

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

Primary #
 HRI #
 Trinomial
 NRHP Status Code

Other Listings
 Review Code Reviewer Date

*Resource Name or #: Santa Cruz Municipal Wharf

P1. Other Identifier: Santa Cruz Municipal Pier

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 Location:** Not for Publication Unrestricted

***a. County:** Santa Cruz

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

***b. USGS 7.5' Quad:** Santa Cruz **Date:** 1954, photorevised 1968 T 11S ; R 2W ; SE ¼ of NE ¼ of Sec 24 ; M.D. B.M.

c. Address: Beach Street, Municipal Wharf

City: Santa Cruz

Zip: 95060

d. UTM: Zone: 10 ; 0587189 mE/ 4090950 mN

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

The Santa Cruz Municipal Wharf is located at the southern end of Pacific Avenue, and extends out over the beach and waterway.

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

The Santa Cruz Municipal Wharf is situated at the southern end of Pacific Avenue, and is a prominent feature of the Santa Cruz waterfront. The approximately 3,000-foot long Wharf was constructed in 1914, with its end bent to the west for a steamship dock and freight warehouse, creating an irregular L-shape form. The structure currently stands approximately 22 feet above mean sea level. Davits for lifting fishing vessels once lined the wharf, as well as a rail line, warehouses, and fishing-related storefronts. Today, the largely industrial and commercial oriented historic-era businesses of the Wharf, have been replaced by restaurants and other tourist oriented services. The rail line was taken out ca. late 1940s to early-1950s, and replaced with a paved deck for vehicle traffic. Numerous davits for lifting fishing boats were removed after construction of the Santa Cruz Harbor in 1964. The deck of the Wharf has been widened to allow larger restaurant buildings, etc. Over 20 buildings and structures associated with these businesses are located on the deck of the Wharf, as well as other built environment features associated with utilities, lighting, etc. These auxiliary structures are not a part of this recordation.

Per the Santa Cruz Public Library website, the Municipal Wharf originally consisted of 2,043 approximately 70- foot-long Douglas fir pilings, driven 21 feet into the ocean floor. That total number of pilings has been increased to 4,528 today, with approximately 5 percent remaining from the original construction. On average, 30 pilings need to be replaced each year for safety. The Wharf has been widened from its original 100-foot width over the years to allow for larger business and more traffic. The location and length of the Wharf remain unchanged.

***P3b. Resource Attributes:** (List attributes and codes) AH13, HP11

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

P5b. Description of Photo: Santa Cruz Municipal Wharf, looking northeast from water.



***P6. Date Constructed/Age and Sources:**
 Historic: 1914

***P7. Owner and Address:**

City of Santa Cruz
 809 Center Street
 Santa Cruz, CA 95060

***P8. Recorded by:**

Corri Jimenez
 Architectural Historian
 URS Corporation
 1333 Broadway Avenue, Suite 800
 Oakland, CA 94612

***P9. Date Recorded:** 11-17-2011

***P10. Survey Type:** (Describe)
 Reconnaissance Survey

***P11. Report Citation:** URS 2012. *Cultural Resources Study for SCWD2 Regional Seawater Desalination Project, Santa Cruz County, California*. Prepared for scwd2 Desalination Program, 212 Locust Street, Santa Cruz, CA 95060. Prepared by URS Corp., 100 W. San Fernando St., Suite 200, San Jose, CA 95113

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

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Santa Cruz Municipal Wharf

B1. Historic Name: Santa Cruz Municipal Wharf

B2. Common Name: Santa Cruz Municipal Wharf

B3. Original Use: Pier for fishing industry, shipping, large boat docking

B4. Present Use: Recreational pier and tourism

*B5. Architectural Style: Utilitarian

*B6. Construction History: Initial construction in 1914. Alterations ongoing for maintenance (replacement of pilings, associated buildings, etc.). The pier originally had a railroad line that ran along the eastern side of the deck, out to the end, for shipping, etc. (which made the original 1875 Railroad Wharf obsolete for rail shipping and was torn down in 1922). The rail line was taken out ca. late 1940s to early-1950s, and replaced with a paved deck for vehicle traffic. Wharf widened to allow larger restaurant buildings, etc. Numerous davits for lifting fishing boats removed after construction of the Santa Cruz Harbor in 1964, located approximately three-quarters of a mile east of the Santa Cruz Municipal Wharf.

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

*B8. Related Features: Numerous buildings housing restaurants and other tourist-related businesses

B9a. Architect: Unknown

b. Builder: City of Santa Cruz

*B10. Significance: Theme: Industrial Development/Transportation

Area: Local (City of Santa Cruz and vicinity)

Period of Significance: 1914-1964

Property Type: Wharf/Pier

Applicable Criteria: CRHR 1, City of Santa Cruz Registry
Criteria 1 and 2

Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Santa Cruz Municipal Wharf is the first entry in the Santa Cruz Historic Building Survey, Volume I (Page and Associates 1976:26), and was given a rating of "excellent" at the time, based on an evaluation of the structure's historical significance, architectural significance, importance to the neighborhood, alterations, and physical condition. The Wharf is also included on the City of Santa Cruz list of properties on the Historical Building Survey. The Municipal Wharf is the last in a series of six piers that were built on the Santa Cruz waterfront between 1849 and 1914. The property's period of significance spans from its construction in 1914 through 1964, when commercial and recreational fishing operations shifted permanently from the Municipal Wharf to the new Santa Cruz Harbor.

The following context for Santa Cruz' wharves and piers is excerpted from the Historic Context Statement for the City of Santa Cruz (Lehman 2000:27): (See Page 3 of 12)

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References: (See Page 6 of 12)

B13. Remarks:

B14. Evaluator: Jay Rehor & Corri Jimenez, URS Corp.
1333 Broadway, Suite 800
Oakland, CA 94602

*Date of Evaluation: 12/10/2012

(This space reserved for official comments.)



Map to Scale; Santa Cruz USGS 7.5 Minute Topographic

*Recorded by: Jay Rehor & Corri Jimenez

*Date: 12/10/12

Continuation

Update

B10. Continued

Before railroads and motor roads linked the community to the outside world, the city's industries were dependent on shipping. Getting goods to waiting ships was the first problem and the initial solution was primitive at best. Lumber was dragged through the surf and hoisted aboard waiting schooners. Men carried lighter objects on their shoulders to small boats which in turn brought them to ships. Elihu Anthony, a merchant and foundry owner came up with a marginally better system with his partner Edwin S. Penfield when in 1847 they built a rudimentary wharf at the foot of the present Bay street. The "wharf" was really a plank chute steep enough to slide a sack of potatoes into a waiting rowboat. It was later bought by Davis and Jordan who owned a small fleet of schooners that carried shipments of lime from their kilns. They replaced the structure in 1856 with a 1000 foot wharf and developed a system wherein the lime was transported by tram cars moved by gravity down an incline, then hauled with horses back up the hill. This wharf was ultimately destroyed by heavy seas in 1907.

A second wharf was completed in 1855 by David Gharkey who extended it in 1863 to accommodate larger vessels. When a narrow gauge railroad began operating between Santa Cruz and Felton, tracks were laid and the Gharkey Wharf became the railroad wharf. It was later purchased by the South Pacific Coast railroad. Although the California Powder Works initially used the Davis Jordon wharf, they began construction on their own which was located on what is now Santa Cruz's main swimming beach. In addition they built a large warehouse on the top of Beach Hill.

For about five years, the powder and railroad wharves were connected but the cross wharf between the two was demolished in 1882. The city's fishing fleet used the railroad wharf as its base of operations but moved to the municipal wharf that was constructed by the city in 1914. The railroad wharf was finally torn down in 1922. (Refer to composite sketch of the wharf on Page 5 of 12)

The opening of the municipal wharf, built as a result of a \$172,000 bond issue, was dedicated with great fanfare on December 5, 1914. Composed of over 2000 Douglas fir pilings, the wharf was 2,745 feet long. It has been remodeled and refurbished a number of times, including a major project completed in 1984. In contrast to the city's early wharves that had warehouses and businesses associated with fishing and shipping, the current wharf is tourist oriented with restaurants, stores and souvenir shops... (Lehman 2000:27)

Within the historic context of the economic development of Santa Cruz, between 1850 and 1950, the Municipal Wharf represents an important property type related to industrial development, transportation, and recreation development (Lehman 2000:28-32). As the last of a series of six wharves that were built to serve industrial and commercial development in Santa Cruz—and which were a defining element of the Santa Cruz waterfront since 1847—the Municipal Wharf serves as a vital physical reminder of that history. As Lehman writes, "it is, perhaps, the last remnant of the time when the waterfront served the needs of a booming industrial economy" (Lehman 2000:30).

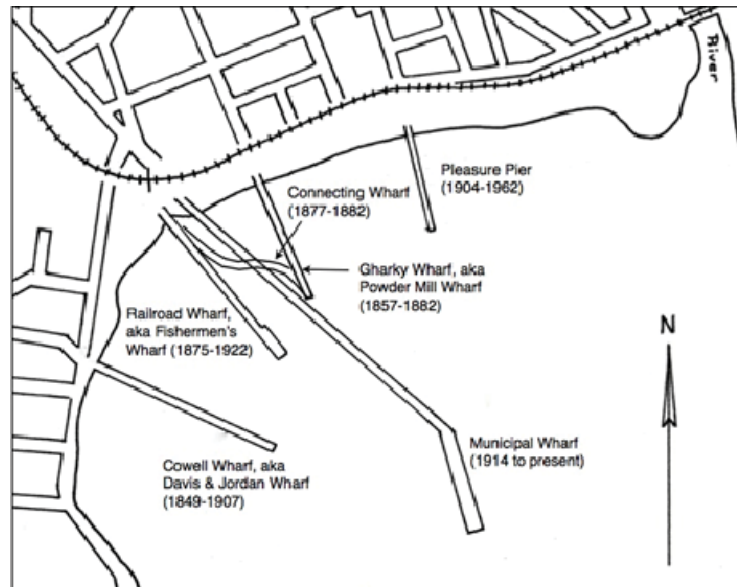
Naturally, the historical fishing industry was also heavily dependent on the wharves of Santa Cruz, including the Municipal Wharf, prior to 1950. As Lehman (2000:14) writes:

the first viable commercial fishing company was not created until a narrow gauge railroad line was built between Santa Cruz and the Southern Pacific station near Watsonville in 1875. A group of Italians, along with some Californios already living in Santa Cruz began a fresh fish business at the terminus of the railroad in Santa Cruz. In 1879, 139,000 pounds of fish were shipped from that port. Italian families, most from Genoa and the towns nearby, became associated with the fishing industry and many of their descendants are still residents of Santa Cruz. These include familiar local names like Stagnaro, Carniglia, Canepa and Faraola.

Cottardo Stagnaro arrived from Italy in 1874, and along with his sons and grandchildren, established the C. Stagnaro Fishing Corporation. In 1902, John and Sunday Faraola whose father emigrated to California in the 1860s, established a commercial fishing company on the old railroad wharf. They built a fleet of fishing vessels that was one of the largest on the Central California coast. At the height of the industry, 75 to 100 boats a day unloaded tons of salmon, sea bass rock cod and sole. Sport fishing has been a top attraction since the turn of the century and the Faraola family ran a charter service on the wharf in addition to their commercial fishing business.

World War II proved a disastrous time for the Santa Cruz fishing fleet. As a result of Executive Order #9066 issued in February 1942, Italian families, many of whom had established neighborhoods at the lower end of Bay Street near the waterfront, were made to leave their homes and move inland. Even those who had sons who were born in the United States and were serving in the armed forces, were not permitted to enter restricted areas that included the entire coastline. The boats were abandoned or confiscated for use in the war effort. After the war, many of the fishing families became involved in other business pursuits. Although Santa Cruz no longer has an active commercial fishing fleet based in the city, the sport fishing business is still active and the names of pioneering Italian families can be seen on the concessions and restaurants lining the present day municipal wharf. (See Page 4 of 12)

B10. Continued



Composite sketch map of all of Santa Cruz's historic wharves (Frank Perry Collection; <http://limekilnlegacies.com/pdfs/Notes-on-Santa-Cruz-Wharves.pdf>)

CRHR and City of Santa Cruz Registry

The Santa Cruz Municipal Wharf has historical significance on a local level under Criterion 1 of the CRHR as well as City of Santa Cruz Registry Criteria 1 and 2 due to its association with the economic development of Santa Cruz and the long history and role of wharves along the Santa Cruz waterfront. The wharf has been continuously used since its original construction in 1914 and, although it has undergone numerous functional and structural changes since that time, remains a vital part of the fabric of the Santa Cruz waterfront. One of the largest of these changes occurred in 1964, when construction of the Santa Cruz Harbor was completed, and commercial and recreational fishing operations shifted permanently from the Municipal Wharf to the new harbor. However, even prior to this time, the Wharf had begun to make the transition to the service and tourist industry, as attested in historic photographs from the 1950s, which show the original railroad absent, a paved deck for vehicles, and restaurants beginning to dominate the Wharf (See Photo on Page 8 of 12).

While many of the original materials, both above and below deck, have been replaced over time in order to maintain the Municipal Wharf as a functioning structure (and, as such, lacks integrity of materials and workmanship), the Wharf does maintain its integrity of location, design, setting, feeling, and association. The Wharf relays a sense of location, as it is still located in the place where it was originally built in 1914 at the base of Pacific Avenue, which historically provided a direct connection between the Wharf and downtown Santa Cruz. In terms of design, the Municipal Wharf still reflects the intent of the Wharf to provide Santa Cruz with a direct connection to ocean industries and shipping, despite the fact that the function of the Wharf significantly changed after ca. 1950. This historical connection is further enhanced by the physical environmental setting on the Santa Cruz waterfront, and the Wharf's prominence in views from West Cliff and Beach Hill. (See Page 5 of 12)

B10. Continued

Along with other historic built environment resources such as the Boardwalk, the Municipal Wharf helps convey the sense of place and orientation of Santa Cruz along the waterfront which was integral in the development of the city. The Wharf retains its integrity of feeling since it still retains its significant physical characteristics that convey its historic qualities, and evoke a sense of its historical past (which spans from 1914 through 1964). The Wharf retains its integrity of association as the property is directly linked to past significant events, such as its use in shipping and fishing industry. While many of the original materials and fabric have been replaced as part of continued maintenance to sustain the property's use, the changes have not affected the character or visual narrative of the property and have enabled retention of integrity of setting, feeling, and association. The majority of the businesses currently on the Wharf have been present for decades, particularly the Italian restaurants. These restaurants do not reflect the original fishing-related warehouses and buildings that historically occupied the Wharf, but are indicative of the early Italian-American adoption of the Wharf as a place of business, as well as the shift from primary fishing to tourist enterprises by those early families.

In addition to the above criteria, when analyzing the historical significance of a property with a period of significance that extends into the recent past, or less than 50 years from the present, Criterion Consideration G of the National Register must also be applied. Typically the National Register Criteria for Evaluation exclude properties that achieved significance within the past fifty years unless they are of exceptional importance. Fifty years is a general estimate of the time needed to develop historical perspective and to evaluate significance. This consideration guards against the listing of properties of passing contemporary interest and ensures that the National Register is a list of truly historic places. The Office of Historic Preservation expects this guidance to be applied to CRHR evaluations.

According to the National Park Service, the phrase "exceptional importance" may be applied to the extraordinary importance of an event or to an entire category of resources so fragile that survivors of any age are unusual. Properties less than fifty years old that may qualify as exceptional include those where the entire category of the resource is fragile. The phrase "exceptional importance" does not require that the property be of national significance. It is a measure of a property's importance within the appropriate historic context, whether the scale of that context is local, state, or national.

The Santa Cruz Municipal Wharf is the last wharf of the original six that were constructed, and is the only surviving property associated with the shipping and fishing industries of the City from the early 20th century. Although, as indicated by the City of Santa Cruz website, fewer than 5 percent of the original pilings still exist at the Santa Cruz Municipal Wharf and there has been additions and alterations to the structure within the past fifty years, which has led to major losses in historic fabric and materials, it still conveys its historical significance, especially as the last surviving example of a fragile property type.

In summary, the Santa Cruz Municipal Wharf appears to be eligible to the CRHR under Criteria 1 and the City of Santa Cruz Registry under Criteria 1 and 2, and retains its historic integrity. In addition, as a property that continued to achieve significance into a period less than fifty years ago, the Santa Cruz Municipal Wharf is an exceptional example of a fragile category of properties under Criterion Consideration G. Therefore, the property is considered a historical resource for purposes of CEQA.

B12. Continued

References:

City of Santa Cruz. 1985. National, State and Local Registry Criteria.
<http://www.cityofsantacruz.com/index.aspx?page=367>. Accessed December 2012.

Frank Perry Collection. 2012. Notes on the History of Wharves at Santa Cruz, California.
<http://limekilnlegacies.com/pdfs/Notes-on-Santa-Cruz-Wharves-original.pdf>. Accessed December 2012.

Lehman, Susan 2000. Historic Context Statement for the City of Santa Cruz. Prepared for City of Santa Cruz Planning and Community Development Department, 809 Center Street, Santa Cruz, CA 95060.

Robert Campbell. Aerial view of Municipal Wharf. http://commons.wikimedia.org/wiki/File%3AAerial_view_-_Santa_Cruz_CA.jpg. Accessed December 2012.

Santa Cruz Public Library. Historic Photograph Collection. <http://www2.santacruzpl.org/gallery2/main.php>. Accessed December 2012.

Santa Cruz Museum of Natural History. Historic Photograph Collection.
<http://www.santacruz museums.org/about/history.htm>. Accessed December 2012.

URS 2012. *Cultural Resources Study for SCWD2 Regional Seawater Desalination Project, Santa Cruz County, California*. Prepared for scwd2 Desalination Program, 212 Locust Street, Santa Cruz, CA 95060. Prepared by URS Corp., 100 W. San Fernando St., Suite 200, San Jose, CA 95113.

*Recorded by: Jay Rehor & Corri Jimenez

*Date: 12/10/12

Continuation

Update



Early photo of Municipal Wharf, with railroad tracks at right. Original 1875 Railroad Wharf barely visible in background at left; small Pleasure Pier (part of Boardwalk) visible in background at right (Frank Perry Collection; <http://limekilnlegacies.com/pdfs/Notes-on-Santa-Cruz-Wharves.pdf>)



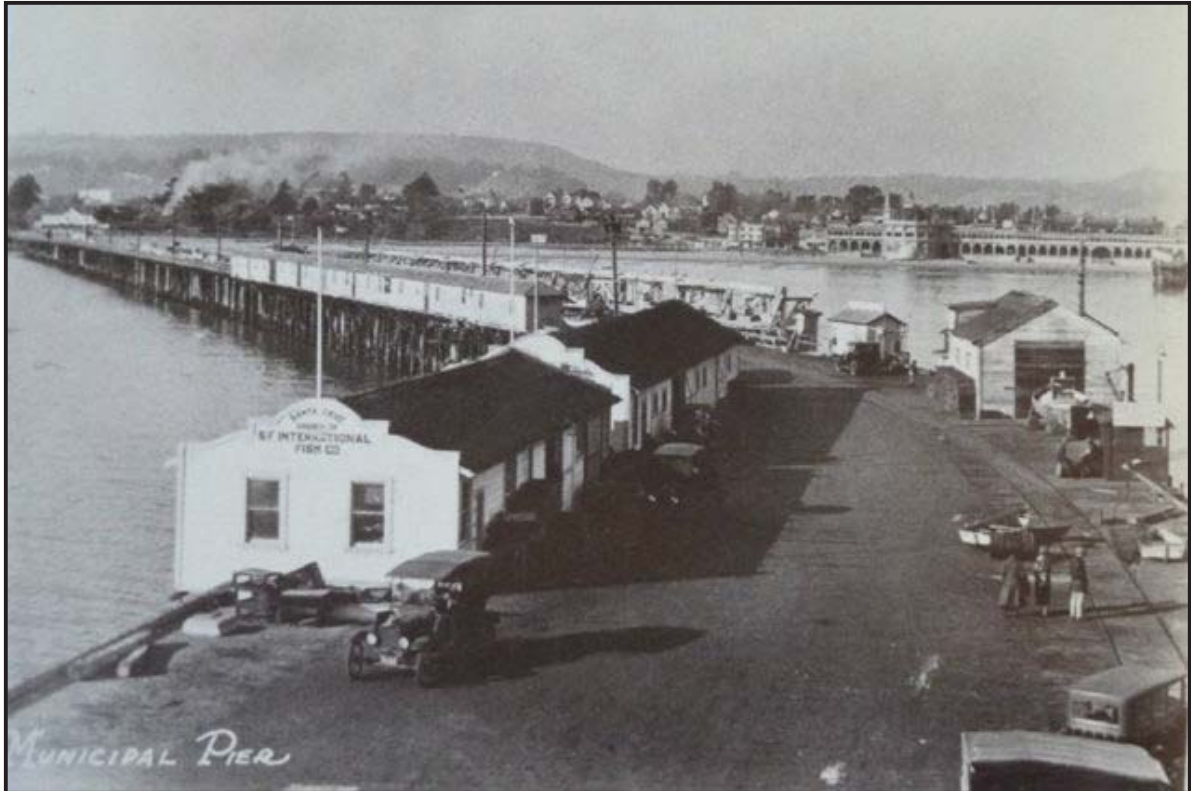
Ca. 1914 photo of new Municipal Wharf (left) and Railroad Wharf (right) (Santa Cruz Public Library Collection)

*Recorded by: Jay Rehor & Corri Jimenez

*Date: 12/10/12

Continuation

Update



Ca. 1920s photo of Municipal Wharf, with railroad tracks at right. Note businesses lining west side of pier and davits on east side, similar to the present-day layout (Santa Cruz Museum of Natural History)



Ca. 1950s photo of Municipal Wharf. Railroad tracks removed; fishing fleet present on east side of pier (Santa Cruz Museum of Natural History)

*Recorded by: Jay Rehor & Corri Jimenez

*Date: 12/10/12

Continuation

Update



View to the East: Current view of Municipal Wharf from West Cliff Drive.



View to the West: Aerial view of Municipal Wharf in context of Santa Cruz waterfront (Beach Hill and Boardwalk in foreground; West Cliff in background).

(Photo courtesy of Robert Campbell, [http://commons.wikimedia.org/wiki/File%3AAerial view - Santa Cruz CA.jpg](http://commons.wikimedia.org/wiki/File%3AAerial_view_-_Santa_Cruz_CA.jpg))



View to the North: Commercial Buildings, built along Wharf roadway.



View to the West: Commercial Buildings, built along Wharf roadway.



View to the West: Commercial Buildings, built along Wharf roadway.



View to the West: Commercial Buildings, built along Wharf roadway.

