and railings is probably not an original color used on the otherwise white building. A concrete walkway extends around all sides of the building; patches of grass are set between the walkway and the building.

The building rests on a six-inch-thick concrete slab that is supported by a one-foot-thick by two-foot, six-inch-high concrete perimeter wall foundation. Supports at the four corners of the fog station portion of the building consist of on five-foot-square by two-foot-high footings and the lighthouse tower corner columns are set on five-foot, six-inch-square by two-foot, six-inch-high footings. The support columns and pilasters at the fog station's south side are further supported from beneath by approximately one-foot-diameter concrete pilings.

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The exterior of the concrete fog station and lighthouse structure is surfaced with stucco. The perimeter walls of the fog station and tower are about seven inches thick and the columns at its four corners and the south wall are about 16 feet, five inches tall. The columns are typically two feet, six inches square (with a chamfered interior corner), each with an approximately three-foot, six-inch-high pedestal, a two-foot-square by one-foot-high finial and one-foot-wide wings that are about one foot, four inches shorter than the column. The corner columns of the lighthouse tower are similar in design to those of the fog station. Each tower column measures two feet, six inches square by about 45 feet high and includes a pedestal (same height as fog station columns), a tiered finial (bottom tier has same measurement as fog station finial and top tier measures about one foot, seven inches square by one foot high), and wings (same as fog station). The extant 300-mm emergency light was fastened to the southwest tower column in 1972.

The exterior of the building has one doorway on the first floor that is located on the north side of the lighthouse tower. This doorway included a paneled wood double door. The double door was removed during 1990s renovation work and a modern aluminum framed glass door with sidelights was set into the doorway. Two wall-mounted light fixtures flank the doorway. All but one of the window openings on the building have original multi-paned metal sash windows. The window directly above the north side doorway originally had a multi-paned metal sash window; however, this window was removed during the 1990s renovations and replaced with a single pane fixed window with print that reads "POINT HUENEME LIGHTHOUSE/ESTABLISHED 1874/CURRENT LENS INSTALLED 1874/PRESENT TOWER BUILT 1940." Attached to the area above this fixed window is an approximately one-foot-diameter bronze USCG plaque.

Original exterior elements that were removed from the building's walls by the 1990s include: a fog horn (with Type "F" diaphone) that was attached to the south side of the tower, a steel ladder that extended up the south side of the tower, and a steel ladder that extended up the west side of the fog station.

The parapeted roof over the single-story fog station is flat reinforced concrete supported from the interior with steel I-beam ceiling joists and crossbeams. The cylindrical lantern room and surrounding deck is at the top of the lighthouse tower. The deck (as well as the interior of the lantern room) has a concrete slab floor. Metal railings extend between the finials of the tower columns. The original railings were one-and-one-quarter-inch-diameter metal pipe with a top and mid-height rails. The original railings were removed during the 1990s renovations and replaced with new metal railings that include more horizontal rails for safety. The lantern room walls are constructed of steel including the crisscross sash of the glazing at the upper half of the room. The arched steel door (with upper glazing) provides access to the deck. The conical roof of the lantern room is steel. The metal ball (with pointed finial) at the top of the lantern room roof is a vent/heat dispersing device.

The extant interior wall surfaces of the fog station and lighthouse have textured, painted surfacing and many spaces include modern rubber baseboards. The original and extant flooring for all spaces is concrete slab. Pilasters at the south and east walls of the first floor (fog station) are reinforced with steel I-beams. Interior partition walls of the first level (except for those of the lighthouse tower) are constructed of one-foot-square by four-inch-deep structural terracotta tiles. Ceiling heights are 12 feet at the first and second levels, ten feet, six inches at the third level, and ten feet, two inches at the fourth level (lantern room, from floor to exposed center of roof). Wrought iron drainpipes, two-inch-diameter from the Lantern Room deck and three-inch pipes from the fog station roof, extend vertically inside of the building and exit to the exterior at the lower portions of the fog station and lighthouse tower. Extant lighting inside of the structure are modern fluorescent fixtures that were install in the 1970s or later.

The original plan for the first level of the building included the Entry, Compressor Room (entered from the Entry), Toilet Room and Tool Room (entered from Compressor Room), Store Room (entered from Compressor Room), Radio Telephone Room (entered from Store Room). Today, the layout of the first level is the same; however, either the uses of the rooms have change or spaces have been modified.

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The Entry is within the first level of the lighthouse tower and is essentially in its original condition. It measures ten feet, six inches square in plan and includes a concrete slab floor and the original L-shaped concrete stairway (with mid-landing) to the second level of the lighthouse. The stairs are two feet, five inches wide with eight-and-one-half-inch treads and seven-and-one-half-inch risers. The original one-and-one-quarter-inch-diameter pipe metal stair railings (with two horizontal rails) were removed during 1990s renovations and were replaced with new metal railings with more horizontal rails for safety. The extant five-foot-wide opening between the Entry and Compressor Room is original. The Compressor Room is L-shaped with a maximum north-south measurement of about 25 feet and a maximum east-west measurement of about 26 feet, six inches. This room originally included air receivers at the northeast corner, an electric power panel on the east wall, and a Sullivan motor compressor and a Fairbanks-Morse & Co. engine compressor at the east end of the room (south of the air receivers). Sometime between 1962 and 1966 a wall was added dividing the Compressor Room into two spaces – a compressor/generator room to the east and an office to the west; there was a door between these two spaces. By the 1990s, the 1960s dividing wall and all fog station equipment were removed from this space. The room is now used as an exhibition space.

The original Toilet Room measured five feet, five inches north-south by four feet, four inches east-west and the original Tool Room measured six feet, eight inches north-south by four feet, four inches east-west. Both of these rooms have lowered ceilings giving them eight-foot ceiling heights. Access to both rooms was through two-foot, one-quarter-inch-wide paneled wood doors set to the east side of the rooms. During the 1990s renovations the original doors were removed and the separated wall between the Toilet and Tool rooms was removed. A new separating wall was installed to increase the size of the Toilet Room (to bring it to present ADA standards) and, therefore, decrease the size of the original Tool Room. Wider modern doors were installed to access the Toilet and Tool Rooms. The Tool Room door is now at the north wall of the small space instead of the east wall. Original Toilet Room fixtures were removed in the 1990s. All existing surface finishes and ADA-standard toilet and sink in the Toilet Room date to the 1990s.

The Store Room measures approximately 17 feet, six inches north-south by nine feet, six inches east-west. Originally, this space included a wooden workbench at the west wall. Sometime between 1962 and 1964, the Store Room was converted into a watch room; the workbench was removed and radio beacon equipment (set onto a false floor) was added to the southeast section of the room. The original wood door between this room and the Compressor Room was removed by the 1990s. The Radio Telephone Room measures approximately 15 feet, six inches east-west by five feet north-south. The original door to this room was a two-foot, six-inch-wide paneled wood door (with upper glazing); from the early 1960s to the present this room has been used for storage.

The second and third levels of the lighthouse tower retain their original concrete flooring. Original architectural plans do not depict the extant wall and doorway/door at the top of the stairway that extends between the first and second level; the railing was removed and the wall and door were probably added during the 1990s renovations. The concrete stairway between the second and third levels has the same measurements and modern railing as the Entry Room stairway. The access from the third level to the lantern room is an original quarter-spiral steel ladder with checkered floor plate treads and one-and-one-quarter-inch-diameter pipe hand railings.

The interior of the cylindrical Lantern Room at the top of the tower measures approximately seven feet in diameter and includes concrete flooring and steel walls below window level. A steel handbar is attached to the lantern room wall at the top of the ladder access into the room. There are four heat vents set into the lantern room wall; the vents have seven-inch-diameter iron caps that screw toward the wall to stop ventilation and unscrew for ventilation. Above the lantern room windows are iron hooks that reportedly held some type of blinds to block the sun when necessary. Centered within the Lantern Room is the Fresnel lens. This lens (with clockworks) was removed from the original Point Hueneme Lighthouse and reinstalled in this room in 1939-1940. A metal portion of the lens structure reads "Barbier & Benard, Constructeurs Paris 1897 BB/111." In early years, the lens weight had to be manually cranked two times a day. The lens is largely intact; however, the bottom plate has been replaced, the pendulum and the cog were removed, a modern float bearing was installed, and two lens panels were removed by vandals.

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1939 Keepers' Quarters

Houses. The two identical 1939 Ranch-style houses were each built at a cost of \$11,600 (USCG 1973). The overall measurements of each single-story, wood-framed building are 46 feet, 10 inches east-west by 30 feet, 4 inches north-south by approximately 16 feet high. The walls are framed with 2 by 4-inch (nominal dimensioned) lumber. The exterior is surfaced with stucco. The gabled roofing is surfaced with terracotta Spanish (Mission) tiles. The roofing over the front and back entry areas is not depicted on original plans but was probably an addition during the original construction; these roofs are shed-roofed extensions of the main gable roof, the front porch roof supported by simple square-cut wood posts and the back porch roof supported by decoratively cut bracing. Three terracotta tile roof vents, each three inches in diameter, are at all gable ends. There is a brick exterior fireplace chimney (with plaster-washed surface) at the east end of each house and a brick interior chimney (with a stucco exterior surface) that extends from the kitchen. Original plans depict the houses as having copper gutters and downspouts; the extant gutters may be original, but the extant downspouts appear to be modern plastic or metal replacements.

Original windows appear to have been multi-pane fixed and casement windows (probably metal sash); these windows were removed and replaced with aluminum slider windows on both houses. The original doors appear to have been wood, the front door with a single square pane of glass (front by a metal grille) and the back door being paneled with a glazed upper panel. The original front doors on both houses have been removed and replaced with solid flush wood doors. At least one of the houses appears to include its original paneled back door. The back door is accessed from a two-riser concrete stoop.

The houses each have a reinforced concrete crawlspace foundation with 2 by 10-inch (nominal dimension) lumber floor joists above that are spaced 16 inches on center. The floor joist system includes wooden cross bridging. The foundation walls are 8 inches thick on 14-inch-wide concrete footings and include metal-screened vents. There is a screened two-foot-wide crawlspace access door at the back (north) side of each house. Concrete slab foundations are under each building's brick chimneys. There is an approximately 10-foot-square by 7-foot-high basement storage space at the northwest quadrant of the house that is accessed from a 10-riser concrete stairway with approximately 2-inch-diameter pipe metal railings. The storage room is entered from a paneled wood door (with upper glazing) and includes a wood sash window and concrete slab floor with a central drain.

The interior of each house originally included the following 10 spaces (each listed with its approximate north-south and then east-west measurements): a five-foot by five-foot entry vestibule (with a coat closet); 18-foot by 13-foot, six-inch living room; 11-foot by seven-foot dining alcove; 11 foot by 11-foot kitchen; three-foot, eight-inch by 23-foot hallway (with two closets); nine-foot by six-foot laundry room (with closet); 11-foot by seven-foot bathroom; and three bedrooms (each with a closet). The bedroom closest to the entry vestibule measured about 10 feet by 11 feet and the adjacent bedroom measures about 10 feet by 13 feet, and the bedroom adjacent to the bathroom measured about 10 feet, six inches by 13 feet. The ceiling heights are the same for all spaces at eight feet, six inches.

The western 1939 house is presently vacant. Its original floor plan is still evident and much of the original half-round trim remains. The original coat closet walls and door were removed, making the front entry area larger. The original arched openings between the living room, dining area and front entry are infilled; however, the infilling is inset so that original arch forms are still apparent. Original paneled doors still exist at the western end of the house. The original door between the living room and hallway has been removed and presently the doorway has no door. The doorway from hall to laundry area is a modification. The door between the dining and kitchen removed and not replaces. There is a modern Dutch-style door between kitchen and laundry room. All kitchen-related furnishings and fixtures have been removed in recent years; wooden water heater closet in the room may have been part of the 1963 renovation. The original laundry room closet was removed and the floor is surfaced with modern linoleum tiles. Affixed to the east laundry room wall are two Gamewell fire alarm/power boxes, and two inset metal switch boxes (one produced by The American Electric Switch Corp., Minerva, Ohio). The wall-mounted ironing board still remains.

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The bathroom retains its 1960s renovation design; the ceiling light fixture, SanFresh-brand liquid soap dispenser and toilet seat cover dispenser, both attached to the walls, appear less than 20 years old. The remaining rooms have modern carpeting on the floor, some with rubber baseboards. The ceiling light fixture hoods in the hallway may be part of the original 25-watt fixtures and the laundry room's ceiling light fixture may be original. All other original light fixtures (mostly 100-watt) have been removed and replaced with modern fluorescent ceiling fixtures.

The eastern 1939 house is now divided into two rentable spaces. The eastern half of the building was occupied during the August 2003 field visit and could not be accessed; this area includes the original kitchen, dining and living spaces. The original coat closet doorway is infilled and its north wall removed. The laundry room closet has been removed; however one of its shelf areas remains. The wall-mounted ironing board remains in the laundry room. Doors inside of this house include original paneled doors and replacement flush wood doors. The southwest bedroom's closet and the linen closet (at the west end of the hall) were combined into one large hallway closet; the doorway to the former bedroom closet is infilled. The closets of the two adjacent bedrooms were removed to increase the size of western of the two rooms.

Garage. The garage was built contemporaneously with the 1939 houses at a cost of \$2,300.00 (USCG 2003). The building has an overall measurement of 20 feet north-south by 44 feet east-west by about 12 feet high and is set on a concrete slab foundation. It is framed with 2 by 4-inch (nominal dimension) lumber for the walls and roof and 2 by 6-inch (nominal dimension) lumber for the ceiling joists. The central portion of the building has a roof that is slightly higher than the wings at the east and west ends. It has stucco-surfaced exterior walls and composition shingle-surfaced gabled roofing, which are the original surfacing types used on the building. According to original plans the building included wood sash, double-hung, eight-over-eight windows, wood pedestrian doors, paneled wooden double-doors (each with nine-light glazing) for the central garage bays, pentagonal wood louvered roof vents, and redwood roof gutters.

Today, the windows are typically replaced with aluminum slider or double-hung windows or have been infilled and stuccoed over, the original doorway at the south side include modern metal or wood doors, and the garage bay openings at the north side are infilled, stucco over and include aluminum slider windows. One nine-pane wood sash window on the south side may be original. The roof gutters may be original. The extant roof vents are rectangular and may be modern replacements.

The interior of the building originally included two central garage spaces (each 12 feet wide) with a storage wing at each end that measured 10 feet east-west by 18 feet north-south. The central garage areas had ceilings that are open to the roof framing and the storage wings have eight-foot finished ceiling heights. The wall between the garage and storage area at each side of the building included a door. Finished walls and ceilings were surfaced with tongue-and-groove lumber. Today the interior includes modifications for use as office/laboratory space.

A symmetrical concrete walkway system was incorporated into the site plan of the 1939 keepers' quarters (around the houses and garage). The walkways generally were two feet wide; however, there were wider concrete walks between the houses and the garage. Portions of the walkway system still exist, although several sections have been removed or have deteriorated. There had also been a concrete walk that extended from the southwest corner of the symmetrical walkway system to the lighthouse; this walk has been completely removed, its path largely overtaken by a modern warehouse used by CIMRI. Palm trees are planted to the east and west sides of the houses. There is a modern chain-link fenced area at the south side of the building with modern four-foot square wooden shed within. Two moveable metal storage structures (modern) are set between the garage and the western 1939 house. By circa 1950 there was a children's swing set to the south of the 1939 houses (Twohy and Mattson ca. 1950); this structure was removed at an unknown date. Around 1958, concrete block walls, four to seven feet high, were added to provide more privacy with the north yard area between the houses and garage; these walls were removed sometime after 1972.

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P3a.

1961 Keepers' Quarters

Houses. These single-story wood-framed Ranch-style buildings are similarly designed; however, the eastern house is bigger, largely to include two additional bedrooms. Both have concrete crawlspace foundations, stucco siding, composition shingle-surfaced gabled roofing, original two-over-two wood sash windows, wood front and back doors, and louvered wood triangular roof vents. The front (south side) entry porch on both houses is shed-roofed (extending from the main gabled roof) that is supported by simple square-cut posts. The smaller house includes the original louvered wooden decorative shutter at its front (south) side; the shutters were removed from the larger house at an unknown date. Each includes an interior brick furnace chimney. The original exterior paint scheme on both was tan with tan and green trim. The small house has a modern wood-frame shed-roofed overhang (with corrugated plastic roof surfacing) that protects equipment installed by the present occupants. A ceramic tile-surfaced table, with stuccoed arched supports and a metal sink, is not original to the large house and appears to be an addition made less than 25 years ago.

The smaller house, built at a cost of \$17,000, is rectangular and measures 27 feet, four inches north-south by 42 feet, eight inches east-west. The original floor plan included halls, a kitchen, dining area, living room, utility room, furnace room, bathroom, and two bedrooms (each with closet space). The larger house, built at a cost of \$22,000, is L-shaped with an overall measurement of 35 feet, four inches north-south by 55 feet, four inches east-west (USCG 1973). This larger house has all the same spaces as the small house, plus two more bedrooms (one with its own bathroom). The interior of each has sheet-rocked walls and originally all floors were surfaced with vinyl asbestos tiles, except for bathrooms and furnace rooms. The bathrooms include one-inch ceramic tile flooring and four-inch ceramic tile wainscoting. The furnace room in each building was not surfaced. Bathroom windows obscured glass windows for privacy. The furnace rooms have fire doors.

Original room paint color schemes for the houses had all ceilings painted white and the living room, dining room and halls painted a peach color. The kitchens were painted white and utility rooms ivory. The small house had its front bedroom painted blue and the back bedroom painted green. The larger unit had the northernmost (master) bedroom painted blue, the adjacent bedroom to the south painted green, the southeast corner room painted peach and the westernmost bedroom painted yellow. The main bathroom of the small house was painted blue and the main bathroom of the large house was painted green; both had coordinating tile-work. The larger house's master bedroom bathroom is painted blue with coordinating tilework. Today, all walls are painted white.

The extant interior of the smaller house follows the original floor plan; however the opening between the dining room and living room was infilled and a door added. The bathroom has the original tilework and the bathtub; the toilet and wall mount sink may be replacements, but are in the original fixture locations. The halls and utility room have nine-inch-square vinyl tiles and the rest of the rooms have modern carpeting. The closet doors in the hall and in one of the bedrooms have been removed. All original kitchen utilities have been removed. All doors are flush wood and are probably original. The wood baseboards and door/window surrounds may be original. An original spindled wood screen in the living room has been removed. The larger house's interior has been reworked. The flooring is covered with modern carpeting or linoleum and most rooms have ceiling mounted, two-tube fluorescent light fixtures. The original spindled wood screen in the living room has been removed. No original kitchen fixtures/furnishing remain.

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Garage. This garage was built contemporaneously with the 1961 houses at a cost of \$2,900.00 (USCG 2003). It has an overall measurement of 20 feet north-south by 40 feet east-west by about 12 feet high and is set on a concrete slab foundation. The design of the building is similar to the 1939 garage; however several original elements, such as doors and windows, were 1960s types. It is framed with two by four lumber for the walls and two by six lumber for the rafters and ceiling joists. The central portion of the building has a roof that is slightly higher than the wings at the east and west ends. It has stucco-surfaced exterior walls and composition shingle-surfaced gabled roofing, which are the original surfacing types used on the building. According to original plans the building included wood sash, double-hung, two-over-two windows, wood pedestrian doors, and overhead garage bay doors, and triangular wood louvered roof vents. Today, the original windows are still in place; however, the pedestrian doors on the south side appear to be modern replacement wood doors and the garage bay doors on the north side are infilled, surfaced with plywood and include fixed wood sash windows. The galvanized pipe guard posts at the north side are original and flank the former garage door areas.

The interior of the building originally included two central garage spaces (each 12 feet wide) with a storage wing at each end that measured 8 feet east-west by 16 feet north-south. The height from finished floor to the ceiling joists is eight feet. The wall between the garage and storage area at each side of the building included a door. Finished walls and ceilings are surfaced with plywood. Today the interior includes modifications for use as office/laboratory space.

A concrete walkway system was incorporated into the site plan of the 1961 keepers' quarters (houses and garage) and was designed similarly to that of the 1939 keepers' quarters to the west. The walkways generally were two feet wide. Much of the walkway system still exists, although sections have been removed or have deteriorated. The 1939 and 1961 walkway systems are connected. Trees, including palms, are planted to the east and/or west side of the houses. A large bush is planted at the north and south sides of the west (two-bedroom) house. The two 1961 houses (and associate surrounding land) are separated from each other by chain-link fencing; a two-story house (test bed/solar studies building) that was built by the US Navy in the 1970s is located within the same fenced area as the west (two-bedroom) house.

Barracks

The rectangular, single-story (circa 1950s) barracks building has a concrete crawlspace foundation. The crawlspace walls are eight-inch-thick with 18-inch-wide continuous footings. Typically, there is a 2 by 10-inch floor joist system, with each joist generally spaced 16 inches on center. The walls are constructed of 2 by 4's. When initially set on this property, the building measured 28 feet east-west by 60 feet, six inches north-south and had wood shingle gabled roofing and siding. In 1964, USCG made a 31-foot, six-inch north-south by 28-foot east-west addition to north end of the building, adding three bedrooms, a laundry room and bag storage. It was during this modification the building that the original siding, roof surfacing, doors and wood sash windows were removed and replaced with stucco siding, composition roofing, new wood entry doors (with upper glazing), aluminum slider windows. Wood-framed screened porches entered from concrete stairs were added to the north and south side entries.

The floor plan of the barracks was also reconfigured in 1964 to include the extant central hallway; prior to this there was no distinctive continuous corridor element; a majority of original interior walls were removed and new partition walls set. By time the 1964 renovations were complete, the building included most rooms has asbestos tile flooring with rubber bases, a kitchen, mess/lounge, day room, eight bedrooms, washroom (bathroom), laundry room, bag storage and two general storage rooms. Most rooms had asbestos tile flooring with rubber bases and the bathroom has ceramic tile flooring and wainscoting Bathroom (mint-colored four-inch wainscot and shower stall tiles and multi-green-toned one-inch floor tiles. The mess hall/lounge and day room had wainscoting constructed of Philippine mahogany plywood. The bathroom and kitchen was outfitted with new fixtures and cabinetry. The bathroom was given new fixtures including the existing tiled shower stall, a double sink unit and mirrored medicine cabinets set into tile (one of the 1964 medicine cabinets still exists), two toilets with hollow metal partitions, and the extant urinal.

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The US Navy made a second full-width addition to the south end of the building in the late 1970s/early 1980s and then added to the east side of the building in the 1980s, giving the building a T-shaped footprint. Stellar Biotech has made other modifications from 1996 to the present, including the removal the 1980s east side addition, the addition of two modernized bathrooms within extant building, installation of a few aluminum double-hung windows, new fluorescent light fixtures, new interior wall and floor surfacing, such as linoleum and carpeting (McMullin 2003). The earlier bathroom, as renovated in 1964 still exists; however, the toilets and metal partitions were removed, new Formica sink countertop installed, and an original medicine cabinet was removed and replaced with a larger cabinet. The screened entry porches were removed and the concrete handicapped ramp at the north side of the building was installed in 1997 (McMullin 2003).

Navy Winch House

This small rectangular concrete building has a concrete slab foundation, concrete walls and a wood-framed shed roof with exposed rafter tails. The building does not appear on available architectural site plans until 1958. It may have been built during the late 1940s, reportedly after the start of World War II (McMullin 2003). There is a window opening on the west (harbor) side of the building that includes a metal grate cover; the hoist cable for the Navy's winch structure was drawn through this opening (McMullin 2003). The door on the north side is wood or metal with single-light glazing on its upper portion. There is a later-built stucco addition to the south side of the building that also has a wood-framed shed roof. Concrete pads are located to the north and east sides of the building. The concrete pad at the east side is shaded by a post-1972 flat-roofed overhang structure. Earlier plans show a small rectangular extension on the east side of the building, north of the extant overhang structure; this may have been the winch tender's quarters that was reportedly removed within the past 25 years (McMullin 2003).

The inside of the building originally included a centrally-set winch structure for the hoist cables. Stellar Biotech (formerly called ABLAB) has used the building since 1974 for their research. A wooden table is now set where the winch structure once was and aquaculture tanks are set along the walls. The interior of the south side addition is on a one-riser-high concrete slab; this space includes modern wooden shelving (Landers 2003; McMullin 2003).

Fog and Light Signals

The extant fog signal (to the west side of the Navy Winch House) was set on the property in 1998 to replace an earlier fog signal structure (Bullard 2003). The fog signal is about a 25-foot-high by one-foot, six-inch-diameter pole with the fog signal horn within a railing-enclosed deck above. The structure is set on a six-foot-square by one-foot-high concrete base. The extant metal pole light structure at the southern tip of the jetty was added in 1998 (Bullard 2003).

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

Primary # _____

HRI# _____

Trinomial _____

Page P10 of P21 *Resource Name or #: (Assigned by recorder) Port Hueneme Light Station
 *Recorded by: Tracy Bakic *Date 08/15/2003 ☒ Continuation ☐ Update

P5b.



1940 Lighthouse & Fog Station; View NW, 8/14/2003, file P1010257, Accession #03-2014-dig



1940 Lighthouse & Fog Station - Lantern Room and Added Light;
View NW, 8/14/2003, file P1010260, Accession #03-2014-dig

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

Primary # _____

HRI# _____

Trinomial _____

Page P11 of P21

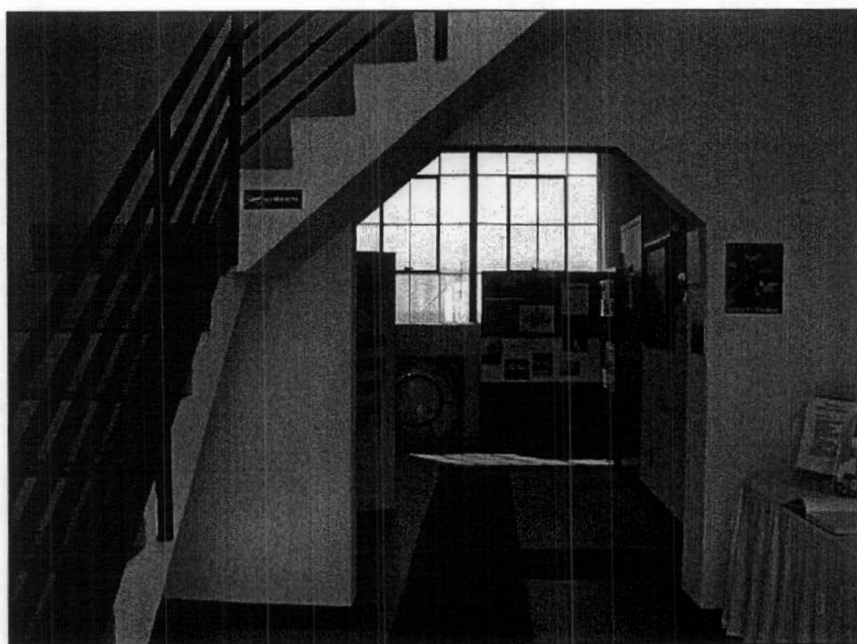
* Resource Name or #: (Assigned by recorder)

Port Hueneme Light Station* Recorded by: Tracy Baki* Date 08/15/2003☒ Continuation ☐ Update

P5b.



1940 Lighthouse & Fog Station - View of Lantern Room door; View N, 8/14/2003, file P1010302, Accession #03-2014-dig



1940 Lighthouse & Fog Station - Entry (looking toward Compressor Room;
View S, 8/14/2003, file P1010272, Accession #03-2014-dig

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

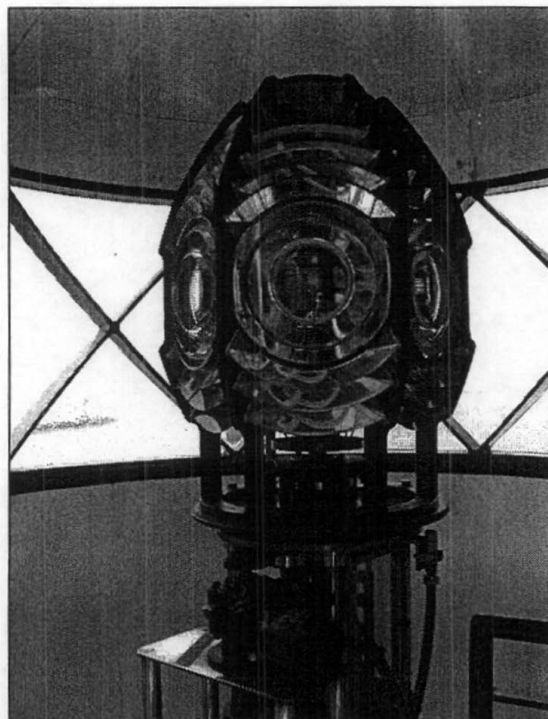
Primary # _____
HRI# _____
Trinomial _____

Page P12 of P21 * Resource Name or #: (Assigned by recorder) Port Hueneme Light Station
* Recorded by: Tracy Bakic * Date 08/15/2003 ☒ Continuation ☐ Update

P5b.



1940 Lighthouse & Fog Station - Ladder to Lantern Room; View NW, 8/14/2003, file P1010281, Accession #03-2014-dig



1940 Lighthouse & Fog Station - Fresnel Lens; View NE, 8/14/2003, file P1010287, Accession #03-2014-dig

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

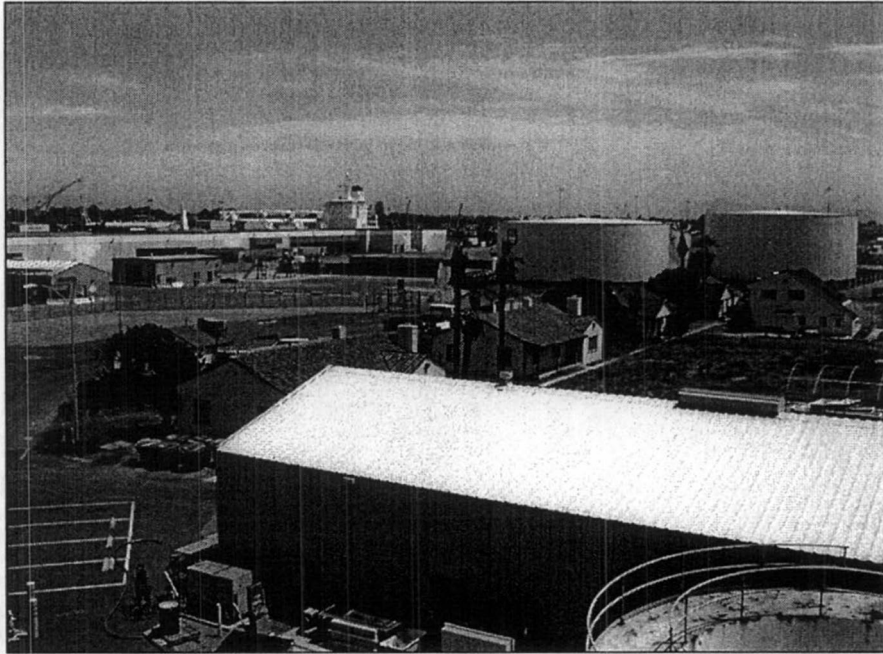
Primary # _____

HRI# _____

Trinomial _____

Page P13 of P21 *Resource Name or #: (Assigned by recorder) Port Hueneme Light Station
 *Recorded by: Tracy Bak:ic *Date 08/15/2003 ☒ Continuation ☐ Update

P5b.



1939 and 1962 Keepers' Quarters - Overview (taken from the Lighthouse deck);
View NE, 8/14/2003, file P1010294, Accession #03-2014-dig



1939 Keepers' Quarters (West House); View NE, 8/14/2003, file P1010305, Accession #03-2014-dig

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

Primary # _____

HRI# _____

Trinomial _____

Page P14 of P21

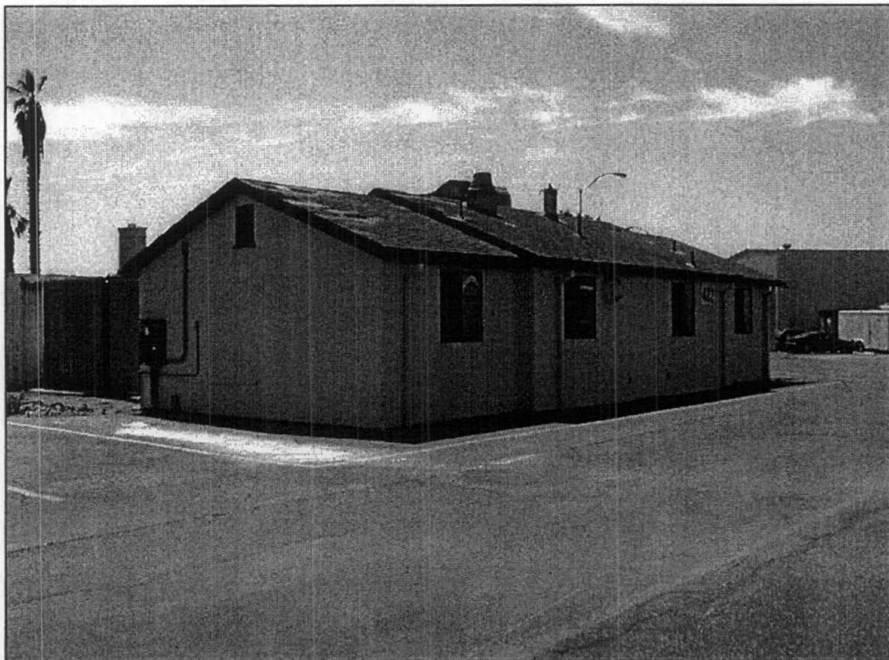
*Resource Name or #: (Assigned by recorder)

Port Hueneme Light Station*Recorded by: Tracy Bakic*Date 08/15/2003☒ Continuation ☐ Update

P5b.



1939 Keepers' Quarters (East House); View NW, 8/14/2003, file P1010307, Accession #03-2014-dig



1939 Garage (Note: Original window removed from east side and original garage door openings infilled on north side);
View SW, 8/15/2003, file P1010329, Accession #03-2014-dig

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

Primary #

HRI#

Trinomial

Page P15 of P21 *Resource Name or #: (Assigned by recorder) Port Hueneme Light Station
*Recorded by: Tracy Bakic *Date 08/15/2003 ☒ Continuation ☐ Update

P5b.



1961 Keepers' Quarters (West House - Two Bedroom); View NE, 8/14/2003, file P1010337, Accession #03-2014-dig



1961 Keepers' Quarters (East House - Four Bedroom); View NW, 8/14/2003, file P1010342, Accession #03-2014-dig

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

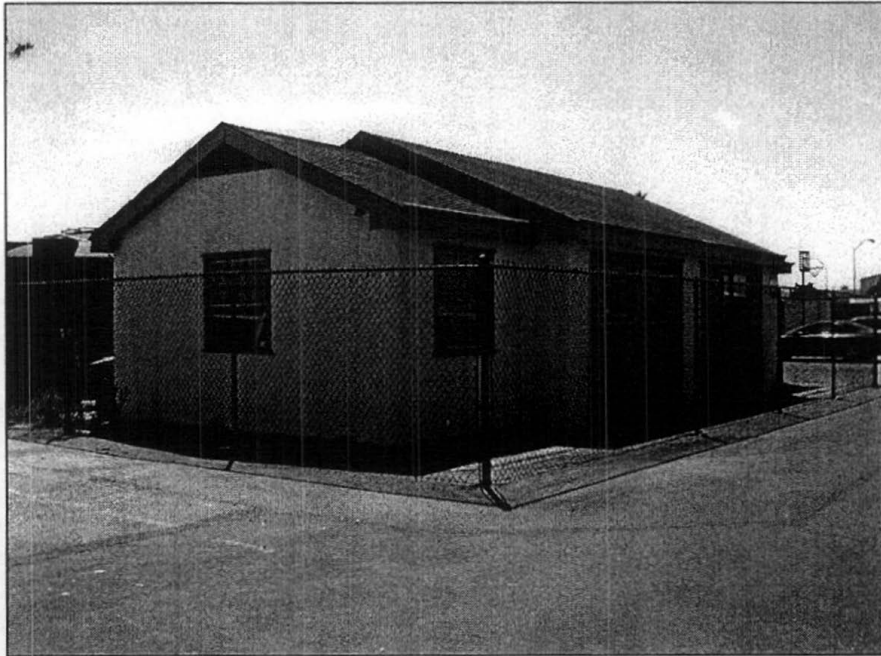
Primary #

HRI#

Trinomial

Page P16 of P21*Resource Name or #: (Assigned by recorder) Port Hueneme Light Station*Recorded by: Tracy Bakic*Date 08/15/2003☒ Continuation ☐ Update

P5b.



1961 Garage (Note: Original bay doors on north side are removed and infilled with plywood and modern fixed windows);
View SW, 8/15/2003, file P1010336, Accession #03-2014-dig



Barracks; View SW, 8/14/2003, file P1010271, Accession #03-2014-dig

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

Primary # _____

HRI# _____

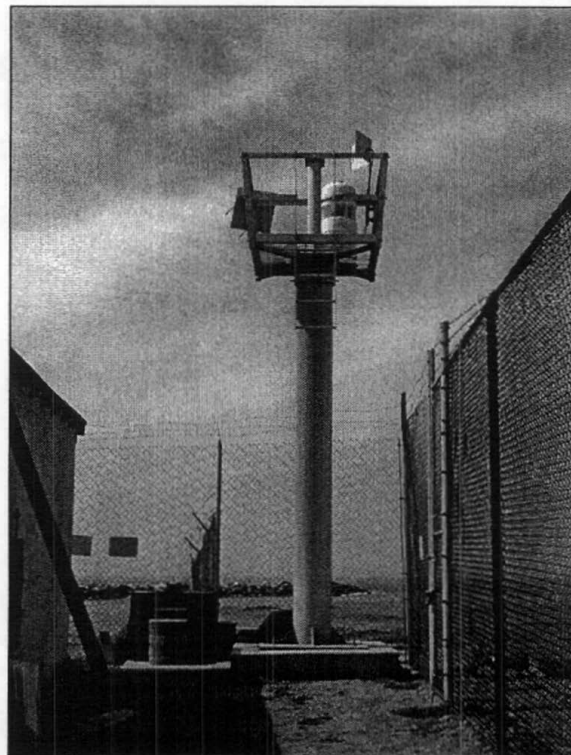
Trinomial _____

Page P17 of P21 * Resource Name or #: (Assigned by recorder) Port Hueneme Light Station
 * Recorded by: Tracy Bakic * Date 08/15/2003 ☒ Continuation ☐ Update

P5b.



Navy Winch House (now houses aquaculture tanks); View SW, 8/14/2003, file P1010263, Accession #03-2014-dig



Modern Fog Signal; View SW, 8/14/2003, file P1010265, Accession #03-2014-dig

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

Primary # _____

HRI# _____

Trinomial _____

Page P18 of P21 *Resource Name or #: (Assigned by recorder) Port Hueneme Light Station
 *Recorded by: Tracy Bakic *Date 08/15/2003 ☒ Continuation ☐ Update

P5b.



Jetty (light signal at far end); View SW, 8/14/2003, file P1010296, Accession #03-2014-dig

*P7.

Port of Hueneme, Oxnard Harbor (land)
District, PO Box 608
Port Hueneme, CA 93044

United States Coast Guard (lighthouse)
USCG MLSPAC Coast Guard Island
Alameda, CA

*P11. References:

Brown, G.

2003 Personal communication between Greg Brown, City of Port Hueneme, and Tracy Bakic, PAR Environmental Services, Inc. August 2003.

Bullard, D.

2003 Personal communication between David Bullard, USCG and Tracy Bakic, PAR Environmental Services, Inc. September 2003.

Landers, T.

2003 Personal communication between Troy Landers, Stellar Biotech, and Tracy Bakic, PAR Environmental Services, Inc. August 2003.

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

Primary # _____

HRI# _____

Trinomial _____

Page P19 of P21 *Resource Name or #: (Assigned by recorder) Port Hueneme Light Station
 *Recorded by: Tracy Bakic *Date 08/15/2003 ☒ Continuation ☐ Update

*P11. References:

Marsh, C.

2003 Personal communication between Carol Marsh, Port Hueneme or Oxnard Sea Bee Museum Historian, and Tracy Bakic, PAR Environmental Services, Inc. August 2003

McMullin, J.

2003 Personal communication between John McMullin, Stellar Biotech, and Tracy Bakic, PAR Environmental Services, Inc. August 2003.

Twohy, L., and M. Mattson

ca. 1950 Picture posted at Port Hueneme Lighthouse. Taken from *California Light Stations and Other Aids to Navigation*, ca. 1950 by Twohy and Mattson.

United States Coast Guard

1973 Proceedings of a Board of Survey - CG Station, Port Hueneme. Survey No. 11-125-1973. Dated May 31, 1973. On file, U.S. Coast Guard Records Center, Alameda, California.

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

Primary # _____
HRI # _____
Trinomial _____

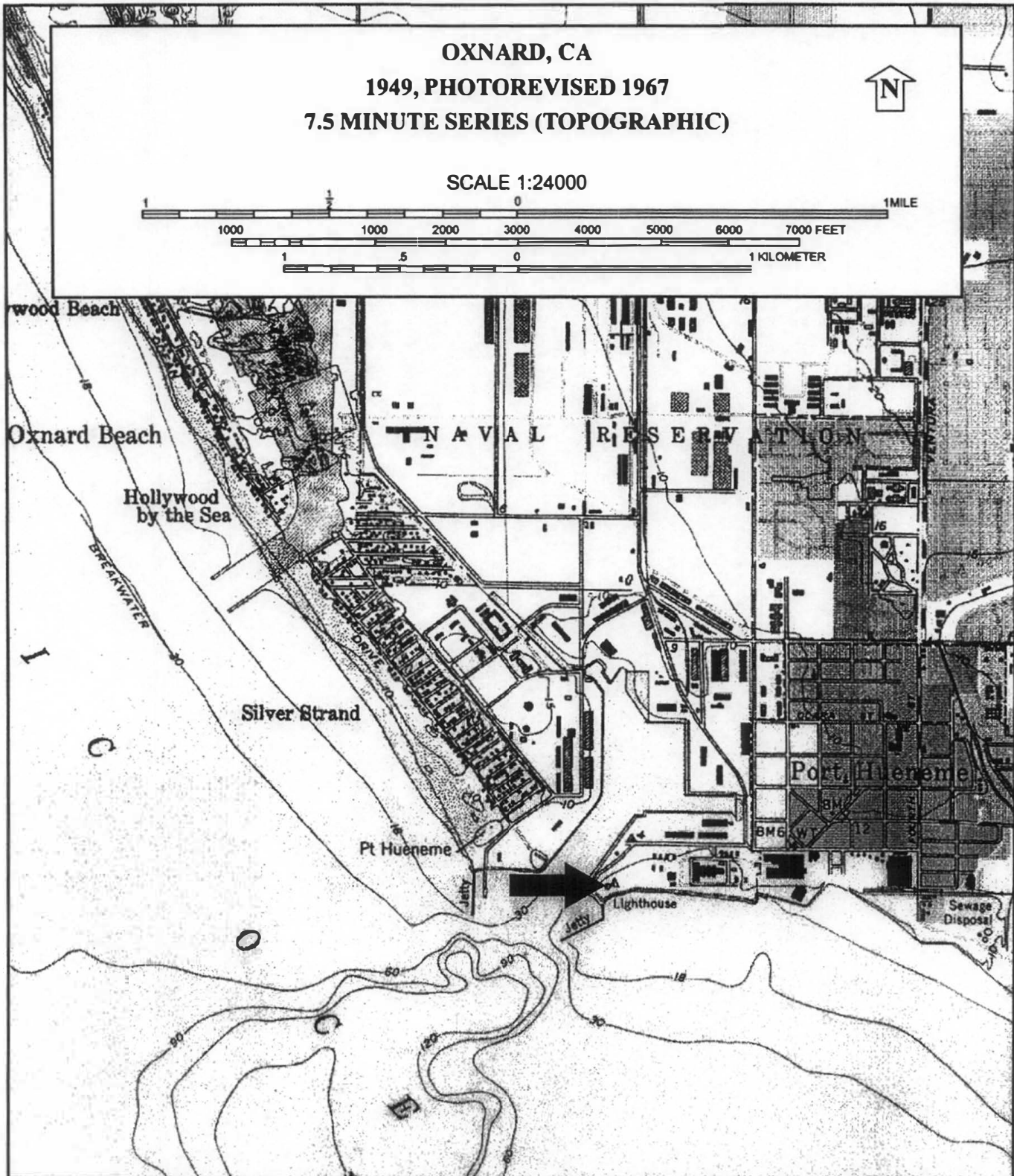
Page P20 of P21

* Resource Name or # (Assigned by recorder) Port Hueneme Light Station

* Map Name: 7.5 Minute USGS Oxnard, California quadrangle

* Scale 1:24,000

* Date of map: 1949, Photorevised 1967

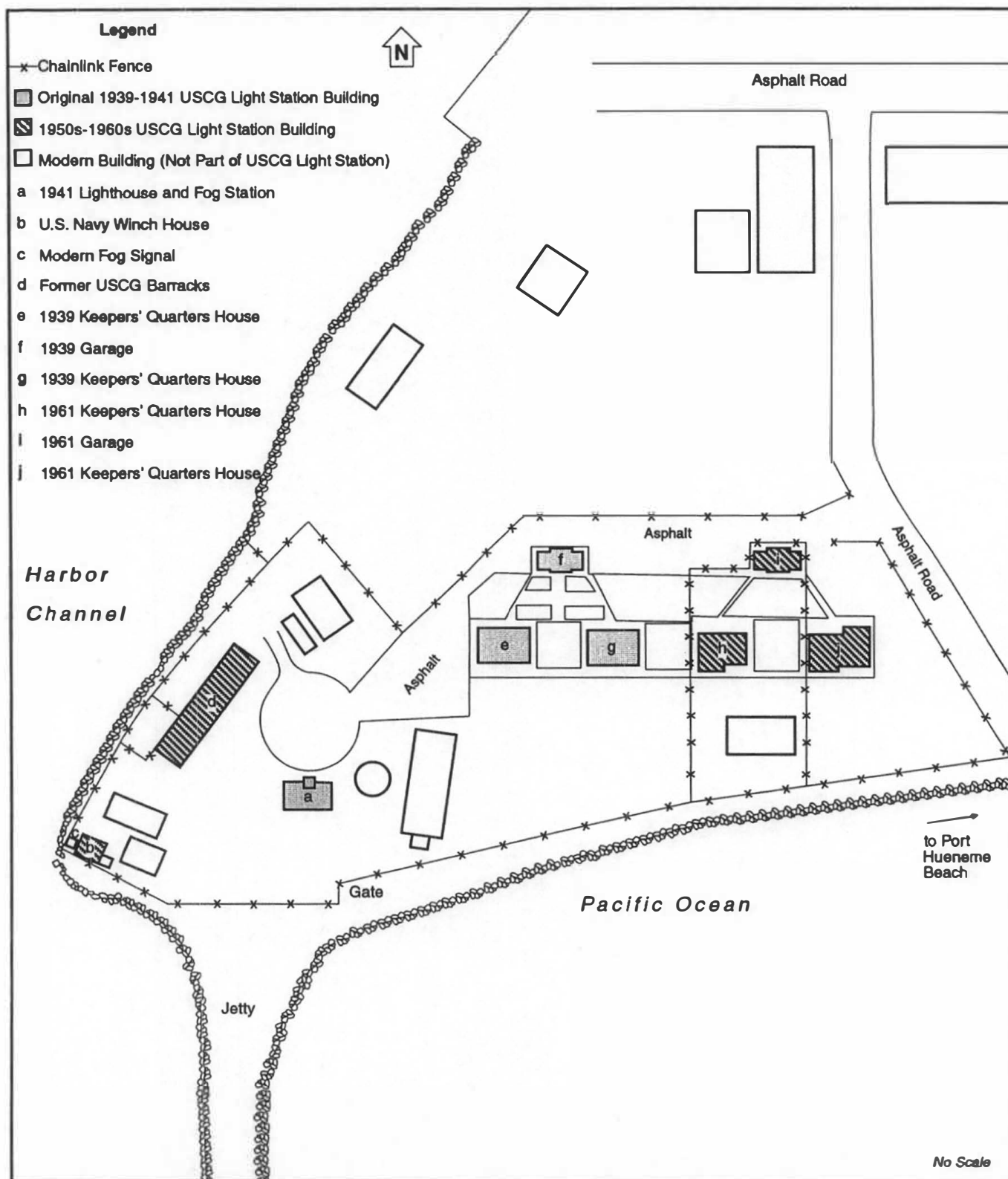


State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SITE SKETCH MAP

Primary # _____

HRI # _____

Trinomial _____

Page P21 of P21* Resource Name or # (Assigned by recorder) Port Hueneme Light StationDrawn by: T. Bakic* Date of map: 8/26/2003



ESTABLISHED 1982

56 - 152840
PAR ENVIRONMENTAL SERVICES, INC.

Cultural Resource Management ■ Biology ■ Environmental Planning

October 25 2005

South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology
800 North State College Blvd.
Fullerton, CA 92834-6846

RE: U.S. Coast Guard Lighthouse Project (PAR Ref: 03-2014)

To Whom It May Concern:

Par Environmental Services has prepared historical resources summaries for lighthouses owned by the U.S. Coast Guard. These summaries were prepared for the Coast Guard Due Diligence Audits and are based upon record search data. No additional survey was conducted and no new cultural forms were created as part of this project. The Coast Guard may transfer ownership of these properties in the future. In the summary text, "Project Area" refers to the remaining lighthouse reservation that the Coast Guard would be declaring as excess to the General Services Administration (GMA). Transfer of the lighthouses may not occur for several years due to Section 106 processes. We thought you might like a copy of the summaries for your files. Enclosed please find summaries for the Point Hueneme and Point Vicente facilities.

Sincerely,
PAR Environmental Services, Inc.

Monica Nolte
Associate Cultural Resource Specialist

cc: Mary Maniery (no attachments)

PORT HUENEME LIGHTHOUSE STATION SUMMARY

The Port Hueneme Lighthouse Station is located in Ventura County. It consists of a 52-foot-tall concrete Art Moderne style tower rising from a fog signal building (1941) that sits on property that has already been conveyed to the Oxnard Harbor District and a modern fog signal building (1972). The Port Hueneme Lighthouse has been determined eligible as part of a Multiple Property Listing of the National Register of Historic Places. The facility is in use as a navigational aid and actively managed by the Coast Guard. The station includes a fog signal building with attached lighthouse (1941) and a modern fog signal. The lighthouse is eligible under Criterion C as an excellent example of Art Moderne lighthouse design that reflects a construction style used for a number of twentieth century light stations. Its period of significance is 1941, its year of construction and activation.

A record search of the California Historic Resource Information System was conducted at the South Central Coastal Information Center (SCCIC) on September 10, 2003. Letters were also sent to appropriate Native American groups following the Native American Heritage Commission response.

The project area lies within the ethnographic territory of the Chumash Indians of California. The SCCIC data indicates that the project area occupies the site of the ethnographic village of *Wene'me* and a previously recorded archaeological site, CA-VEN-663, surrounds the lighthouse. SCCIC records indicate that the site has been evaluated as not eligible for the National Register of Historic Places.

The Port Hueneme Light Station area presents the very low potential for prehistoric and historic archaeological resources. The buildings that the USCG proposes to sell are unlikely to contain prehistoric traces related to the inhabitants and their predecessors. Historical deposits are even less probable. Deposits may include both remains of daily life and activity and of construction methods and means.

POINT VICENTE LIGHT STATION SUMMARY

The Point Vicente Light Station is located in Los Angeles County near the City of Palos Verdes. The property consists of approximately 20 acres with Coast Guard improvements, including the light. The Point Vicente Light Station was listed on the National Register of Historic Places (NRHP) on September 22, 1977. The facility is in use as a navigational aid and actively managed by the Coast Guard. The station consists of the original 1926 concrete lighthouse and a fog signal building, a two-story keeper's quarters (Quarters C), two one-story keepers' quarters (Quarters A and B), two garages, a radio beacon, and an oil house. There is also an Operations and Barracks building constructed in 1968. The facility is listed in the NRHP under Criterion C for its classic Mission Revival architectural design with a period of significance of 1926, the year of its construction.

A record search of the California Historic Resource Information System was conducted by the South Central Coastal Information Center on September 10, 2003. Letters were also sent to appropriate Native American groups and California's Native American Heritage Commission. The response from the Gabrielino Tongva indicated that they do have concerns about the project area. An Archaeological Testing and Evaluation Report, dated September 10, 1991, was prepared for site CA-LAN-1735. The site was determined ineligible for the National Register on May 5, 1991. A cultural resource survey was performed on the property dated November 1997. All reports are on file with the Coast Guard Aids to Navigation Team Los Angeles/Long Beach.

The project area lies within the ethnographic territory of the Gabrielino, which included most of present-day Los Angeles and Orange counties, plus several offshore islands. The Gabrielino spoke a Cupan language in the Takic family, which is part of the Uto-Aztecan linguistic stock. Gabrielinos culture was heavily affected by Spanish missionary efforts long before systematic ethnographic studies could be conducted. Information about their material cultural and lifeways is very limited and largely from historical sources (Bean and Smith 1978:538).

The Point Vicente Light Station area appears to have the potential for prehistoric archaeological resources. The roughly 20-acre project area may contain prehistoric traces related to the inhabitants and their predecessors. Historical deposits are less probable and would likely be associated with the keepers' quarters. Deposits may include remains of daily life and activity, and remains related to construction methods and means.



PAR Environmental Services, Inc.

Biological ♦ Cultural ♦
Environmental Planning

Street Address: 1906 21st Street, Sacramento, CA 95814
Mailing Address: P.O. Box 160756, Sacramento, CA 95816-0756
Phone: 916-739-8356
Fax: 916-739-0626

TO South Central Coastal Information Center
 California State University, Fullerton
 Department of Anthropology
 800 North State College Blvd.
 P. O. Box 6846
 Fullerton, CA 92834-6846

Date 10/24/05 **Job No.** 03-2014

Attention Ms. Margaret Lopez

RE: Port Hueneme DPR. Forms

WE ARE SENDING YOU ☒ ATTACHED

COPIES	DATE	NO.	DESCRIPTION
2			Primary and BSO forms
1			NRHP Report and Nomination

THESE ARE TRANSMITTED AS CHECKED BELOW

☒ For approval ☐ As requested
☒ For your use ☐ For review and comment

Dear Ms. Lopez:

Please accept the evaluation report, DPR form and National Register nomination for Port Hueneme.

Please call me if you have questions.

COPY TO File CB, MCM

SIGNED

Cindy Baker
Cindy Baker

If enclosures are not as noted, kindly notify us at once.
Thank you and have a great day!

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

Historic name: Port Hueneme Lighthouse

Other name/site number: Port Hueneme Light Station

2. Location

Street & Number: Seaside Drive

☐ not for publication

City/Town: City of Port Hueneme

☒ vicinity

State: California code: CA County: Ventura Code: 0 Zip Code: 93044

3. State/Federal Agency Certification

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

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

4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
 - ☐ See continuation sheet.
- ☐ determined eligible for the National Register
 - ☐ See continuation sheet.
- ☐ determined not eligible for National Register
- ☐ removed from the National Register
- ☐ other (explain):

Signature of Keeper of Action

Date

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

5. Classification

Ownership of Property

(check as many boxes as may apply)

- ☐ private
☐ public-local
☐ public-State
☒ public-Federal

Category of Property

(check only one box)

- ☐ building(s)
☐ district
☐ site
☒ structure
☐ object

Number of Resources within Property

Contributing

Noncontributing

1	--	buildings
--	--	sites
--	--	structures
--	--	objects
1	--	Total

Name of related multiple property listing

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

Number of contributing resources previously listed
in the National Register

Light Stations in the United States, Light Stations of California

None

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/Maritime

Commerce

Current Functions

(Enter categories from instructions)

TRANSPORTATION/Maritime

7. Description

Architectural Classification

(Enter categories from instructions)

Art Moderne

Materials

(Enter categories from instructions)

foundation CONCRETE
roof CONCRETE
walls CONCRETE
other IRON

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

Narrative Description

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

See continuation sheet

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

8. Statement of Significance

Applicable National Register Criteria

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

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

MARITIME HISTORY
COMMERCE

Period of Significance

1941

Significant Dates

1941 (illumination)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

United States Coast Guard, 11th District

continuation sheets.)

9. Major Bibliographical References**Bibliography**

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

Previous documentation on file (NPS):

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

Primary Location of Additional Data:

- ☐ State historic preservation office
- ☐ Other state agency
- ☒ Federal agency
- ☒ Local government
- ☐ University
- ☒ Other

Name of Repository:City of Oxnard, United States Coast Guard, Alameda Island, Oxnard Sea Bee Museum**10. Geographical Data****Acreage of Property** 0**UTM References**

(Place additional UTM references on a continuation sheet.)

Zone	Easting	Northing
11	296244	3780433

☐ See continuation sheet**Verbal Boundary Description**

Lighthouse property includes building only.

Boundary Justification

This is the original location of the lighthouse.

11. Form Prepared By**Name/Title:** Cindy L. Baker, Historian**Organization:** PAR ENVIRONMENTAL SERVICES, INC. **Date:** October 16, 2003**Street & Number:** 1906 21st Street **Telephone:** (916)739-8356**City or Town:** Sacramento **State:** CA **ZIP:** 95814

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page # 1

Property Name Port Huename Lighthouse

ARCHITECTURAL DESCRIPTION

This Art Moderne-style reinforced concrete structure was built by USCG in 1940 and was first lit in 1941. The single-story fog station portion measures approximate 46 feet east-west by 26 feet north-south by 14 feet, six inches high and the square lighthouse tower measures 13 feet, seven inches square by about 48 feet high (to the tip of the lantern room's conical roof). The tower is centrally set at the north side of the building with half of its square footprint inside of the fog station and half extending outside of the station. The building was repainted in the 1990s. The red paint on the windows, lantern room and railings is probably not an original color used on the otherwise white building. A concrete walkway extends around all sides of the building; patches of grass are set between the walkway and the building.

The building rests on a six-inch-thick concrete slab that is supported by a one-foot-thick by two-foot, six-inch-high concrete perimeter wall foundation. Supports at the four corners of the fog station portion of the building rest on five-foot-square by two-foot-high footings and the lighthouse tower corner columns are on five-foot, six-inch-square by two-foot, six-inch-high footings. The support columns and pilasters at the fog station's south side are further supported from beneath by approximately one-foot-diameter concrete pilings.

The exterior of the concrete fog station and lighthouse structure is surfaced with stucco. The perimeter walls of the fog station and tower are about seven inches thick and the columns at its four corners and the south wall are about 16 feet, five inches tall. The columns are typically two feet, six inches square (with a chamfered interior corner), each with an approximately three-foot, six-inch-high pedestal, a two-foot-square by one-foot-high finial and one-foot-wide wings that are about one foot, four inches shorter than the column. The corner columns of the lighthouse tower are similar in design to those of the fog station. Each tower column measures two feet, six inches square by about 45 feet high and includes a pedestal (same height as fog station columns), a tiered finial (bottom tier has same measurement as fog station finial and top tier measures about one foot, seven inches square by one foot high), and wings (same as fog station). The extant 300-mm emergency light was fastened to the southwest tower column in 1972.

The exterior of the building has one doorway on the first floor that is located on the north side of the lighthouse tower. This doorway included a paneled wood double door. The double door was removed during 1990s renovation work and a modern aluminum framed glass door with sidelights was set into the doorway. Two wall-mounted light fixtures flank the doorway. All but one of the window openings on the building have original multi-paned metal sash windows. The window directly above the north side doorway originally had a multi-paned metal sash window; however this window was removed during the 1990s renovations and replaced with a single pane fixed window with print that reads "POINT HUENEME LIGHTHOUSE/ESTABLISHED 1874/CURRENT LENS INSTALLED 1874/PRESENT TOWER BUILT 1940"; the lens installation date is incorrect and will probably be changed. Attached to the area above this fixed window is an approximately one-foot-diameter bronze USCG plaque. Original plans show a proposed plaque that was two feet, six inches in diameter; however this plaque was never installed. It is undetermined as to when the extant plaque was installed.

Original exterior elements that were removed from the building's walls by the 1990s include: a fog horn (with Type "F" diaphone) that was attached to the south side of the tower; a steel ladder that extended up the south side of the tower; and a steel ladder that extended up the west side of the fog station.

The parapeted roof over the single-story fog station is a flat reinforced concrete supported from the interior with steel I-beam ceiling joists and crossbeams. The cylindrical lantern room and surrounding deck is at the top of the lighthouse tower. The deck (as well as the interior of the lantern room) has a concrete slab floor. Metal railings extend between the finials of the tower columns. The original railings were one-and-one-quarter-inch-diameter metal pipe with a top and mid-height rails. The original railings were removed during the 1990s renovations and replaced with new metal railings that include more horizontal rails for safety. The lantern room walls are constructed of steel including the crisscross sash of the glazing at the upper half of the room. The arched steel door

**United States Department of the Interior
National Park Service****NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**Section number 7 Page # 2Property Name Port Hueneme Lighthouse

(with upper glazing) provides access to the deck. The conical roof of the lantern room is steel. The metal ball (with pointed finial) at the top of the lantern room roof is a vent/heat dispersing device.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

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Property Name Port Hueneme Lighthouse

The original and extant flooring for all spaces is concrete slab. Pilasters at the south and east walls of the first floor (fog station) are reinforced with steel I-beams. Interior partition walls of the first level (except for those of the lighthouse tower) are constructed of one-foot-square by four-inch-deep structural terracotta tiles. Ceiling heights are 12 feet at the first and second levels, 10 feet, six inches at the third level, and 10 feet, two inches at the fourth level (lantern room, from floor to exposed center of roof). Wrought iron drainpipes, two-inch diameter from the Lantern Room deck and three-inch pipes from the fog station roof, extend vertically inside of the building and exit to the exterior at lower portions of the fog station and lighthouse tower. Extant lighting inside of the structure are modern fluorescent fixtures that were install in the 1970s or later.

The original plan for the first level of the building included the Entry, Compressor Room (entered from the Entry), Toilet Room and Tool Room (entered from Compressor Room), Store Room (entered from Compressor Room), Radio Telephone Room (entered from Store Room). Today, the layout of the first level is the same; however, either the uses of the rooms have change or spaces have been modified.

The Entry is within the first level of the lighthouse tower and is essentially in its original condition. It measures 10 feet six inches square in plan and includes a concrete slab floor and the original L-shaped concrete stairway (with mid-landing) to the second level of the lighthouse. The stairs are two feet, five inches wide with eight-and-one-half-inch treads and seven-and-one-half-inch risers. The original one-and-one-quarter-inch-diameter pipe metal stair railings (with two horizontal rails) were removed during 1990s renovations and were replaced with new metal railings with more horizontal rails for safety. The extant five-foot-wide opening between the Entry and Compressor Room is original. The Compressor Room is L-shaped with a maximum north-south measurement of about 25 feet and a maximum east-west measurement of about 26 feet, six inches. This room originally included air receivers at the northeast corner, an electric power panel on the east wall, and a Sullivan motor compressor and a Fairbanks-Morse & Co. engine compressor at the east end of the room (south of the air receivers). Sometime between 1962 and 1966 a wall was added dividing the Compressor Room into two spaces - a compressor/generator room to the east and an office to the west; there was a door between these two spaces. By the 1990s, the 1960s dividing wall and all fog station equipment were removed from this space. The room is now used as an exhibition space.

The original Toilet Room measured five feet, five inches north-south by four feet, four inches east-west and the original Tool Room measured six feet, eight inches north-south by four feet, four inches east-west. Both of these rooms have lowered ceilings giving them eight-foot ceiling heights. Access to both rooms was through two-foot, one-quarter-inch-wide paneled wood doors set to the east side of the rooms. During the 1990s renovations the original doors were removed and the separated wall between the Toilet and Tool rooms was removed. A new separating wall was installed to increase the size of the Toilet room (to bring it to present ADA standards) and, therefore, decrease the size of the original Tool Room. Wider modern doors were installed to access the Toilet and Tool Rooms. The Tool Room door is now at the north wall of the small space instead of the east wall. Original Toilet Room fixtures were removed in the 1990s. All existing surface finishes and ADA-standard toilet and sink in the Toilet Room date to the 1990s.

The Store Room measures approximately 17 feet, six inches north-south by nine feet, six inches east-west. Originally, this space included a wooden workbench at the west wall. Sometime between 1962 and 1964, the Store Room converted into a watch room; the workbench was removed and radio beacon equipment (set onto a false floor) was added to the southeast section of the room. The original wood door between this room and the Compressor Room was removed by the 1990s. The Radio Telephone Room measures approximately 15 feet, six inches east-west by five feet north-south. The original door to this room Radio door was a two-foot, six-inch-wide paneled wood door (with upper glazing); from the early 1960s to the present this room has been used for storage.

The second and third levels of the lighthouse tower retain their original concrete flooring. Original architectural plans do not depict the extant wall and doorway/door at the top of the stairway that extends between the first and second level; the railing was removed and the wall and door were probably added during the 1990s renovations. The concrete stairway between the second and third levels has the same measurements and modern railing as the Entry Room stairway. The access from the third level to the lantern room is an original quarter-spiral steel ladder with checkered floor plate treads and one-and-one-quarter-inch-diameter pipe hand railings.

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The interior of the cylindrical Lantern Room at the top of the tower measures approximately seven feet in diameter and includes concrete flooring and steel walls below window level. A steel handbar is attached to the lantern room wall at the top of the ladder access into the room. There are four heat vents set into the lantern room wall; the vents have seven-inch-diameter iron caps that screw toward the wall to stop ventilation and unscrew for ventilation. Above the lantern room windows are iron hooks that reportedly held some type of blinds to block the sun when necessary. Centered within the Lantern Room is the Fresnel lens. This lens (with clockworks) was removed from the original Point Hueneme Lighthouse and reinstalled in this room in 1939-1940. A metal portion of the lens structure reads "Barbier & Benard, Constructeurs Paris 1897 BB/111". In early years, the lens weight has to be manually cranked two times a day. The lens is largely intact; however, the bottom plate has been replaced, the pendulum and the cog were removed, a modern float bearing was installed, and two lens panels were removed by vandals.

The extant fog signal (to the west side of the Navy Winch House) was set on the property in 1998 to replace an earlier fog signal structure (Bullard 2003). The fog signal is about a 25-foot-high by one-foot, six-inch-diameter pole with the fog signal horn within a railing-enclosed deck above. The structure is set on a six-foot-square by one-foot-high concrete base.

The Port Hueneme Light Station was constructed by the United States Coast Guard in 1940-1941 to replace the original 1874 Point Hueneme Light Station that provided an important navigational aid to the frequently fog-choked entrance to San Barbara Channel. The new lighthouse was part of the creation of Port Hueneme, the only deepwater port between Los Angeles and San Francisco. The lighthouse was essential to the development of the import-export economy of Southern California, and, as such, appear to meet Criterion A as being associated with an important development in local history. The lighthouse is an excellent representative example of the Art Moderne lighthouse design used by the Coast Guard during the 1930s and early 1940s and meets Criterion C as a unique structure. The lighthouse retains its integrity of location, materials, association, design, and workmanship, although its integrity of setting and feeling have been compromised by surrounding development since 1941, the lighthouse's date of completion and period of significance. A result, the lighthouse appears to be on historical resource and for Light Station of California eligible for listing on the National Register of Historic Places under the Multiple Property Forms for U. S. Lighthouses.

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ARCHITECTURAL DESCRIPTION

This Art Moderne-style reinforced concrete structure was built by USCG in 1940 and was first lit in 1941. The single-story fog station portion measures approximate 46 feet east-west by 26 feet north-south by 14 feet, six inches high and the square lighthouse tower measures 13 feet, seven inches square by about 48 feet high (to the tip of the lantern room's conical roof). The tower is centrally set at the north side of the building with half of its square footprint inside of the fog station and half extending outside of the station. The building was repainted in the 1990s. The red paint on the windows, lantern room and railings is probably not an original color used on the otherwise white building. A concrete walkway extends around all sides of the building; patches of grass are set between the walkway and the building.

The building rests on a six-inch-thick concrete slab that is supported by a one-foot-thick by two-foot, six-inch-high concrete perimeter wall foundation. Supports at the four corners of the fog station portion of the building rest on five-foot-square by two-foot-high footings and the lighthouse tower corner columns are on five-foot, six-inch-square by two-foot, six-inch-high footings. The support columns and pilasters at the fog station's south side are further supported from beneath by approximately one-foot-diameter concrete pilings.

The exterior of the concrete fog station and lighthouse structure is surfaced with stucco. The perimeter walls of the fog station and tower are about seven inches thick and the columns at its four corners and the south wall are about 16 feet, five inches tall. The columns are typically two feet, six inches square (with a chamfered interior corner), each with an approximately three-foot, six-inch-high pedestal, a two-foot-square by one-foot-high finial and one-foot-wide wings that are about one foot, four inches shorter than the column. The corner columns of the lighthouse tower are similar in design to those of the fog station. Each tower column measures two feet, six inches square by about 45 feet high and includes a pedestal (same height as fog station columns), a tiered finial (bottom tier has same measurement as fog station finial and top tier measures about one foot, seven inches square by one foot high), and wings (same as fog station). The extant 300-mm emergency light was fastened to the southwest tower column in 1972.

The exterior of the building has one doorway on the first floor that is located on the north side of the lighthouse tower. This doorway included a paneled wood double door. The double door was removed during 1990s renovation work and a modern aluminum framed glass door with sidelights was set into the doorway. Two wall-mounted light fixtures flank the doorway. All but one of the window openings on the building have original multi-paned metal sash windows. The window directly above the north side doorway originally had a multi-paned metal sash window; however this window was removed during the 1990s renovations and replaced with a single pane fixed window with print that reads "POINT HUENEME LIGHTHOUSE/ESTABLISHED 1874/CURRENT LENS INSTALLED 1874/PRESENT TOWER BUILT 1940"; the lens installation date is incorrect and will probably be changed. Attached to the area above this fixed window is an approximately one-foot-diameter bronze USCG plaque. Original plans show a proposed plaque that was two feet, six inches in diameter; however this plaque was never installed. It is undetermined as to when the extant plaque was installed.

Original exterior elements that were removed from the building's walls by the 1990s include: a fog horn (with Type "F" diaphone) that was attached to the south side of the tower; a steel ladder that extended up the south side of the tower; and a steel ladder that extended up the west side of the fog station.

The parapeted roof over the single-story fog station is a flat reinforced concrete supported from the interior with steel I-beam ceiling joists and crossbeams. The cylindrical lantern room and surrounding deck is at the top of the lighthouse tower. The deck (as well as the interior of the lantern room) has a concrete slab floor. Metal railings extend between the finials of the tower columns. The original railings were one-and-one-quarter-inch-diameter metal pipe with a top and mid-height rails. The original railings were removed during the 1990s renovations and replaced with new metal railings that include more horizontal rails for safety. The lantern room walls are constructed of steel including the crisscross sash of the glazing at the upper half of the room. The arched steel door

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(with upper glazing) provides access to the deck. The conical roof of the lantern room is steel. The metal ball (with pointed finial) at the top of the lantern room roof is a vent/heat dispersing device.

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The interior of the cylindrical Lantern Room at the top of the tower measures approximately seven feet in diameter and includes concrete flooring and steel walls below window level. A steel handbar is attached to the lantern room wall at the top of the ladder access into the room. There are four heat vents set into the lantern room wall; the vents have seven-inch-diameter iron caps that screw toward the wall to stop ventilation and unscrew for ventilation. Above the lantern room windows are iron hooks that reportedly held some type of blinds to block the sun when necessary. Centered within the Lantern Room is the Fresnel lens. This lens (with clockworks) was removed from the original Point Hueneme Lighthouse and reinstalled in this room in 1939-1940. A metal portion of the lens structure reads "Barbier & Benard, Constructeurs Paris 1897 BB/111". In early years, the lens weight has to be manually cranked two times a day. The lens is largely intact; however, the bottom plate has been replaced, the pendulum and the cog were removed, a modern float bearing was installed, and two lens panels were removed by vandals.

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The Port Hueneme Light Station was constructed by the United States Coast Guard in 1940-1941 to replace the original 1874 Point Hueneme Light Station that provided an important navigational aid to the frequently fog-choked entrance to San Barbara Channel. The new lighthouse was part of the creation of Port Hueneme, the only deepwater port between Los Angeles and San Francisco. The lighthouse was essential to the development of the import-export economy of Southern California, and, as such, appear to meet Criterion A as being associated with an important development in local history. The lighthouse is an excellent representative example of the Art Moderne lighthouse design used by the Coast Guard during the 1930s and early 1940s and meets Criterion C as a unique structure. The lighthouse retains its integrity of location, materials, association, design, and workmanship, although its integrity of setting and feeling have been compromised by surrounding development since 1941, the lighthouse's date of completion and period of significance. A result, the lighthouse appears to be on historical resource and for Light Station of California eligible for listing on the National Register of Historic Places under the Multiple Property Forms for U. S. Lighthouses.

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INTRODUCTION

As long as there have been ships upon the seas, navigational aids have been part of the human endeavor. In the centuries before air travel, nations relied upon the safe passage of ships, including the United States. Congress passed the Lighthouse Act of 1789 to take responsibility for building and operating such aids along its coasts. Since then, the government has constructed over a thousand lighthouses, hundreds of fog signals and almost 200 floating light signals. The government created a specialized Lighthouse Board in 1852, which became the Bureau of Lighthouses in 1910. These early years make up the period of the Lighthouse Service, which merged with other federal maritime agencies in 1939 to establish the U.S. Coast Guard (United States Department of the Interior [USDI], National Park Service [NPS] 2002:2).

The United States Coast Guard (USCG) Port Hueneme Light Station grounds are located at the southern side of the Port Hueneme, Oxnard Harbor District basin entrance. The Port Hueneme Lighthouse is situated at the north side of the east entrance to the Santa Barbara Channel. The signal is important to navigation through the channel, which is typically fog-bound from July through October when inland temperatures rise. The port is the only deep water port between Los Angeles and San Francisco and is important for foreign trade. The lighthouse grounds encompass an approximately five-acre area that includes extant USCG-built structures dating from circa 1938 to 1964. Historically, the light station grounds were located at the west end of the USCG Point Hueneme Reservation. With the formation of the Oxnard Harbor District in 1937 and the opening of the Port of Hueneme in 1940, the USCG facility officially became known as the Port Hueneme Light Station. In the 1970s the USCG light station was part of property transferred from USCG to the US Navy. In 1997 it was part of 33 acres of Naval property transferred to Oxnard Harbor District. USCG has retained ownership of the lighthouse (Brown 2003; Marsh 2003).

HISTORICAL CONTEXT

The Santa Barbara Channel extends 63 miles along the southern California coast between Point Fermin (near San Pedro) and Point Hueneme on the north end. The channel is defined on the west and south by the San Miguel, Santa Cruz, Santa Rosa, and Anacapa islands, known collectively as the Channel Islands. Portuguese explorer Juan Rodriguez Cabrihlo was the first to sail the channel in the fall of 1542. In the following centuries, Spanish missionaries established a scattering along the coast, but the population remained low until the years following the California Gold Rush and statehood in 1849. From that year forward, the number of ships traveling the waters of the channel would continue to grow (Nelson and Nelson 1993:29).

The original Point Hueneme Lighthouse site was located on 16.14 acres of the Rancho El Rio de Santa Clara o La Colonia, purchased by the U.S. Lighthouse Service for \$17. The first lighthouse on the point was constructed in 1874 and was activated the same day as the Point Fermin Lighthouse to the south; December 15, 1874. These two Victorian-style lighthouses marked the entrances to the Santa Barbara Channel, an important shipping lane between the southern California coast and the Channel Islands. Eventually four lighthouses were established along the channel (Nelson and Nelson 1993:29, 31).

The Point Hueneme site included the keeper's dwelling, identical to those built at East Brother in Oakland, California and Point Adams, Oregon, in addition to that at Point Fermin mentioned earlier. Water for the site was drawn from artesian wells, but by 1882 the wells were impure and rainwater from the station's roofs was collected in a 10,000-gallon tank. In 1889, the original white flashing oil light on the lighthouse was changed to a fixed red light. In 1892, it was changed to an occulting white light. In 1899, the Service installed a revolving fourth order Fresnel lens made by Barbier and Benard in 1897 (which remains to the present day) (Nelson and Nelson 1993:32).

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In 1900, the Lighthouse Service purchased another adjacent 30 acres of the El Rio de Santa Clara o La Colonia for \$2,000. Of the combined 46 acres at the Point Hueneme site, various parcels would be carved out and sold to private companies or transferred to the Department of the Navy over the following century.

By 1922, the station consisted of the Lighthouse Service and a Navy Radio Station. The Lighthouse included the original lighthouse with keeper's dwelling. The structure had two sets of quarters to house the two lighthouse keepers and their families. In total, the dwelling had 1350 square feet of floor space comprising a total of eight rooms. The site also included a fog signal building, a carpenter shop, two storehouses, a barn, a hollow tile oil house and a concrete oil house. The navy's radio compass station, established three years earlier, consisted of three additional buildings on a separate portion of the lighthouse reservation. In 1928, the Naval Radio Compass Station was transferred to the Lighthouse Service (Lighthouse Service 1922).

In 1925, the oil lamp in the lighthouse was replaced with an electric light and in 1933 an electric motor was installed at the lighthouse to eliminate the hand-winding of the light's clockwork (Nelson and Nelson 1993:33).

In 1939, work began to create a deep water port was created near the site, which required dredging the entrance along the point. In the process, the original lighthouse had to be moved. A local yachting club purchased the lighthouse/keepers' quarters structure and moved it across the harbor, although it was later demolished. The lighthouse lantern room was removed from the building before the move and replaced in the new lighthouse under construction (Nelson and Nelson 1993:32). Port Hueneme, as it became known, remains the only deep water port between Los Angeles and San Francisco.

To replace the housing lost by the move of the lighthouse structure, the Coast Guard built two cottages for the keeper and assistant keeper in 1939. These structures were actually finished before the move. The two identical cottages were designed with roughly 1,230 square feet of interior space in each unit.

With the housing in place, the Coast Guard built the present lighthouse, which is a 48-foot-tall concrete tower rising from a one-story building. The focal plane is 52 feet above sea level and was lit with the original 1874 lantern and 1899 fourth order Fresnel lens operated by the original clockworks system. The light was activated in 1941. The tower is square and rises from the rectangular building below. The structure presents an Art Moderne architectural styling that was used at other Coast Guard lighthouses built during the period, most notably the Sentinel Island Lighthouse in Alaska (Nelson and Nelson 1993:32).

By 1958, the property included a mixture of USCG and Navy structures, including the new lighthouse/fog station, the 1939 keepers' quarters, a wood-framed barracks/mess hall, another single-story wood-framed keepers' quarters (north of the barracks), a small wood-framed garage, pump house (converted to an electrical vault by 1960), pressure tank, paint locker, radio mast, and a United States Navy winch house (with living quarters). The additional keeper's quarters (a house built circa 1927), small garage (circa 1927) and possibly the barracks and a radio building were moved to this location in 1940s from the USCG Radio Station that was about 1,000 feet to the east; the radio station buildings were probably moved due to World War II (WWII) military usage of the eastern end of the reservation.

Between 1961 and 1962 additional keepers' quarters were constructed (two houses and a garage) and the circa 1927 house, paint locker and radio building were removed. By the 1960s, the property had a separate fog signal structure located to the west side of the Navy's winch house. The electrical vault was removed after 1973 and the circa 1927 garage was removed after 1980. The fog signal was removed in the late 1990s and replaced with the extant metal signal that is in the same location.

The lighthouse was automated in 1972. As a result, onsite housing became unnecessary. The station was disestablished in 1973 when a new Coast Guard station was constructed at Channel Islands Harbor. Some of the land at Port Hueneme Light Station was then transferred to the Navy at that time.

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At present the approximately five-acre area (Figure 4) includes the 1940 lighthouse/fog station, the 1939 and 1962 keepers' quarters (including garages), heavily modified barracks building, modified circa 1950s Navy winch house, and several structures built less than 35 years ago by the Navy and subsequent tenants, such as Channel Islands Marine Resource Institute (CIMRI) and Stellar Biotech (formerly called ABLAB). The modern buildings include metal-clad warehouses and a "test bed" house built in the late 1970s or early 1980s by the Navy for solar studies. The access road that enters the light station area and ends at the lighthouse/fog station as a cul-de-sac was in place over 50 years ago. The center of the cul-de-sac originally included a flagpole; the flagpole was removed at an unknown date.

In 1999, the lantern room and window frames of the lighthouse were painted red during a refurbishing effort. The original lighthouse's fourth order Fresnel lens is still in use at the current Port Hueneme Lighthouse (Nelson and Nelson 1993:32). The fog signal structure uses the original single diaphone type fog signal. The Port Hueneme facility is part of the Eleventh Coast Guard District.

Significance and Integrity

The Port Hueneme Light Station was constructed by the United States Coast Guard in 1941 to replace the original 1874 Point Hueneme Light Station that provided an important navigational aid to the frequently fog-choked entrance to Santa Barbara Channel. The lighthouse was constructed as part of the creation of the Port Hueneme harbor, the only deep water port between Los Angeles and San Francisco. This port greatly enhanced the import-export economy of the region and the light was crucial to its successful operation. As a result, the lighthouse appears to meet Criterion A as a significant structure. The lighthouse is an excellent representative example of the Art Moderne lighthouse design used by the Coast Guard on the Pacific Coast during the 1930s and early 1940s and, is the only one of its kind in California; as such, it appears to meet Criterion C as a significant structure. The lighthouse retains its integrity of location, materials, association, design, and workmanship, although its integrity of setting and feeling have been compromised by surrounding development since 1941, the lighthouse's date of construction and period of significance. As a result, the lighthouse appears to be an historical resource eligible for listing in the National Register of Historic Places under the nationwide Multiple Property NRHP Form for U. S. Lighthouses and Multiple Property NRHP Form for Light Stations of California.

Alterations to the two 1939 keeper's quarters originally associated with the lighthouse have greatly compromised their integrity of design, materials, and workmanship. Nearby development has destroyed their integrity of setting and feeling from the time of their construction. As a result of this loss, the keepers' quarters do not appear to be eligible for listing on the National Register of Historic Places. Also, the fog signal structure is a modern building and not eligible for listing on the National Register.

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