



## Appendix D Cultural Resources Assessment

October 12, 2020

Tracy Zinn, AICP  
T&B Planning, Inc.  
3200 El Camino Real, Suite 100  
Irvine, CA 92602

Subject: Cultural Resources Assessment for the Newport Center Residences Project, City of Newport Beach, California.

Dear Ms. Zinn:

At the request of T&B Planning (CLIENT), Duke Cultural Resources Management, LLC (DUKE CRM) has conducted a records search, field survey, and a historic evaluation for the Newport Center Residences project (Project), located in the City of Newport Beach, Orange County, California (Attachment A, Project Vicinity). The Project is located at 150 Newport Center Drive. The Project is subject to the California Environmental Quality Act (CEQA) and the City of Newport Beach (CITY) is the lead agency for CEQA.

The car wash recently changed its name to Newport Beach Car Wash but because it was Beacon Bay for much of its existence, the report refers to it as Beacon Bay and includes the historical research on Beacon Bay. The Project will convert the Beacon Bay Auto Wash property (APN 442-231-12) into a new four story 28-unit condominium building over a two level mechanically ventilated parking garage that is below grade. The Project is approximately 1.26 acres in size. It is located in Section 36, Township 6 South, Range 10 West, as shown on the USGS *Laguna Beach 7.5-minute* quadrangle map (Attachment A, Project Location). Specifically, it is located in the Newport Center complex on the south side of Newport Center Drive and bordered on the east by Anacapa Drive (Attachment A, Project Aerial).

On August 18, 2020, DUKE CRM requested a records search at the South Central Coastal Information Center (SCCIC). The SCCIC provided the records search results on September 8, 2020. The SCCIC is part of the California Historical Resources Information System (CHRIS) and is located at California State University, Fullerton. The records search included a review of all recorded cultural resources and reports within a one-mile radius of the Project. In addition, we examined the California Built Environment Resources Directory (BERD), which includes the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI).

According to the SCCIC, a total of 63 cultural resource reports have been completed within a one-mile radius of the Project. Out of the 63 cultural resource reports, three include the Project boundaries. However, each of these are overview in nature and do not include field surveys. The first of these reports, *The History of Archaeological Research on Irvine Ranch Property: the Evolution of a Company Tradition*, was prepared by Adella Schroth with Archaeological Resource Management Corp. in 1979 (SCCIC

report no. OR-00305). This report was a literature search of the Irvine Ranch property and included no recorded cultural resources within the Project boundaries. The second report, *The Irvine Company Planning Process and California Archaeology- A Review and Critique*, was prepared by Hardy Strozier with AIP in 1978 (SCCIC report no. OR-02225). This was a management planning report for the Irvine Ranch property and did not include any cultural resources within the Project boundaries. The last report, *Annual Report to The Irvine Company from Archaeological Research, Inc.* was an annual report to the Irvine Company prepared by Archaeological Research, Inc. in 1976 (SCCIC report no. OR-02534). This report included no recorded cultural resources within the Project boundaries.

In addition to investigative reports, the SCCIC provided data on cultural resources recorded within one mile of the Project. Thirty-five cultural resources are recorded within one mile of the Project and one cultural resource is recorded within the Project boundaries. Of those thirty-five cultural resources, twenty-nine are prehistoric and consist of shell middens and stone tool scatters. The six remaining cultural resources are historic and include a concrete cattle crossing, a fire station, a church, a Bloomindales department store, the Hyatt Regency Hotel, and a Jolly Rogers restaurant building.

The cultural resource within the Project boundary is the site of the 1953 National Boy Scout Jamboree (P-30-162284). In 1977, Jason Keyes of the Boy Scouts of America Troop 35, submitted a request to acknowledge the 1953 National Boy Scout Jamboree as a California Point of Historical Interest or a Historical Landmark. The Jamboree was held on 3,000 acres of the Irvine Ranch where the Newport Center is now located and was the only Boy Scout Jamboree in California. A total of 50,000 Boy Scouts took part in the Jamboree led by the Vice-President of Irvine Ranch, William Spurgeon III, who spent three years preparing for the event. The purpose of the Jamboree was to promote leadership skills and to illustrate the ideals of scouting to the United States and to the rest of the world. On June 14, 1977, the Orange County Board of Supervisors approved the site of the 1953 National Boy Scout Jamboree as a California Point of Historical Interest (CPHI# Ora-009). Artifacts have been discovered and documented at the nearby Harbor Cove residential development. It is unlikely that any component of the Jamboree remains intact buried beneath the car wash due to prior construction of the car wash.

On September 18, 2020 DUKE CRM archaeologist Edgar Alvarez conducted an intensive survey of the 1.26-acre Project area. The Beacon Bay Auto Wash was open and in full operation with numerous customers but was still accessible with the permission of the owner. Roughly 90 percent of the Project area was concrete and about 10 percent of the Project area consisted of imported trees, bushes, mulch, and planters (Attachment B, Project Photographs). The survey was performed by walking non-intrusively within and around the Project boundary. Digital photos were taken to document the Beacon Bay Auto Wash structures and surroundings within the Project area.

The topography of the Project consisted of a relatively flat slope with about a 1 percent grade towards the south, near the entrance of the Newport Center complex. Sediment in the Project consisted of a light gray sandy loam with fine silt (<.08 mm) to fine sand (.43 - .08mm). The soil in the Project has been imported and a majority is covered in mulch. Vegetation within the Project included imported oak bushes, oak trees, birds of paradise, palm trees, bougainvillea, lilies, and other flowers. No archaeological resources were observed. The Beacon Bay Auto Wash was photographed, documented, and evaluated for significance under CEQA. See the State of California Department of Parks and Recreation site forms (DPR 523 series: Attachment C).

Dana Supernowicz was subcontracted to document and evaluate the Beacon Bay Auto Wash for the CRHR. The following discussion is based on Attachment C.

The subject property was evaluated for listing in the CRHR. Under CEQA, the term “historical resource” includes “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” (PRC 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” (PRC Section 5024.1(a)). The criteria for listing resources on the CRHR, enumerated below, were developed to be in accordance with previously established criteria developed for listing in the NRHP.

According to PRC 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:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- (2) Is associated with the lives of persons important in our past;
- (3) 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; and/or
- (4) Has yielded, or may be likely to yield, information important in prehistory or history.

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 California Code of Regulations 4852(d)(2)). In order for a property to be eligible under any criteria, it must retain integrity. The National Park Service, along with state and local agencies, define integrity. Integrity is defined as retaining location, design, setting, materials, workmanship, feeling, and association.

In applying Criterion 1 of the CRHR, the subject property does not appear to have been a key element of “Fashion Island,” a retail complex that was located within a defined circle and whose name recognition drew upon a number of important architects of the 1960s. Under Criterion 2 of the CRHR, there is no evidence to suggest that John Martin Shea, the founder of the Beacon Bay Auto Wash chain, played a significant role in the history of Fashion Island or Newport Beach. Under CRHR Criterion 3, the Newport Center Drive Beacon Bay Auto Wash facility, while representing modern architecture of the 1960s-70s, does not appear to be a significant example of this form of architecture, nor is there any information to suggest that this particular facility was more cutting-edge as it relates to technologies associated with full-service car washes in Southern California than the other five facilities in Orange County owned by Shea. Under Criterion 4 of the CRHR, further study of the property is unlikely to yield information important in prehistory or history. Therefore, the subject property does not appear to meet the CRHR criteria for listing on the register.

An evaluation of the Beacon Bay Auto Wash property using CRHR criteria has concluded structures within the subject Property are not eligible for the CRHR and do not represent a “historical resources” as defined in CEQA. Therefore, the Project will not have a significant impact on historical resources.

If archaeological discoveries are made during construction, it is recommended that work in the immediate vicinity of the find be halted and a qualified archaeologist be retained to assess the nature and significance of the find and make recommendations prior to further disturbance. If the discovery is prehistoric in age, it is recommended that local Native Americans representatives be consulted. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately.

Thank you for contacting DUKE CRM on this Project. If you have any questions or comments, you can contact me at (949) 356-6660, or by e-mail at [curt@dukecrm.com](mailto:curt@dukecrm.com).

Sincerely,

**DUKE CULTURAL RESOURCES MANAGEMENT, LLC**

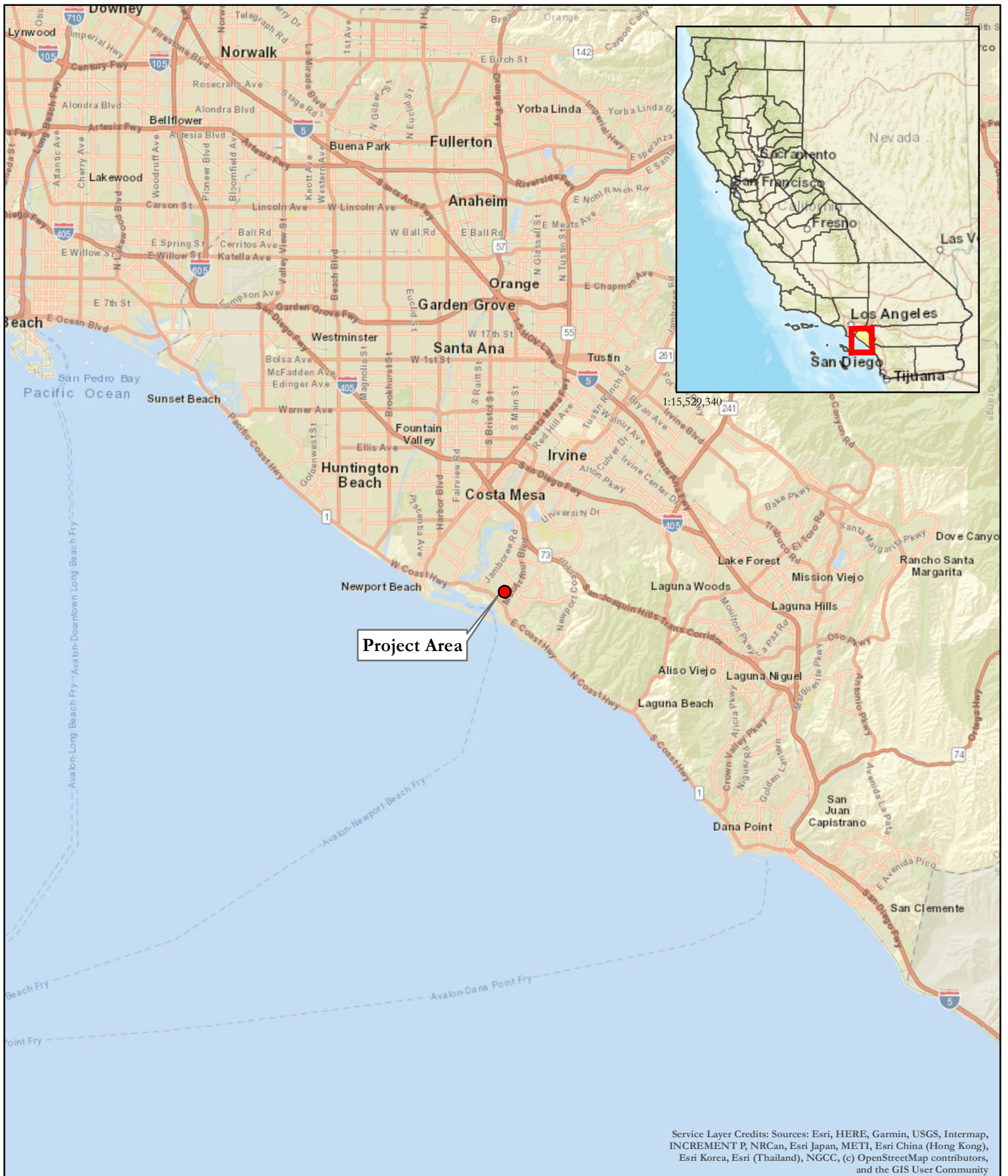
Curt Duke, M.A., RPA  
President/Principal Archaeologist

Attachments

- A: Project Maps
- B: Project Photographs
- C: Site Records

# **ATTACHMENT A**

## **PROJECT MAPS**

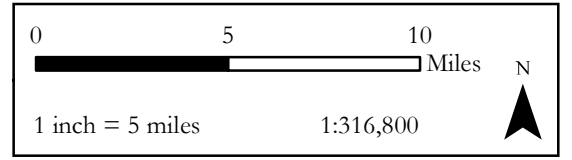


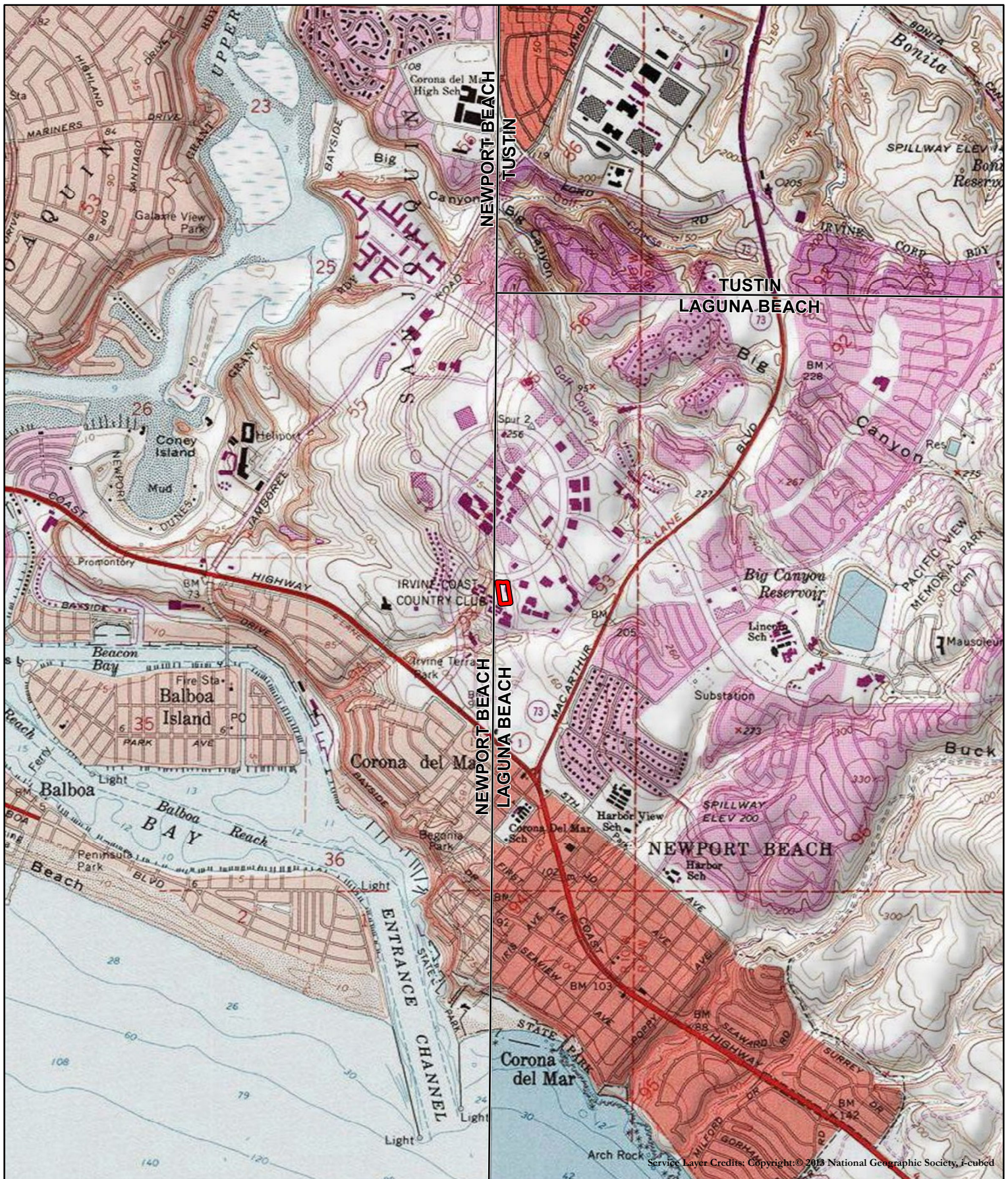
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

**Map 1 - Project Vicinity**  
Newport Center Residences, C-0334



● Project Area



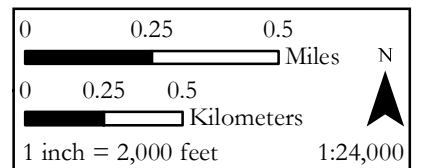


Map 2 - Project Location  
 Newport Center Residences, C-0334



T6S R10W Section 36

- Project Area
- USGS 7.5' Quads



Service Layer Credits: Copyright © 2013 National Geographic Society, i-cubed

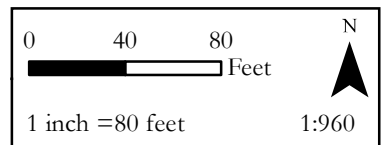




Map 3 - Project Aerial  
Newport Center Residences, C-0334



 Project Area



## **ATTACHMENT B**

### **PROJECT PHOTOGRAPHS**



**Figure 1:** Overview of Beacon Bay Auto Wash from northeast corner of Project boundary, view southwest.



**Figure 2:** Overview of Beacon Bay Auto Wash from southeast corner of Project boundary, view northwest.



Figure 3: Overview of Beacon Bay Auto Wash from southern edge of Project boundary, view north.



Figure 4: Overview of Beacon Bay Auto Wash from southwest corner of Project boundary, view northeast.



Figure 5: Overview of Beacon Bay Auto Wash from northwest corner of Project boundary, view southeast.



Figure 6: Overview of main building from northern edge of Project boundary, view southeast.



**Figure 7:** Aerial view of Beacon Bay Auto Wash from northern edge of Project boundary, view south.



**Figure 8:** Aerial view of Beacon Bay Auto Wash from southern edge of Project boundary, view north.

## **ATTACHMENT C**

### **DPR 523 SERIES SITE RECORD**

Primary #: \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code: \_\_\_\_\_  
Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

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\*Resource Name or #: (Assigned by recorder) Beacon Bay Auto Wash

- P1. Other Identifier:** None
- \*P2. Location:**  Not for Publication  Unrestricted **\*a. County:** Orange
- b. USGS 7.5' Quadrangle:** Newport Beach, CA 1981
- c. Address:** 150 Newport Center Drive **City:** Newport Beach **Zip:** 92660
- d. UTM:** N/A
- e. Other Locational Data (APN #):** The subject property is located in the Newport Center complex on the south side of Newport Center Drive bordered on the east by Anacapa Drive.

**\*P3a. Description:** The subject property, which is sited on an approximate 1.26-acre parcel, consists of a modern reinforced concrete automobile or car wash building that extends south from Newport Center Drive along the west side of Anacapa Drive. The cruciform-shaped main building with a flat roof and two square openings to the auto wash below has a simple parapet which stands one-story high with precast rusticated or ashlar exterior walls, intermixed with brick fill along the exterior walls. The building lacks fenestration as a result of its function as an automobile wash. A narrow rectangular canopy is attached to the west wall along the southern end of the main building, creating a space for the public awaiting their vehicles being washed. Further north is an open trusswork of steel that is attached to the main auto wash building and a rectangular-shaped concrete canopy to the west, providing lanes for vehicles to pass before going through the car wash. Further south is another rectangular-shaped canopy style building used for detailing vehicles after the car wash. Further to the south is a large parking lot for vehicles. A large concrete sidewalk and mature trees flanks the main auto wash building along Anacapa Drive.

**\*P3b. Resource Attributes:** HP7 - Single-story commercial building complex

**\*P4. Resources Present:**  Building  Structure  Object  Site  District  Element of District

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



**P5b. Description of Photo:** View looking north at the entrance to the auto wash complex in the distance.

**\*P6. Date Constructed/Age and Sources:**  Historic Constructed 1970-71; Orange County Tax Collector and Assessor Records.

**\*P7. Owner and Address:** Beacon Bay Auto Wash, 150 Newport Center Drive, Newport Beach, CA 92660.

**\*P8. Recorded by:** Dana E. Supernowicz, Historic Resource Associates, 3142 Bird Rock Road, Pebble Beach, CA 93953.

**\*P9. Date Recorded:** September 2020

**\*P10. Type of Survey:**  Architectural

**\*P11. Report Citation:** Cultural Resources Assessment for the Newport Center Residences Project, City of Newport Beach, California. Prepared by Duke Cultural Resources Management, LLC, 18 Technology Drive, Suite 103, Irvine, CA 92618. October 2020.

\*Attachments: Building, Structure, and Object Record, Photograph Record



# BUILDING, STRUCTURE, AND OBJECT RECORD

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\*Resource Name or #: (Assigned by recorder) Beacon Bay Auto Wash

NRHP Status Code: 6Z

- B1. Historic Name:** The Auto Wash/Beacon Bay Car Wash  
**B2. Common Name:** Beacon Bay Auto Wash  
**B3. Original Use:** Auto or car wash facility  
**B4. Present Use:** Same  
**\*B5. Architectural Style:** Modern  
**\*B6. Construction History:** The facility was reportedly constructed in late 1970 and completed prior to 1972. The facility was originally designed with 5 tanks each holding 10,000 gallons of water. Sewer connections were installed in 1970, along with a fence, signage, sprinklers, plumbing, and bathrooms. In 1988, a grading permit was issued for the property to remove 5 USTs and install 3 new ones. In 1990, the bathrooms at the facility were remodeled. Minor upgrades occurred from 1994 through 2009, with a re-roof in 2010, according to the City of Newport Beach building permits.  
**\*B7. Moved?**  No  Yes  Unknown **Date:** N/A **Original Location:**  
**\*B8. Related Features:** Fashion Island and the Newport Center are situated immediately to the north, flanked by low-rise and high-rise office buildings, many which date from the late-1960s through the 1970s.  
**B9a. Architect:** unknown **B9b. Builder:** unknown  
**\*B10. Significance: Theme:** Modern Architecture **Area:** Newport Beach/Fashion Island/Newport Center  
**Period of Significance:** 1971-72 **Property Type:** Auto or Car Wash **Applicable Criteria:** A, B & C

The historic context for the subject property lies in the commercial development within the Irvine Ranch, specifically the creation of Fashion Island and the Newport Center complex during the 1960s and 1970s. The community of Newport Beach has a long history reflecting both maritime related settlement and later leisure and recreation. Jose Antonio Yorba (1746-1825), known also as Don José Antonio Yorba I, was one of the important early settlers of Spanish (Alta) California. Born in San Sadurni de Noya in the Spanish province of Catalonia, Yorba first came to the New World as an officer in the Gaspar de Portolà Expedition of 1769. For his service, Yorba was awarded with an enormous land grant from the Spanish Empire in 1801 that comprised a significant portion of today's Orange County in Southern California. Covering some 62,512 acres, Yorba's great rancho included the lands where the cities of Olive, Orange, Villa Park, Santa Ana, Tustin, Costa Mesa and Newport Beach stand today. After the Mexican-American war in 1848, American rule was established in California in 1850, and the Yorba lands were amongst the very few to be preserved (Lee 1973).

**B11. Additional Resource Attributes:** none

**B12. References:** Curtis, William J. *Modern Architecture since 1900*. Englewood Cliffs, New Jersey: Prentice-Hall, Inc. 1987; Delaney, Jeff. *Postcard History Series: Newport Beach*. San Francisco: Arcadia Publishing. 2005; Emporis Corporation Website. "Buildings of Newport Beach." www.emporis.com. Accessed September 2020; Fero Engineering. Phase I Environmental Site Assessment, 150 Newport Center Drive, Newport Beach, California. November 23, 2013; Gebhard, David and Robert Winters. *A Guide to Architecture in Los Angeles & Southern California*. Santa Barbara: Peregrin Press, Inc. 1977; Goddard, Francelia B. and Allen W. Goddard. *A Hundred Years of Yesterdays: A Centennial History of the People of Orange County and their Communities*. The Orange County Centennial, Inc. 1988; Gray, Pamela Lee. *Images of America: Newport Beach*. San Francisco: Arcadia Publishing. 2003; Irvine Management Company, Inc. "Celebrate Fashion Island with a Look Back in Time." Fashion Island Website. www.fashionisland.com/historical-timeline. Accessed September 2020; Kusek, Megan. "Starting a Carwash: A Brief History of American Carwashing." Car Wash Website. www.carwash.com/brief-history-american-carwashing. December 11, 2017; Lee, Ellen K. *Newport Bay: A Pioneer History*. Fullerton: Sultana Press. 1973; Los Angeles Times. Newspaper, Los Angeles, CA, May 14, 1983; Martinez, Thomas. "Beacon Bay Auto Washes." *Orange County Register*, January 8, 2013; Newport Beach Public Library Website. "Local History." www.newportbeachca.gov. Accessed September 2020; Olliver, Myrna. "Jack Shea: Art Collector, Philanthropist." *Los Angeles Times*, February 8, 1997.

**B13. Remarks:**

**B14. Evaluator:** Dana E. Supernowicz, Historic Resource Associates, 3142 Bird Rock Road, Pebble Beach, CA 93953

**Date of Evaluation:** September 2020

## AERIAL PHOTOGRAPH (Google Earth 2020)



(This space reserved for official comments.)

**\*B10. Significance: (Continued):**



**Figure 1: Beacon Bay Auto Wash complex, looking north. On the top of the photograph is Newport Center Drive and on the right is Anacapa Drive (Google Earth 2020).**

In 1888, the McFaddens decided their shipping business would be more successful if they moved it from the inner shores of the bay to the oceanfront, where it was connected by rail to Santa Ana. So, they built McFaddens' Wharf at the location where the Newport Pier is today. McFadden Wharf soon became the largest business in the newly created Orange County. For eight years the McFadden Wharf area was a booming commercial and shipping center. However, in 1899, the Federal Government allocated funds for major improvements to a new harbor at San Pedro, which would become Southern California's major seaport. The McFadden Wharf and railroad were sold to the Southern Pacific Railroad that same year, signaling the end of Newport Bay as a commercial shipping center (Lee 1973; Gray 2003; Delaney 2005; Newport Beach Public Library Website 2020).

In 1902, James McFadden sold his Newport townsite and about half of the Peninsula to William S. Collins, who saw Newport Bay's resort and recreation potential. Collins took on Henry E. Huntington as a partner in the Newport Beach Company. Huntington had acquired the Pacific Electric railway system and used it to promote new communities outside of Los Angeles. In 1905, the Pacific Electric line Red Cars began service to the Balboa Peninsula and Pavilion, and soon, the Red Cars would bring thousands of summertime visitors from Los Angeles. In 1906 the Balboa Pavilion was completed along with her sister project, the Balboa Pier, for the purpose of attracting lot buyers to the Balboa Peninsula part of Newport Beach. In August 1906, Newport Beach became incorporated as a city. In 1908, John Scarpa, an Italian gondolier, put together the first Christmas lights boat parade in Newport Harbor. In 1908 and 1909, with permission of the Orange County Board of Supervisors, William Collins moved his small dredge to the eastern part of the Newport bay, a mud flat called "Snipe Island," and began cutting a channel along the north side of the bay across from the Pavilion, piling the sand and silt up on the mud flat and thus Balboa Island was born. Formerly known as Balisle, Balboa Island was a summer vacation place (Lee 1973; Gray 2003; Delaney 2005; Newport Beach Public Library Website 2020).

## BUILDING, STRUCTURE, AND OBJECT RECORD

**\*B10. Significance: (Continued):**

In 1910 the McFaddens sold Newport, Lido and Balboa Island for \$35,000. By 1916, Balboa Island was annexed to the city of Newport Beach. In 1919, water for the Island came from the famous "Wooden Water Tower" built on Agate Street and removed in 1929. In 1920, Park Avenue was the only paved road on Balboa Island. In 1919, Joseph Beek, while still a student at Pasadena City College, was enchanted with the area, and became one of Collins' salesmen. Beek played a crucial role in the development of Balboa Island and got the first contract for a ferry between the Island and Balboa Peninsula. In 1926, the Pacific Coast Highway was built through the city, as well as a bridge over the Upper Bay. In 1936, Newport Harbor was officially dedicated. This occurred after a \$1.8 million project dredged out the sandbars and extended the jetties. In 1938, James Cagney, a famous Hollywood actor at the time, purchased Collins Island. The U.S. Coast Guard used this island during WWII and Cagney eventually sold the island in 1948 (Lee 1973; Gray 2003; Delaney 2005; Newport Beach Public Library Website 2020).

Later in the 20th Century, Newport Beach became the home of a number of famous celebrities. The most popular Newport Beach celebrity was John Wayne, also known as "the Duke." Other celebrities residing or keeping boats in Newport Beach included James Cagney, Humphrey Bogart, Shirley Temple, Errol Flynn, Roy Rogers, Buddy Ebsen, and George Burns. In 1958, Hughes Aircraft Company's Solid State Products Division, and Microelectronic Circuits Division, specializing in electronic testing and assembly of hybrid components and administrative activities, was built in Newport Beach. Throughout the years, various use permit approvals were granted for the expansion of the site. In 1997, Raytheon Company merged with Hughes, and subsequently acquired the site (Lee 1973; Gray 2003; Delaney 2005; Newport Beach Public Library Website 2020).

The subject property is associated with the development of what was originally called the "Newport Town Center," which was quickly renamed "Fashion Island." Built in the 1960s, the circular commercial complex of buildings had its grand opening on September 9, 1967. Newport Center Drive, a circular road, embraces Fashion Island and gives it the "island" name. The original complex of retail buildings cost \$909,000 and included Buffums, The Broadway, J.C. Penny, 52 specialty shops, 2 restaurants and a parking lot that could hold 5,500 automobiles (Curtis 1987; Gray 2003; Delaney 2005; Emporis Corporation Website 2020; Irvine Management Company, Inc. 2020).



**Figure 2: Fashion Island under construction in the 1960s (Courtesy Irvine Company).**

**\*B10. Significance: (Continued):**

Expansion beyond the circle began in the late 1960s (Figure 3). By the early 1970s, Fashion Island included the “world’s largest wind chime,” sculpted by Tom Van Sant, the Butterfly Court, and the opening of Bullock’s and Neiman Marcus department stores. It was in late 1971-72 that John Martin Shea constructed a new car wash at the northwest corner of Newport Center Drive and Anacapa Drive to the south, just outside the Island (Figure 4). Shea was the company founder and had already built an automobile wash in 1965 in Newport Beach. By the 1980s, Fashion Island included the new Atrium Court, Skydivers Court or Stage Court, and, in 1989, the Center received a major remodel, expanding the development by 70,000 square feet with additional retail, and a parking structure (Irvine Management Company, Inc. 2020).



**Figure 3: View of Fashion Island in 1967, shortly after it opened  
(Courtesy of the Irvine Management Company, Inc.).**

**\*B10. Significance: (Continued):**



**Figure 4: Fashion Island in the early 1970s  
(Courtesy of Ray Westbrook Aerial Photography).**

During the 1980s, the Beacon Bay Auto Wash was managed by Roger Stanford. J.M. Shea reportedly owned 11 other automobile or car washes in Orange County during the 1980s (Los Angeles Times, May 14, 1983). Notable architects were involved with Fashion Island, such as William Pereira, who designed the Pacific Mutual's headquarters in 1972 on the circle, and who was responsible for designing the Los Angeles County Art Museum and developing the master plan for Huntington Harbor. Through the 1990s and into the 2000s, Fashion Island witnessed numerous changes including a 100 million dollar renovation in 2010, adding 20 new retail stores (Irvine Management Company, Inc. 2020).

Besides the development of Newport Center and Fashion Island, the subject property represents post-modern designs for auto or car washes. Only a few short years after the automobile's mass-market introduction began so did attempts at designing carwashing businesses (Kusek 2017). While debate exists on when the first carwash began in the United States, it is commonly accepted that the first production line carwash was originated by Frank McCormick and J.W. Hinkle, whose business opened in Detroit, Michigan in 1914. Workers pushed cars through an assembly line-like tunnel in the early-days of carwashes, and much like each specific piece of equipment today, each worker had a designated task, such as applying soap, rinsing the car or drying it.

**\*B10. Significance: (Continued):**

In the 1920s, the Auto Wash Bowl in Chicago had a large cleaning pool where motorists would drive in circles to get the mud off their tires and undercarriage before moving the vehicle to a stall at the carwash for a detailed cleaning. It wasn't until the 1940s that carwashing became semi-automated. The first automatic conveyor carwash opened in Hollywood, California, in 1940 using a primitive winch system to pull vehicles along the tunnel, but attendants still had to scrub down and dry vehicles (Irvine Management Company, Inc. 2020).



**Figure 5: 1950s era Car Wash (Courtesy of Sonny's Car Wash Factory)**

Automated washing evolved in the late 1940s when Thomas Simpson opened a carwash that had an overhead sprinkler that wet down the vehicle. That same year Leo Rousseau founded Minit-Man Inc., the first automatic carwash equipment company, and shortly afterward, its first customer, Paul Maranian, opened Paul's Auto Wash, recognized as the first automated carwash in the world. Paul's Auto Wash would eventually go on to wash almost 400,000 cars per year. The carwashing process began complete automation in 1951, when brothers Archie, Dean and Eldon Anderson added nozzles to apply soap and water, automated brushes and a 50-horsepower dryer to their carwash in Seattle, Washington (Kusek 2017).

During the 1990s, foam brushes made of closed-cell foam entered the market. In more recent years, new technology has been focused on making the wash process more streamlined and easier for the customer. Touchscreens with video instructions on the payment terminal were added in the 1990s, which made the sales process easier for the driving public while video instructions on entrance management assisted the customer in loading the car onto the conveyor. Finally, another carwash innovation came online in 2001 when Ben Alford opened the first modern, automated express carwashing model at Benny's Car Wash in Baton Rouge, Louisiana, which included automated pay terminals and gates. The car wash facility was the first facility that could be called a true "express exterior" wash, which included pay stations, free vacuums, no prepping and built for volume, speed and customer convenience (Kusek 2017).

\*B10. Significance: (Continued):



**Figure 6: 1950s era Car Wash with an arched metal canopy (Courtesy of Sonny's Car Wash Factory)**

Beacon Bay Auto Wash clearly represents a modern car wash facility both in its overall design, use of building materials, and function as a full-service car wash. The property was not part of the original design for Fashion Island; however, it was integral to providing a service to the public when visiting the retail shops or offices within the Newport Center complex. Building permits obtained from the City of Newport Beach suggest permits were pulled for the facility in 1970-1971 by J.M Shea. Upgrades to the property were carried out in the mid-1980s through 2010, however, it appears the facility as a whole remained much the same as when it was first constructed (Fero Engineering 2013).

## BUILDING, STRUCTURE, AND OBJECT RECORD

**\*B10. Significance: (Continued):**

### SIGNIFICANCE STATEMENT

The regulatory framework for the subject resource is the California Environmental Quality Act (CEQA) which allows for local historic resource guidelines to serve as the CR criteria, if enacted by local legislation, to act as the equivalent of the State criteria. If the resource has integrity and any one of the criteria noted below are met at the State level of analysis, the resource would be considered significant and a direct impact to the cultural resource would be considered a significant impact on the environment. Typically, researchers in California use a 45-year age threshold following State Historic Preservation Officer (SHPO) recommendations. The time lag of five years between the State and federal criteria is explained by the fact that it takes about five years to plan for and redevelop any one property. Following CCR 15064.5(a)(3), the criteria for State eligibility is thus:

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

In order for a property to be significant under any criteria, it must retain integrity. The National Park Service, along with state and local agencies, define integrity. Integrity is defined as retaining location, design, setting, materials, workmanship, feeling, and association. In applying the definition of integrity to the subject property, the following findings are made below:

**Location** - The subject property retains its original location.

**Design** - The design of the auto wash complex appears to be much the same as it was when constructed in the early 1970s.

**Setting** - The setting of the property is largely intact, although Fashion Island and Newport Center Drive have undergone considerable expansion and renovation since the late 1960s.

**Materials** – The materials used in the original construction of the property remain largely intact.

**Workmanship** - The workmanship of the property remains largely original with modernization of equipment.

**Feeling** - The feeling of the complex remains largely intact as it was originally designed.

**Association** - The property's association with its original function or use remains intact.

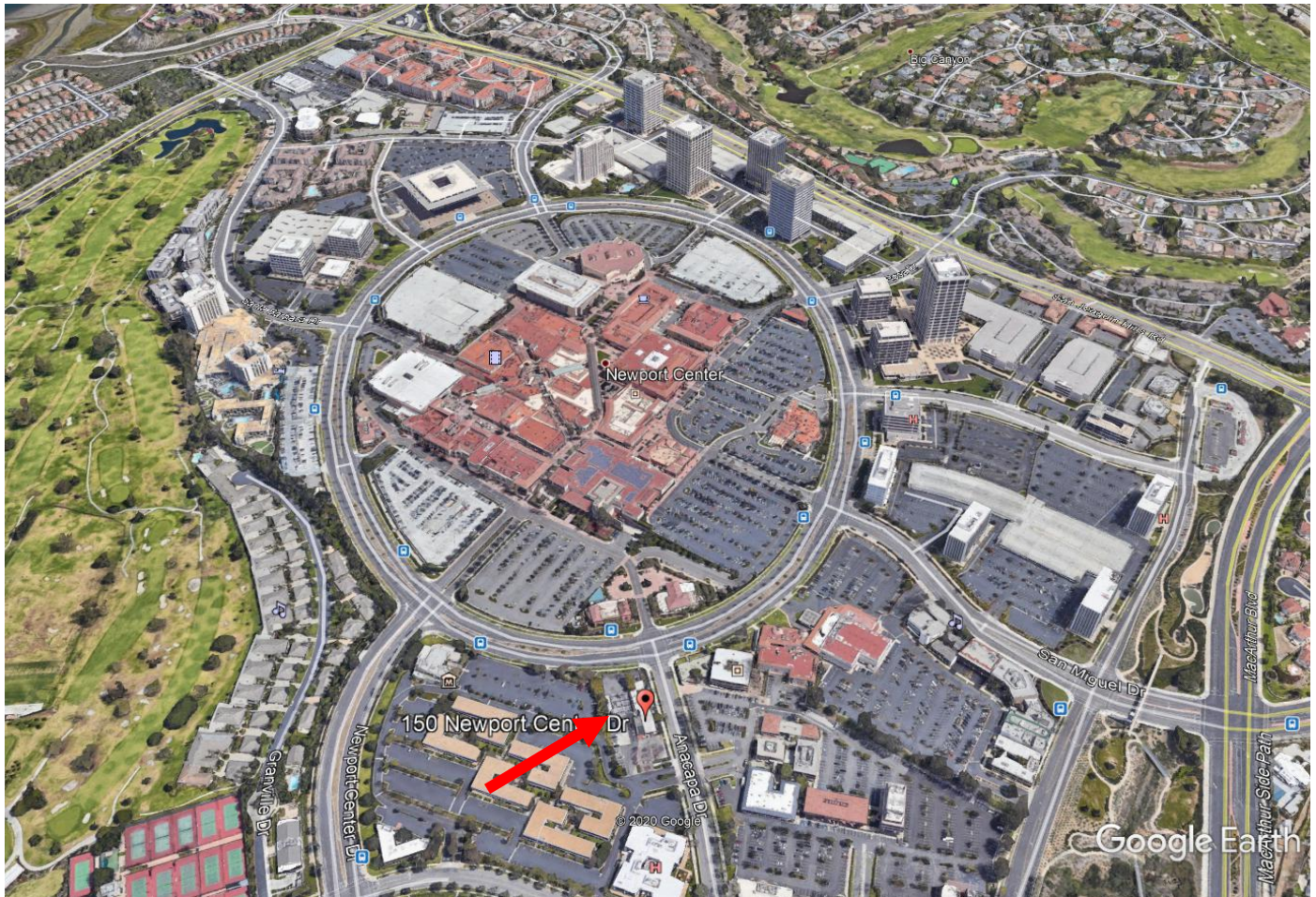
Even if a resource is not listed in, or determined eligible for listing in, the CRHR, the lead agency may consider the resource to be an "historical resource" for the purposes of CEQA provided that the lead agency determination is supported by substantial evidence (CEQA Guidelines 14 CCR 15064.5). According to the state guidelines, a project with an effect that may cause a substantial adverse change in the significance of a historical resource or a unique archaeological resource is a project that may have a significant effect on the environment (14 CCR 15064.5[b]). CEQA further states that a substantial adverse change in the significance of a resource means the 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. Actions that would materially impair the significance of a historical resource are any actions that would demolish or adversely alter those physical characteristics of a historical resource that convey its significance and qualify it for inclusion in the CRHR or in a local register or survey that meet the requirements of PRC 5020.1(k) and 5024.1(g).



**\*B10. Significance: (Continued):**

There are several aspects that should be considered when determining whether the Beacon Bay Auto Wash is a significant resource for listing on the CRHR. Those factors include its historic integrity, association with Fashion Island, its potential to be a contributing resource to the Newport Center as a historic district, and, lastly, its architecture and association with the automobile or car wash industry of the 1970s. As a whole, the auto wash facility retains good integrity of design, setting, materials, workmanship, feeling, and association.

Context, and, in this case, location, are important in discerning the relative importance of the property. Beacon Bay Auto Wash lies outside the perimeter of Fashion Island and was not a key element of the retail shopping complex as it was envisioned in the mid-1960s. On the other hand, the property is located within the boundaries of the Newport Center and relates to the fringe commercial development around Fashion Island in the early 1970s, which included numerous offices and other buildings, such as the headquarters for the Irvine Management Company, Inc. Since the late 1960s, both Fashion Island and Newport Center Drive have witnessed the expansion of retail and office buildings and the remodeling and renovation of older buildings. However, the circular ring that forms Fashion Island remains a hallmark of the upscale retail shopping complex. One of the most notable changes is the loss of the large outdoor parking areas surrounding Fashion Island, replaced by below and above-ground parking.



**Figure 7: Newport Center and Fashion Island as it appears in 2020 (Google Earth).  
Beacon Bay Auto Wash is depicted in the lower center of the photograph (red arrow points to the Auto Wash).**

## BUILDING, STRUCTURE, AND OBJECT RECORD

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\*Resource Name or #: (Assigned by recorder) Beacon Bay Auto Wash

NRHP Status Code: 6Z

**\*B10. Significance: (Continued):**

In regards to the actual building construction and design, the facility represents a high-end, but typical, full-service auto or car wash with no evidence suggesting it was innovative or “cutting edge” in regards to the industry as whole. The overall design of the facility is representative of modern architectural design featured in Fashion Island and flanking the “Island” circle. The subject property does not appear to be included in any historic resource inventories, either local, regional, or statewide. It is also important to note that while high rise architecture began in Newport Beach in the early 1960s, it had already populated much of Southern California, and International Architecture was giving way to other Modernist building designs. In addition, as of 2013, the Newport Center Auto Wash also included Beacon Bay facilities in Lake Forest, Costa Mesa, Irvine, and another facility in Newport Beach, all under the same ownership. The same company also operates a drive-through Express Auto Wash in Santa Ana that features a 140-foot wash tunnel and offers free vacuum use with a wash service.

The name “Beacon Bay” came from a coastal Newport Beach residential tract where Beacon Bay Auto Wash company founder John Martin Shea once lived. The tract dates back to the 1930s and has 72 homes. The first Beacon Bay Auto Wash was reportedly opened in 1965. Shea was also an avid Modernist art collector and philanthropist. Shea reportedly passed away in 1997 (Olliver 1997; Martinez 2013).

In applying Criterion 1 of the CRHR, the subject property does not appear to have been a key element of “Fashion Island,” a retail complex that was located within a defined circle and whose name recognition drew upon a number of important architects of the 1960s. Under Criterion 2 of the CRHR, there is no evidence to suggest that John Martin Shea, the founder of the Beacon Bay Auto Wash chain, played a significant role in the history of Fashion Island or Newport Beach. Under CRHR Criterion 3, the Newport Center Drive Beacon Bay Auto Wash facility, while representing modern architecture of the 1960s-70s, does not appear to be a significant example of this form of architecture, nor is there any information to suggest that this particular facility was more cutting-edge as it relates to technologies associated with full-service car washes in Southern California than the other five facilities in Orange County owned by Shea. Under Criterion 4 of the CRHR, the property does not appear to yield important information. Therefore, the subject property does not appear to be a significance resource per the CRHR.

\*B10. Significance: (Continued):

**PHOTOGRAPH RECORD**



**Photograph 1: View looking southwest at the Beacon Bay Auto Wash in Newport Center.**



**Photograph 2: View looking south at the Beacon Bay Auto Wash along Anacapa Drive on the left.**

\*B10. Significance: (Continued):



**Photograph 3: View looking north at exterior wall detail fronting Anacapa Drive.**



**Photograph 4: View looking north at the entrance to the Auto Wash complex.**

\*B10. Significance: (Continued):



**Photograph 5: View looking southeast at automobiles being cleaned and detailed adjacent to the Wash Building.**

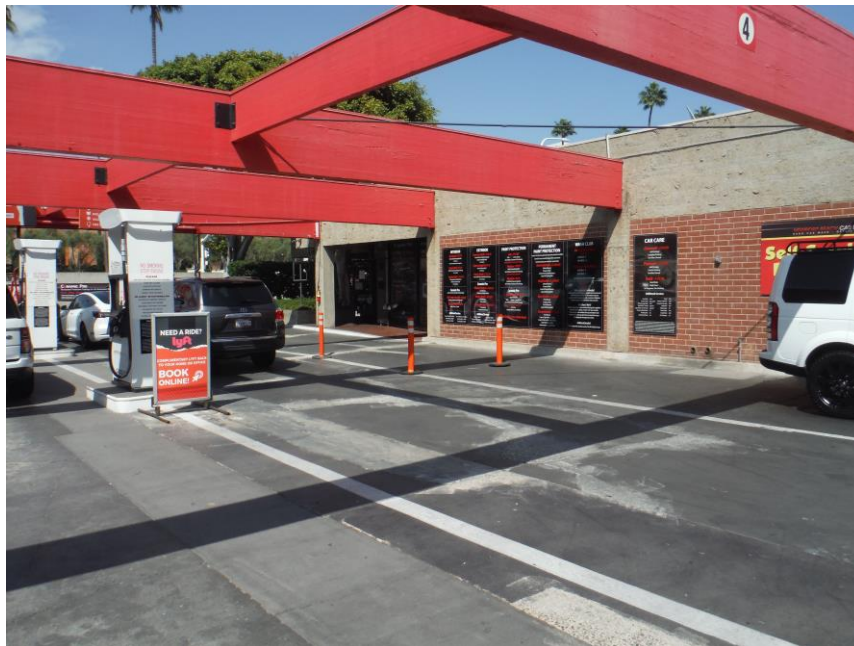


**Photograph 6: View of the aluminum detail canopy on the west side of the facility.**

\*B10. Significance: (Continued):



**Photograph 7: View of the auto detailing station in the center of the facility, characterized by the large beams or trusswork that connect the western concrete wall to the opposite side of the auto wash on the upper walls of the main office (Photograph 8).**



**Photograph 8: View of the auto detailing station in the center of the facility, characterized by the large beams or trusswork that connect the eastern side of the facility (main office) with the eastern side of the complex.**

\*B10. Significance: (Continued):



**Photograph 9: View of the Auto Wash portion of the facility.**



**Photograph 10: View of the main office looking northeast.  
Note the Self Service Dog Wash sign on the exterior brick wall.**