

APPENDIX D

SCIG Cultural and Paleontological Reports

Historical, Paleontological, and Archaeological Assessment of the Southern California International Gateway Project Area

Phase II – Northern Section of Southern California International Gateway Project Area

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Table of Contents

Project Overview	1
Previous Surveys	1
Summary of Findings – Phase I	5
Phase II Technical Report	8
Addendum: Northern Portion of California Cartage Warehouse	8
Project Description	8
Historic Setting - Review	9
Site Context	10
Site Description	12
Evaluation of Significance	12
Federal: National Register of Historic Places	12
State of California: California Register of Historical Resources	13
City of Los Angeles: Cultural Heritage Commission	14
City of Los Angeles Cultural Heritage Monument	14
Summary Conclusions.....	14
References	15

Appendix A. SCIG II Site Photos

Figures

Figure 1. Project Location Map, Phase I.....	2
Figure 2. Survey Coverage Map, Phase I	3
Figure 3. USGS Topographic Map	4
Figure 4. Wilmington Industrial Timeline	11

Project Overview

Previous Surveys

The Los Angeles Harbor Department (LAHD) is preparing an environmental impact report (EIR) for the Southern California International Gateway (SCIG) project. SCIG proposes the planning, design, construction, and operation of a near-dock intermodal rail facility by the Burlington Northern Santa Fe Railway (BNSF). During the California Environmental Quality Act (CEQA) analysis, four structures were identified that warrant further study with respect to their potential for historic significance: three large c. 1940 warehouses and the Willow Street-Sepulveda Bridge Overcrossing. A search of the paleontological and archaeological records was also requested. The LAHD is the owner of the site; California Cartage Company of Long Beach, California, is the lessee of the site at 2415 East Pacific Coast Highway, Wilmington, California (see Figures 1 and 2). The building permits also show addresses at 2401 and 2403 East Pacific Coast Highway.

In January 2008, ICF Jones & Stokes prepared a historical assessment of the three California Cartage warehouses along with the Sepulveda Boulevard/Willow Street overcrossing also located in Wilmington, California. Richard Starzak served as project director, and David Greenwood served as project manager, with assistance from architectural historian Portia Lee. The paleontological records search was conducted by Dr. Samuel A. McLeod of the Natural History Museum of Los Angeles County. Mark Robinson was the principal investigator for archaeology. The Phase I project undertaking consisted of the following three tasks, which have been completed:

Task 1: Site Visit. A field examination of the California Cartage site and the Sepulveda Boulevard/Willow Street Bridge was conducted to assess the historic potential of the structures and the possibility of encountering surface archaeological resources. Documentation at the field visits included photography and detailed field notes.

Task 2: Technical Report. A Draft Historical Technical Memorandum for the three warehouses, the Sepulveda Boulevard/Willow Street Bridge, and the archaeological survey was prepared. Department of Parks and Recreation (DPR) forms, both Primary (DPR 523A) and Building, Structure, and Object records (DPR 523B), were prepared, with photographic documentation included on a series of continuation sheets (DPR 523L). Archaeology sites were reported on Primary Record (DPR 523A) and Archaeological Site Record (DPR 523 C) forms.

Task 3: Final Technical Memorandum. A Final Technical Memorandum is to be submitted after comments have been received from Los Angeles Harbor Department staff.

Figure 1. Project Location Map, Phase I

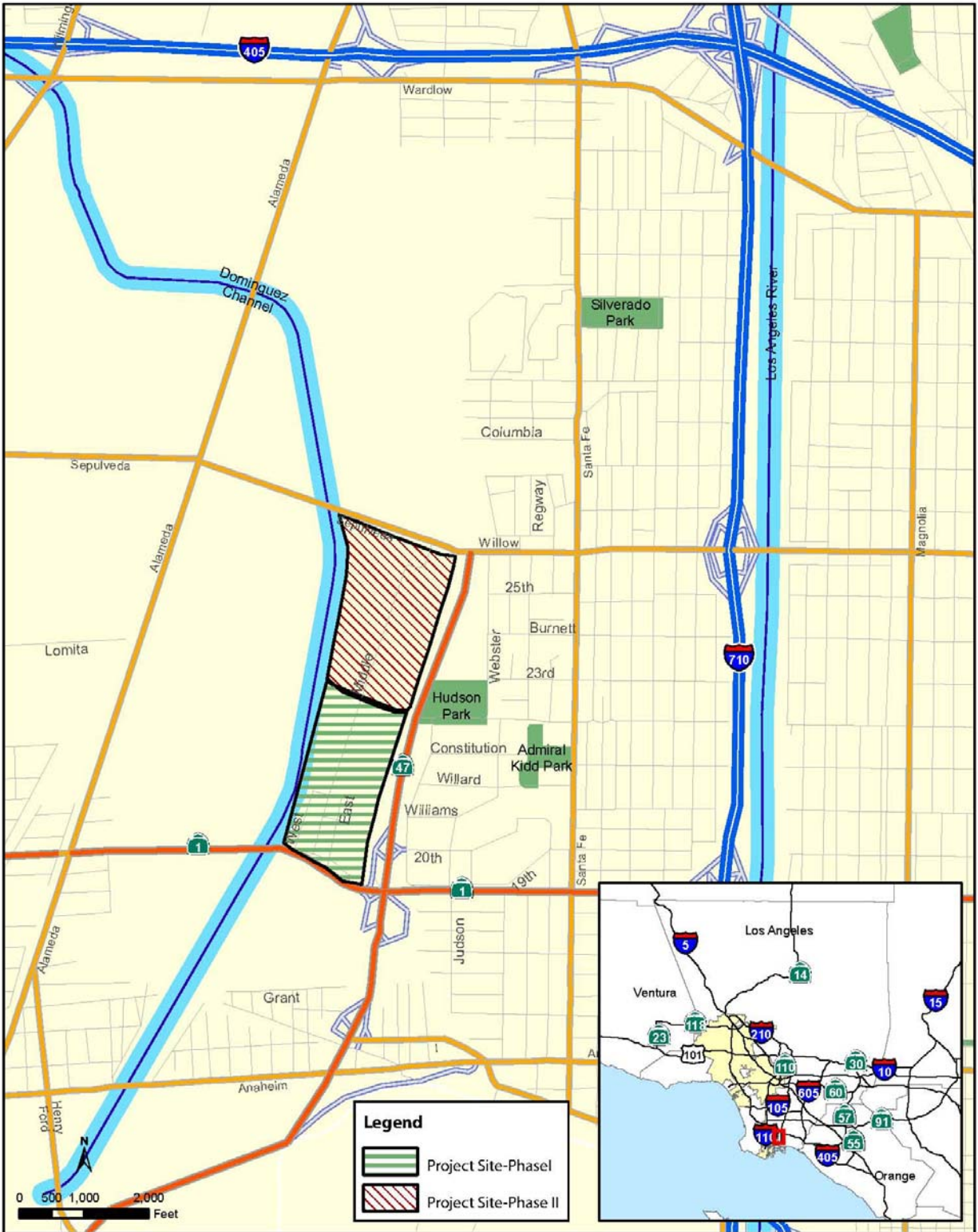
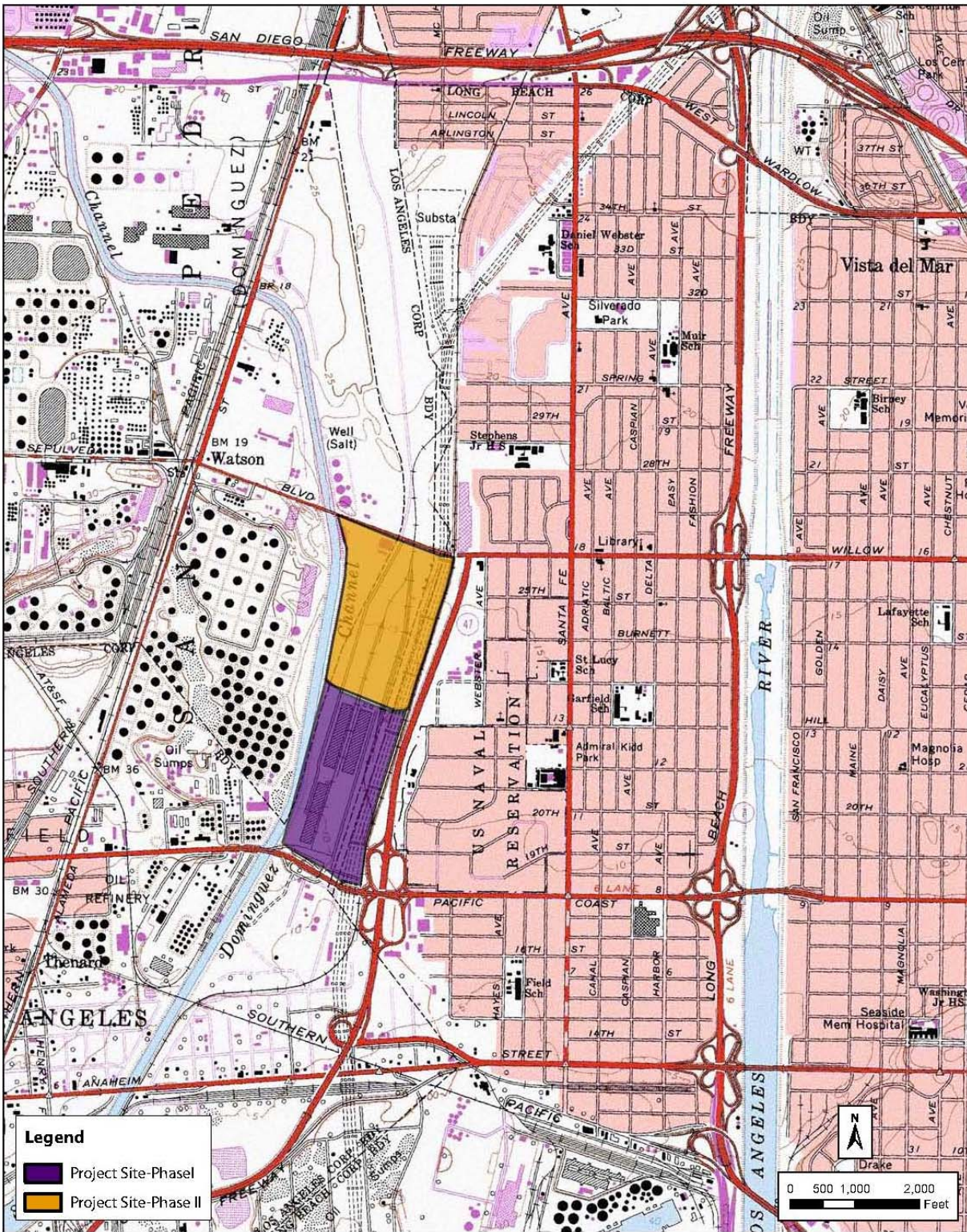


Figure 2. Survey Coverage Map, Phase I



Figure 3. USGS Topographic Map



Summary of Findings - Phase I

The following conclusions have been excerpted from the Phase I Technical Report dated January 2, 2008. These conclusions were based upon an analysis of information presented in the sections of that report, which included a detailed discussion of the criteria utilized for evaluation.

Paleontological Resources

No paleontological resources were found in the project area during the Phase I Study. For that effort, a review was conducted of the paleontology collection records and locality and specimen data files of the Natural History Museum of Los Angeles County. No vertebrate fossil localities recorded lie directly within the SCIQ Phase I or Phase II project areas. However, fossil localities exist nearby from the same or similar sedimentary deposits as those that occur in the project area. Geological information indicates that surficial deposits in the project area consist of younger Quaternary alluvium, probably derived from the Dominguez Channel to the west of the project area. These sediments typically do not contain fossils, but they are underlain at a relatively shallow depth by older Quaternary alluvium from which fossils have been recovered to the west across Dominguez Channel. This older Quaternary alluvium may also underlie the project area. A paleontological survey was not conducted for the project.

These results demonstrate that the SCIQ Phase I and Phase II projects have a high potential to affect significant nonrenewable fossil resources. Because of the project area's high potential to include buried fossil resources, paleontological monitoring by a qualified vertebrate paleontologist was recommended during all initial grading and excavation activities. Refer to the SCIQ Phase I report for details of paleontological research and a fuller discussion of the mitigation measures required.

Archaeological Resources

No archaeological resources were found in the project area during the Phase I study. A cultural resources literature and record search was conducted at the South Central Coastal Information Center on October 5, 2006, for the SCIG Phase I and Phase II project site, and a radius of 1 mile surrounding the site. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the CRHR, the National Register of Historic Places (NRHP), and the California Historic Resources Inventory (HRI) were reviewed. A historic map, Downey (1896, 1942, and 1943), U.S. Geological Survey (USGS) 15-minute quadrangle map, was inspected for the above-referenced project as well.

The record search revealed that five archaeological sites (19-002682, 19-002788, 19-002942, 19-003063, and 19-003067) have been identified within a 1-mile radius of the SCIQ Phase I and Phase II project area; none are within the project area. No archaeological isolates have been identified within a 1-mile radius of the project area. Five historic sites (19-180783, 19-180784, 19-186868, 19-186992, and 19-187733) have been identified within a 1-mile radius of the project area; again, none are within the project area. CRHR and CHL list no properties

within a 1-mile radius of the project area. NRHP lists no properties within a 1-mile radius of the project area. HRI lists 17 properties that have been evaluated for historical significance within a 1-mile radius of the project area; none of these are within the project area.

Twenty-four previous cultural resource studies (LA83, LA358, LA1082, LA2644, LA2751, LA2758, LA2862, LA2950, LA3102, LA3684, LA3707, LA4129, LA4512, LA4525, LA5871, LA5880, LA5971, LA6049, LA6055, LA6064, LA6076, LA6203, LA6204 and LA6822) have been conducted within 1 mile of the project area. Three studies (LA83, LA4512, and LA 5871) were conducted in small portions of the project area. The majority of the project area had not been previously surveyed prior to the SCIG Phase I Study. ICF Jones & Stokes archaeologist Catherine Wood conducted field reconnaissance of the the SCIQ Phase I and Phase II project area on April 3, 2007. This field inspection determined that the entire project area is covered with buildings, asphalt, and concrete; no open areas were available for archaeological survey. No archaeological resources were found during this site visit.

The project area lies in a sensitive setting, a former creek and marsh environment that would have been attractive for prehistoric human occupation. Although the area has undergone extensive development in the 20th century, nearby projects, such as the Arco refinery in the 1980s and the Alameda Corridor in the 1990s, have uncovered intact prehistoric human burials in industrial areas of south Los Angeles just west of the current project area. Because of the project area's high potential to include buried cultural resources, including human remains, archaeological monitoring is recommended during all initial grading and excavation activities.

If human remains of Native American origin are discovered during ground-disturbing activities, it is necessary to comply with state laws relating to Native American burials, which fall within the jurisdiction of the California Native American Heritage Commission (Public Resources Code Section 5097). . Refer to the SCIQ Phase I report for details of the archaeological record search and survey, and a fuller discussion of the mitigation measures required.

The following conclusions regarding National Register of Historic Places (NRHP) criteria (a-d) and California Register of Historical Resources (CRHR) criteria (1-4) have been excerpted from the Phase I Technical Report dated January 2, 2008. These conclusions were based upon an analysis of information presented in the Historic Setting, Historic Resources, and Historic Resources-Architectural Descriptions sections of that report, which included a detailed discussion of the NRHP and the CRHR criteria utilized for evaluation.

The following findings are quoted from the DPR forms of the Phase I Technical Report, which have a detailed architectural description, together with an application of NRHP criteria (a-d) to the California Cartage Warehouses located 2401–2403 E. Pacific Coast Highway and the Sepulveda Boulevard/Willow Street Overcrossing.

Although they [the three California Cartage warehouses) have retained a good degree of integrity and are associated with the mobilization and construction of facilities for World War II, they do not qualify for any other criteria required for listing on the National Register of Historic Places, or the regulations of the California Register as outlined above. None have the special character-defining features of buildings historically or architecturally distinct from vernacular all-purpose storage buildings. While the structures are the work of well-known Los Angeles industrial architects, they do not rise to the level of a master work, nor do they possess high artistic values.

In summary, it is here concluded that the three California Cartage Warehouses, located at 2401–2403 E. Pacific Coast Highway in the City of Los Angeles **do not appear to qualify as individually eligible for listing in the California Register of Historical Resources in relation to Criteria (1), (2), (3), or (4).**

However, it is here concluded that the Sepulveda Boulevard/Willow Street overcrossing **does appear to qualify as individually eligible for listing in the California Register of Historical Resources in relation to Criteria (1) and (3) (page 27).**

Phase II Technical Report

Addendum: Northern Portion of California Cartage Warehouse

Following the completion of the Phase I Technical Report, LAHD requested a similar undertaking for the northern portion of the subject property which comprises the proposed SCIG II project area. This report details the findings of the completed Phase II survey and is to be considered an addendum to the Phase I report.

Project Description

The Phase II project undertaking consisted of the following three tasks:

Task 1: Site Visit. A field examination of the Northern portion of the SCIG II project site at 2401 E. Pacific Coast Highway was conducted on April 28, 2008, by ICF Jones & Stokes staff members Portia Lee and Elizabeth Weaver to assess the historic potential of structures or other potentially historic elements on the site. Documentation at the field visit included photography and detailed field notes.

Task 2: Draft Historical Technical Memorandum for the Phase II site. In order to support a determination of eligibility to the CRHR for on-site buildings, information was assembled from various sources, including:

1. Phase I research together with historic surveys and inventories completed in the area;
2. building permit records;
3. historic city directories;
4. Sanborn Insurance Company maps;
5. Los Angeles Public Library files;
6. National Register of Historic Places Information System, maintained by the State Office of Historic Preservation;
7. California Historic Resources Information System;
8. California Historical Resources file system;
9. TRW/Experian property data records.

DPR 523A and DPR 523B forms were not prepared since no structures, with the exception of two small corrugated metal sheds, were found on the site. Photographic documentation of the site is included in Appendix A. Archaeology sites were reported on DPR 523A and DPR 523 C forms.

The Task 2 Technical Report is intended to support CEQA- related EIRs. The historical assessment summarizes the findings of the DPR 523 forms, when required, by determining the eligibility or ineligibility of buildings for elements on the site for inclusion in the CRHR. An

analysis of the structures' character-defining features is necessary to determine whether the project will "cause a substantial adverse change in the significance of a historical resource" (Public Resources Code 21084.1). The potential for the project area to yield paleontological or archaeological resources is also assessed in this report.

Task 3: A Final Technical Memorandum is to be submitted after comments have been received from Los Angeles Harbor Department staff.

Historic Setting – Review

The Phase I Report contained an extended history section detailing important events in the development of the Port of Los Angeles. Only the final section, together with a brief review of Wilmington history, is repeated here to provide context for the present Phase II Report.

Containerization: 1950 to Present

Methods of shipping changed dramatically following World War II with the advent of containerization. Previously, cargo loading was labor intensive: individual pieces of cargo, drums, boxes, bags, or crates, were loaded into ships after a repetitive process of unloading and reloading at the wharf, and stowing into ships' holds by cranes or by hand. Once in the ship's holds, the cargo was stowed by longshoremen. Some efficiency was achieved by placing several individual packets (e.g., drums, bags, or boxes) on a pallet and then loading the pallet into the cargo hold. Alternatively, longshoremen would place the individual pieces of cargo into cargo nets, and then hoist the nets into the ship where the individual pieces of cargo were again unloaded and stowed.

Containerization required the maritime industry to adapt to the needs of this mode of transport, utilizing not only specially designed ships, truck trailers, rail cars, and cargo cranes, but also new port facilities. Major improvements in the 1970s included the deepening of the main channel to accommodate the larger container vessels entering the bay, the purchase of land to expand terminals, and the replacement of older wharves that could not bear the increased weight of newer containers.

Wilmington History

Originally known as "New San Pedro" at the time of its founding in 1858, Wilmington first attracted residents when pioneer Phineas Banning built Banning's landing wharf at the foot of present day Avalon Boulevard, then known as Canal Street. The town's name was later changed to Wilmington in 1863, to honor Banning's birthplace of Wilmington, Delaware. In an effort to strengthen the Union Army's presence in Southern California during the Civil War, the U.S. military built Camp Drum on roughly 60 acres of land in Wilmington that was donated by Banning, an ardent Union supporter. At this location in the early 1860s, the United States Army built Drum Barracks, along with the Quartermaster's Headquarters and a depot that supplied soldiers from 215 different army forts throughout the southwest (Queenan 1983, 24-25).

In the 1860s, Wilmington developed around Banning's wharf, and "a small town grew up around this landing on the 100, 200, and 300 blocks of Canal Street." As one of the first towns established in Los Angeles County after California gained statehood, Wilmington started the second post office in Los Angeles County in 1864, serving an area that extended into much of south Los Angeles County and present-day north Orange County. In addition, the first railroad in Southern California ran from Wilmington to downtown Los Angeles upon its completion in 1869. When San Pedro became the official location for the Port of Los Angeles, Wilmington continued to grow around the various port industries (Holstein, 1932, 20-25).

Although Wilmington became an incorporated town in 1872, the state legislature repealed the original act of incorporation in 1887 and the jurisdiction of the town reverted back to Los Angeles County. After the City of Long Beach failed in its attempts to annex Wilmington in 1905, the City of Los Angeles began to take interest in a Wilmington and San Pedro annexation due to the growing need for a port. The annexation by the City of Los Angeles faced fierce resistance by many groups and residents in San Pedro and Wilmington. Others, like Captain Amos A. Fries, the Wilmington resident that Fries Avenue is named after, supported Los Angeles annexation of Wilmington because of the \$10 million improvement project that would accompany the annexation (Silka, 1993, 26-31). Despite fierce controversy, by 1909 both towns were consolidated into Los Angeles (see Wilmington Timeline, Figure 4).

Site Context

California Cartage Company is a national distribution center for large-scale transfer of container freight coming into the Port of Los Angeles. The total area of the entire California Cartage site is approximately 75 acres. Transfers generally follow the following protocol: truckers travel to the Port of Los Angeles and collect containers holding inbound ocean freight. These containers are taken to California Cartage property at the Pacific Coast Highway location where freight is unloaded into domestic trailers for delivery to the destinations. Other trailers take goods to rail heads for train shipment to destinations. Truckers then return empty containers to the Port. There may be 3,000 pieces – trailers, containers and trucks – on the site at any one time.

Other properties neighboring the California Cartage site are a BNSF railroad property, an Intermodal Container Transit Facility, located on Sepulveda Boulevard across from the northwestern corner of the site. On this property trains are "built," i.e., assembled for domestic transfer of freight. A large tower belonging to Los Angeles County is placed on the southern end of the project site adjoining the Dominguez Channel. Edison Electric Company power lines tower over the southern end of Parcel B. The Terminal Island Freeway, State Route 103, is adjacent to the eastern border of the project site.

Figure 4. Wilmington Industrial Timeline

Wilmington Industrial Timeline

- 1858 Wilmington is founded by Phineas Banning as New San Pedro.
- 1909 Wilmington is annexed by the City of Los Angeles.
- 1917 The Wilmington transfer and Storage Company building is erected at 245 Fries Avenue.
- 1923 Shell Oil builds a refinery and tank farm on Rocha Street.
- 1930 Ford Motor Company completes a \$5 million auto plant in Wilmington.
- 1932 The foundations for the Sepulveda/Willow Street Bridge are constructed.
- 1939 California Cotton Fumigating is established in Wilmington.
- 1943-44 California Cartage buildings 13, 16, and 17 are constructed by the United States Department of Defense as the Wilmington Class and Hold Yard.
- 1953 The New Matson terminal is completed and dedicated in at Berths 195-198 in Wilmington.



Construction of breakwater in Wilmington in 1876 (LAPL Photo Database).



Northeast elevation of building at the corner of Fries Avenue and C Street (no date).



Aerial view of the inner harbor terminal in Wilmington (LAPL Photo Database).

Site Description

The Phase II project, approximately 35 acres in size, consists of two irregularly shaped parcels. Both the larger, Parcel A, and Parcel B to its east, extend northward from a common boundary at Third Street, which forms the northern terminus of the Phase I undertaking and the southern terminus of the Phase II undertaking. The two parcels, contiguous on this southern boundary, are divided by Middle Road as it curves eastward to Sepulveda Boulevard. Parcel A is bounded on the west by the property of Trimodal Transportation Company and the Dominguez Channel; the east boundary is formed by Middle Road and the properties of L.A. Grain Company, S & P Forklift and K&R Transportation Company, a California Cartage subsidiary.

Parcel B, a smaller unit, is rectangular in shape, bordered on the east by East Road and on the west by Middle Road. This boundary between the Phase I and Phase II properties is delineated by lengths of K Rail and a chain link fence (see Figure 1).

The primary use of the property is storage of ocean-going freight containers which are picked up from the Port of Los Angeles. The site presents a panorama of ocean-going freight containers, trailer trucks, railroad cars, railroad track, spur lines, Southern California Edison power lines, K-Rail and varied machinery for short haul transport, loading, and unloading.

Two corrugated metal structures are visible on the site. Building 1 is a rectangular building carrying a flat wood roof with a metal lip and corrugated panel cladding. Fenestration consists of double hung windows, probably wood, now covered with metal grills. Wide door openings accommodate loading for storage. Building 2 carries a shed roof and has similar cladding and door openings. It also appears to be used for storage.

Evaluation of Significance

The following conclusions regarding NRHP criteria (a-d) and CRHR criteria (1-4) are based upon information presented in the SCIG Phase II analysis set out above. Please also refer to the Significance Criteria section of the SCIG Report, Phase I for a detailed discussion of the criteria for evaluation utilized below. The following eligibility statements apply to the Phase II, Northern Section description of site and buildings detailed above.

Federal: National Register of Historic Places

Criterion (a-d)

This report evaluates cultural resources significance in terms of eligibility for listing in the NRHP. NRHP significance criteria applied to evaluate the cultural resources in this study are defined in 36 CFR 60.4 as follows:

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 distinctive characteristics of a type, period, or method of construction or,*
- (D) *that have yielded or may be likely to yield, information important in prehistory or history.*

A site and building description, together with an application of NRHP criteria (a-d) to the northern portion of the SCIG site, located at 2401–2403 E. Pacific Coast Highway, have been addressed in the analysis above. The only structures on the property are two small corrugated metal buildings. The remaining material on the site is ancillary to the transfer and forwarding of ocean-going freight stored in and shipped from the California Cartage warehouses that were the subject of the Phase I survey. Neither the metal storage sheds nor other material on the site qualify for the NRHP, since they do not meet the associative Criteria (A) and (B) to people or events. The two metal storage structures lack integrity and do not embody the distinctive characteristics of a type, period, or method of construction, and therefore do not meet Criterion C: Architecture/Design.

In conclusion, the two small structures and other storage and maintenance material located at 2401–2403 E. Pacific Coast Highway **do not appear to qualify as eligible for listing in the NRHP in relation to Criteria A, B, C, or D.**

State of California: California Register of Historical Resources

Criterion (1-4)

For a historical resource to be eligible for listing in CRHR, it must be significant at the local, state, or national level under one or more of the following four criteria:

- (1) *associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.*
- (2) *associated with the lives of persons important to local, California, or national history.*
- (3) *embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.*
- (4) *has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation*

In summary, it is here concluded that the storage sheds and ancillary container and supply material located at 2401–2403 E. Pacific Coast Highway in the City of Los Angeles **do not appear to qualify as eligible for listing in the CRHR in relation to Criterion (1-4).**

In summary, it is here concluded that the three California Cartage Warehouses, located at 2401–2403 E. Pacific Coast Highway in the City of Los Angeles **do not appear to qualify as individually eligible for listing in the CRHR in relation to Criteria (1), (2), (3), or (4).**

City of Los Angeles: Cultural Heritage Commission

City of Los Angeles Cultural Heritage Monument

Criteria

A Los Angeles Cultural Historic Monument is a

“site of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, state or local history...”

In summary, it is here concluded that the two small structures and other storage and maintenance material located at 2401–2403 E. Pacific Coast Highway **do not appear to qualify as eligible for listing as a City of Los Angeles Historic-Cultural Monument.**

Summary Conclusions

The Phase II SCIG site is ancillary to the Phase I California Cartage warehouses site and is used primarily for storage and other support activities such as rail and container shipment. The metal shed structures on the Phase II site are not architecturally or culturally significant and do not meet NRHP or CRHR criteria. They do not exemplify any broad patterns of the cultural, economic or social history of the City of Los Angeles, nor are they identified with important events in the main currents of national state or local history.

No paleontological resources were found in the SCIG project area during the Phase I and Phase II Study. Because of the project area’s high potential to include buried fossil resources, paleontological monitoring by a qualified vertebrate paleontologist was recommended during all initial grading and excavation activities.

No archaeological resources were found in the SCIG project area during the Phase I and Phase II study. Because of the project area’s high potential to include buried cultural resources, including human remains, archaeological monitoring is recommended during all initial grading and excavation activities.

References

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A History of Wilmington from the Spanish Period to 1931. San Pedro, San Pedro Bay Historical Society, 1932, 20-25.

Jones & Stokes

Historical, Paleontological, and Archaeological Assessment of the Southern California International Gateway Project Area: California Cartage Warehouses and Sepulveda Boulevard Overcrossing. Phase I, January 2008.

Silka, Henry P.

San Pedro: A Pictorial History. San Pedro, San Pedro Bay Historical Society, 1933.

Appendix A. SCIG II Site Photos

Appendix A: SCIG II Site Photos



Photograph 1: Metal storage shed, looking east.



Photograph 2: Metal storage shed and wood pallets, looking east.



Photograph 3: Storage area and asphalt parking lot, looking south toward Phase I site.



Photograph 4: Shipping containers on asphalt parking lot, looking north.

Photos were taken by Elizabeth Weaver, ICF Jones & Stokes, on April 28, 2008, on a site visit.

Draft Historical, Paleontological, and Archaeological Assessment of the Southern California International Gateway Project Area

Phase III – Siting Study for Anaheim Street Project Alternative



Bird's-Eye View of SCIG Project Phase III Site, Looking South

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Table of Contents

	page
Project Overview	1
Introduction – Project Purpose.....	1
Previous Surveys.....	1
<i>Phase I</i>	1
<i>Phase II</i>	3
Historical Resources	4
<i>Phase II</i>	4
Phase III Technical Report.....	5
Siting Study – Anaheim Street Project Alternative.....	5
<i>Project Description – Phase III</i>	5
Historic Setting	6
<i>Review</i>	6
<i>Railroad History</i>	8
Site Context.....	8
Site Description.....	8
Paleontology and Archaeology	10
<i>Paleontological Resources</i>	10
<i>Archaeological Resources</i>	11
Determination of Significance	11
<i>Significance of Cultural (Including Archaeological) Resources</i>	11
Historical Resource Criteria.....	15
<i>Significance of Paleontologic Resources</i>	15
<i>Findings</i>	16
<i>Significance Criteria</i>	17
Evaluation of Significance	20
<i>Introduction and Summary of Findings</i>	20
Summary Conclusions and Recommendations.....	22
References.....	23

List of Figures

	follows page
Figure 1	Project Location Map 2
Figure 2	SCIG Project Areas 6
Figure 3	Miscellaneous Industrial Sites 6
Figure 4.	Wilmington Industrial Timeline on page 9

Appendices

- Appendix A DPR Forms
- Appendix B Photographic Documentation

Acronyms

BNSF	Burlington Northern Santa Fe
CEQA	California Environmental Quality Act
CHL	California Historical Landmarks
CRHR	California Register of Historical Resources
DOD	Department of Defense
DPR	California Department of Parks and Recreation
EIR	environmental impact report
HCM	Historic-Cultural Monument
HPOZ	Historic Preservation Overlay Zone
HRI	California Historic Resources Inventory
LACM	Natural History Museum of Los Angeles County
LAHD	Los Angeles Harbor Department
NRHP	National Register of Historic Places
PHI	California Points of Historical Interest
SCIG Project	Southern California International Gateway Project
SHPO	State Office of Historic Preservation
USGS	U.S. Geological Survey

Project Overview

Introduction – Project Purpose

The Los Angeles Harbor Department (LAHD) is preparing an environmental impact report (EIR) for the proposed Southern California International Gateway Project (SCIG Project), a near-dock intermodal rail facility to be built by the Burlington Northern Santa Fe (BNSF) Railway. The report will evaluate environmental impacts related to construction and operation of the proposed SCIG Project, which would be located primarily on state-owned property administered by LAHD in the City of Los Angeles, although portions of the project would also be located in the cities of Carson and Long Beach (see Figure 1). Once completed, the facility would increase capacity for rail and truck carriers. The proposed project would also increase rail usage at the port, thereby helping to meet future demand in a competitively balanced manner.

Previous Surveys

Phase I

Background

ICF Jones & Stokes conducted two previous surveys of the site for the SCIG Project. This document summarizes the finding for resources in each of the three phases. Phase I began in January 2008 and consisted of a historic assessment of three large World War II–era warehouses on LAHD property. The project also included an assessment of the Sepulveda Boulevard/Willow Street railroad overcrossing. California Cartage Company of Long Beach is the current lessee of the project site located at 2415 East Pacific Coast Highway in Wilmington; a property to the north is used for company operations. Building permits also show addresses at 2401 and 2403 East Pacific Coast Highway (see Figure 1). The three warehouses and the overcrossing were identified during a California Environmental Quality Act (CEQA) analysis that was prepared in support of the EIR for the SCIG Project. In addition, a search of paleontological and archaeological records also occurred.

Property History

Records from the U.S. Department of Defense (DOD) indicate that the California Cartage Company site, designated as the “Wilmington Class and Hold Yard,” was built by the U.S. Army Corps of Engineers and used as an ordnance depot from 1944 to 1946. A site survey summary sheet prepared under the Defense Restoration Program for Formerly Used Defense Sites indicates that the property was acquired during 1943 and 1944 and used as a yard to store equipment prior to shipment. Improvements to the site from that time frame included the three warehouses, a railroad spur, and sewer and water lines.

Site Visit. The California Cartage Company site, as well as the Sepulveda Boulevard/Willow Street railroad overcrossing, were assessed during a site visit to determine the potential historic significance of the structures and whether surface archaeological resources could be encountered. Documentation for the field visits includes photographs and detailed field notes.

Technical Report. A draft historical technical memorandum for the three warehouses, the Sepulveda Boulevard/Willow Street railroad overcrossing and the archaeological survey were prepared. In addition, California Department of Parks and Recreation (DPR) forms, both Primary Record (DPR 523A) and Building, Structure, and Object Record (DPR 523B), were completed, with photographic documentation included on a series of continuation sheets (DPR 523L). Archaeological sites were reported on both Primary Record (DPR 523A) and Archaeological Site Record (DPR 523C) forms.

Findings and Conclusions – Phase I

The Phase I report analyzed known cultural resources in the Phase I project area and the potential for unknown subsurface paleontological and archaeological resources. Because of the project area's high potential to contain buried fossil resources, paleontological monitoring by a qualified vertebrate paleontologist was recommended during all initial grading and excavation activities. In addition, because of the project area's high potential to contain buried cultural resources, including human remains, archaeological monitoring was recommended during all initial grading and excavation activities.

Conclusions regarding the architectural and structural features found in the Phase I project area are summarized below.

National Register of Historic Places. The Phase I report analyzes the California Cartage Company warehouses and the Sepulveda Boulevard/Willow Street railroad overcrossing with respect to eligibility for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The warehouses have retained a good degree of integrity, and the structures are associated with World War II mobilization and construction efforts. However, none of the warehouses have the special character-defining features of buildings that are historically or architecturally distinct from vernacular all-purpose storage buildings. While the structures are the work of well-known Los Angeles industrial architects, they do not rise to the level of a master work, nor do they possess high artistic values. The report concludes that the three California Cartage Company warehouses do not appear to qualify for listing in the NRHP with respect to Criterion A or B (i.e., association with persons or events important in the broad patterns of local, state, or national history). The warehouses do not appear eligible under Criterion C (design/construction) because they are not architecturally significant as works of a master builder, nor do they embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic values.

California Register of Historical Resources. The report also concludes that the three California Cartage Company warehouses do not appear to qualify as individually eligible for listing in the CRHR because they were not associated with events (Criterion 1) or persons (Criterion 2) that have made a significant contribution to the broad patterns of local or regional history or the

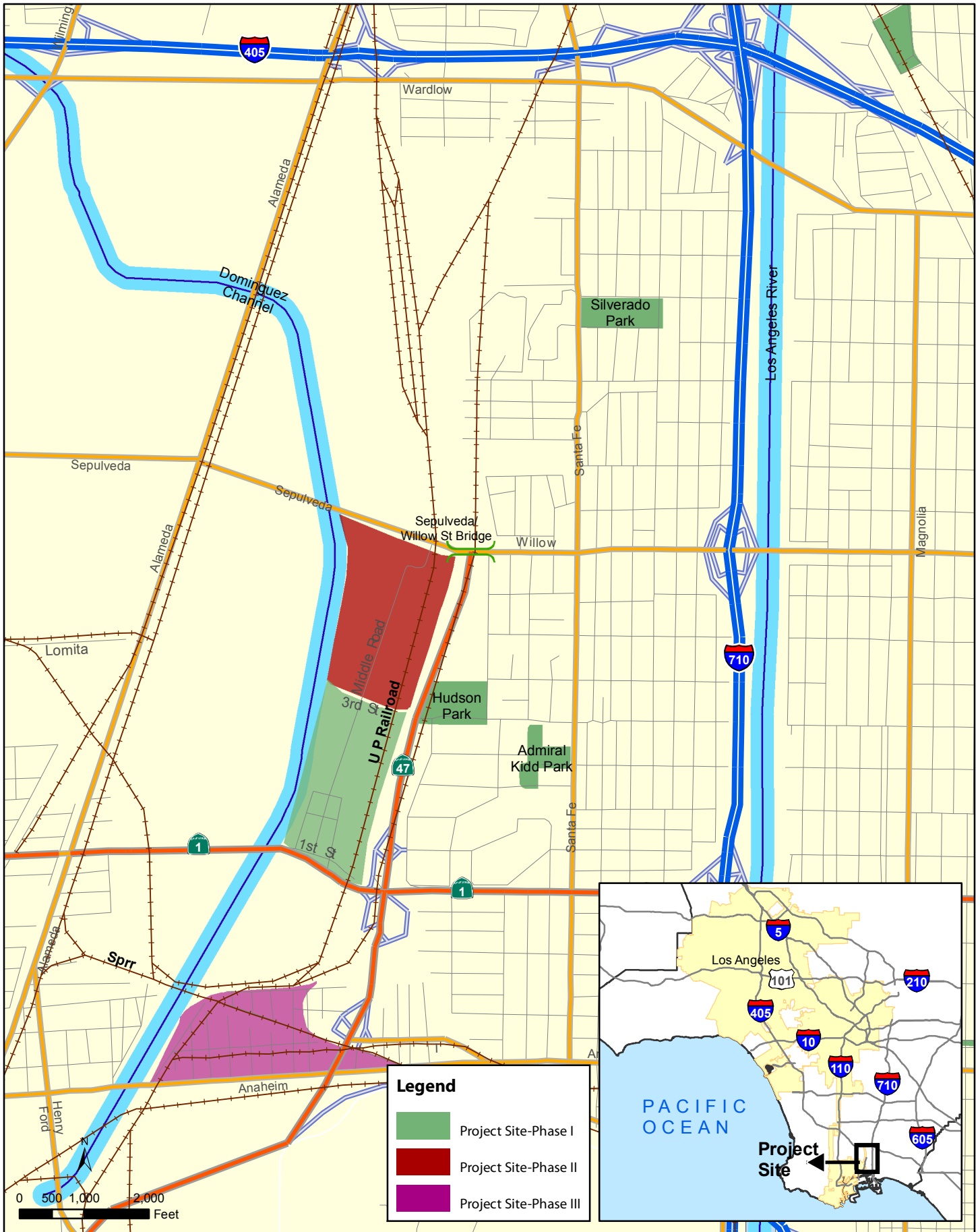


Figure 1
Project Location Map

cultural heritage of California or the United States. The three California Cartage Company warehouses do not qualify as historical resources because they do not meet at least one of the definitions of historical resources in Section 15064.5(a) of the CEQA Guidelines.

The Sepulveda Boulevard/Willow Street railroad overcrossing does appear to qualify as individually eligible for listing in the CRHR under Criterion 1 (events) as a resource associated with events that have made a significant contribution to the broad patterns of Southern California's railroad and city development history. The overcrossing also qualifies under Criterion 3 (design/construction) as a structure that embodies the distinctive characteristics of a method of bridge construction, i.e., as an unusual example of truss bridge design utilizing curved vertical members).

Los Angeles Historic-Cultural Monument List. The three warehouses do appear to qualify for the Los Angeles Historic-Cultural Monument list as Port of Los Angeles structures in which the broad cultural, political, economic, or social history of the city is reflected or exemplified and as structures identified with important events in local, state, or national history..

Phase II

The Phase II report, written as an addendum to the Phase I report, analyzes the northern portion of the California Cartage Company site. Used primarily for storing cargo containers, the site is situated between Sepulveda Boulevard to the north and 3rd Street to the south. Two metal storage sheds were the only built resources identified. A paleontological records search was conducted by Dr. Samuel A. McLeod of the Natural History Museum of Los Angeles; archaeology records searches were also conducted. A draft Phase II technical memorandum was presented to LAHD on July 1, 2008, for the northern portion of the California Cartage Company site.

Findings and Conclusions – Phase II

The Phase II report analyzed known cultural resources in the Phase II project area and the potential for unknown subsurface paleontological and archaeological resources. Because of the project area's high potential to contain buried fossil resources, paleontological monitoring by a qualified vertebrate paleontologist was recommended during all initial grading and excavation activities. In addition, because of the project area's high potential to contain buried cultural resources, including human remains, archaeological monitoring was recommended during all initial grading and excavation activities.

Conclusions regarding historical resources found in the Phase II project area are summarized below.

Historical Resources

Phase II

National Register of Historic Places. The Phase II report found that the northern portion of the California Cartage Company site was ancillary to the Phase I site and used primarily for storage and other support activities related to containerized rail shipments. The only structures present on the site were two small metal storage sheds. The Phase II report found that the metal storage sheds do not qualify for the NRHP because they do not meet Criterion A or B (association with persons or events important in local, state, or national history). The two metal storage sheds lack integrity and do not embody the distinctive characteristics of a type, period, or method of construction; therefore, they do not qualify under Criterion C (architecture/design).

California Register of Historical Resources. The metal storage sheds do not qualify for the CRHR because they do not meet Criterion 1 or 2. In addition, the two metal storage sheds lack integrity and do not embody the distinctive characteristics of a type, period, or method of construction; therefore, they do not meet Criterion 3. Neither the metal storage sheds or the other materials on the northern portion of the project site qualify for the CRHR because they do not meet at least one of the definitions of historical resources in Section 15064.5(a) of the CEQA Guidelines.

The metal storage sheds, and other materials on the site, do not exemplify the broad patterns of the cultural, economic, or social history of the City of Los Angeles, nor are they identified with important events in local, state, or national history. Therefore, they do not qualify as City of Los Angeles Historic-Cultural Monuments.

Phase III Technical Report

Siting Study – Anaheim Street Project Alternative

Project Description – Phase III

Following completion of the Phase I and II technical reports, LAHD requested a third undertaking to determine the feasibility of alternative site locations for the California Cartage Company warehouse facilities. The SCIG Project EIR identifies an area that, along with other sites, could be used for California Cartage Company operations now located in the primary project area. That area, which is the subject of this Phase III report, currently supports a significant amount of port-related industrial activities, e.g., auto salvage, light industry, and storage. (See Figure 2).

Figure 3 shows the Phase I and II project area sites and the Phase III properties which comprise approximately 27 acres of non-LAHD-owned property located south of Pacific Coast Highway, bounded by East Anaheim Street on the south, the Dominguez Channel on the west, Grant Street on the north, and the Terminal Island Freeway on the east in the Wilmington area of the City of Los Angeles. Sites south of Pacific Coast Highway are proposed for use as a rail corridor that would connect the primary project area, SCIG Project Phases I and II, to the Alameda Corridor. In addition, the undertaking proposes to use a portion of the existing railroad right-of-way along the eastern edge of the primary project area for support tracks and a small portion of the existing railroad right-of-way north of Sepulveda Boulevard to be used for train operations and possibly support tracks, though most of the northernmost stretch of this track would be subject to less frequent use by the proposed project.

ICF/Jones & Stokes, Los Angeles, has prepared the following historical assessment of the SCIG Phase III project site. Richard Starzak served as project director, and David Greenwood served as project manager, with assistance from architectural historians Portia Lee and Meghan Potter. Mark Robinson was the principal investigator for archaeology. The project undertaking consisted of three tasks, listed below.

Task 1: Site Visit. Visit to the Phase III site to assess the historic potential of the structures and the possibility of encountering surface archaeological and paleontological resources. Documentation at the field examination included photography and detailed field notes.

On July 24, 2008, ICF Jones & Stokes staff historians Portia Lee, Meghan Potter, and Mike Amezcua, together with Mark Robinson, staff archaeologist, toured the Phase III site. The roughly triangular project area is bounded by East Anaheim Street on the south, the Dominguez Channel on the west, Grant Street on the north, and the Terminal Island Freeway on the east. TRW/Experian property indexes and Los Angeles County Assessor's records were consulted to determine which properties were 50 years of age or older. A street-level foot survey was then conducted and buildings were documented and photographed (see Figure 2).

Task 2: Technical Reports. Draft a historical technical memorandum for building resources on the site as well as an archaeological survey. To support a determination of eligibility for buildings to be placed in the CRHR, information was assembled from various sources, including

1. Previous historic surveys and inventories completed in the area;
2. Building permit records;
3. Historic city directories;
4. Sanborn Insurance Company maps;
5. Los Angeles Public Library files;
6. National Register of Historic Places Information System, maintained by the State Office of Historic Preservation;
7. California Historic Resources Information System;
8. California Historical Resources file system;
9. TRW/Experian property data records; and
10. Los Angeles County Assessor's records.

In addition, DPR forms, both Primary Record (DPR 523A) and Building, Structure, and Object Record (DPR 523B), were prepared, with photographic documentation included on a series of continuation sheets (DPR 523L). Archaeology sites were reported on Primary Record (DPR 523A) and Archaeological Site Record (DPR 523 C) forms.

The Phase III technical report is intended to support related CEQA EIRs through an analysis of the character-defining features of the structures to determine whether the project would “cause a substantial adverse change in the significance of a historical resource” (Public Resources Code 21084.1). The historical assessment summarizes the findings of the DPR 523 forms, determining the eligibility or ineligibility of the buildings for inclusion in the CRHR. The project area's potential to yield paleontological or archaeological resources is also assessed in this report.

Task 3: A final technical memorandum to be submitted after comments have been received from LAHD staff.

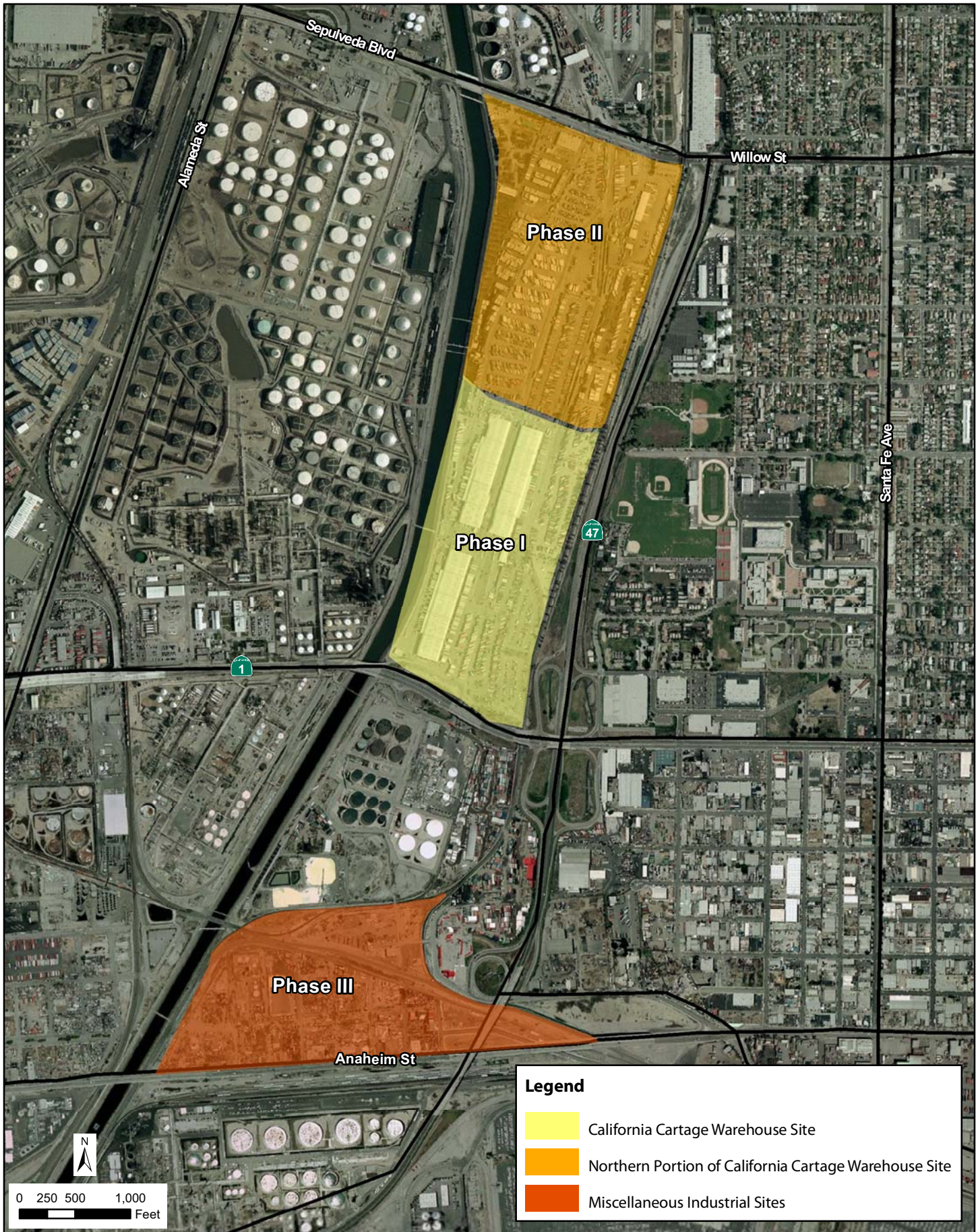
Historic Setting

Review

The Phase I report contained an extended historical setting section that detailed important events in the development of the Port of Los Angeles. To provide context for the Phase III report, only the final paragraphs of the historical section require repetition here, along with a brief review of Wilmington history.

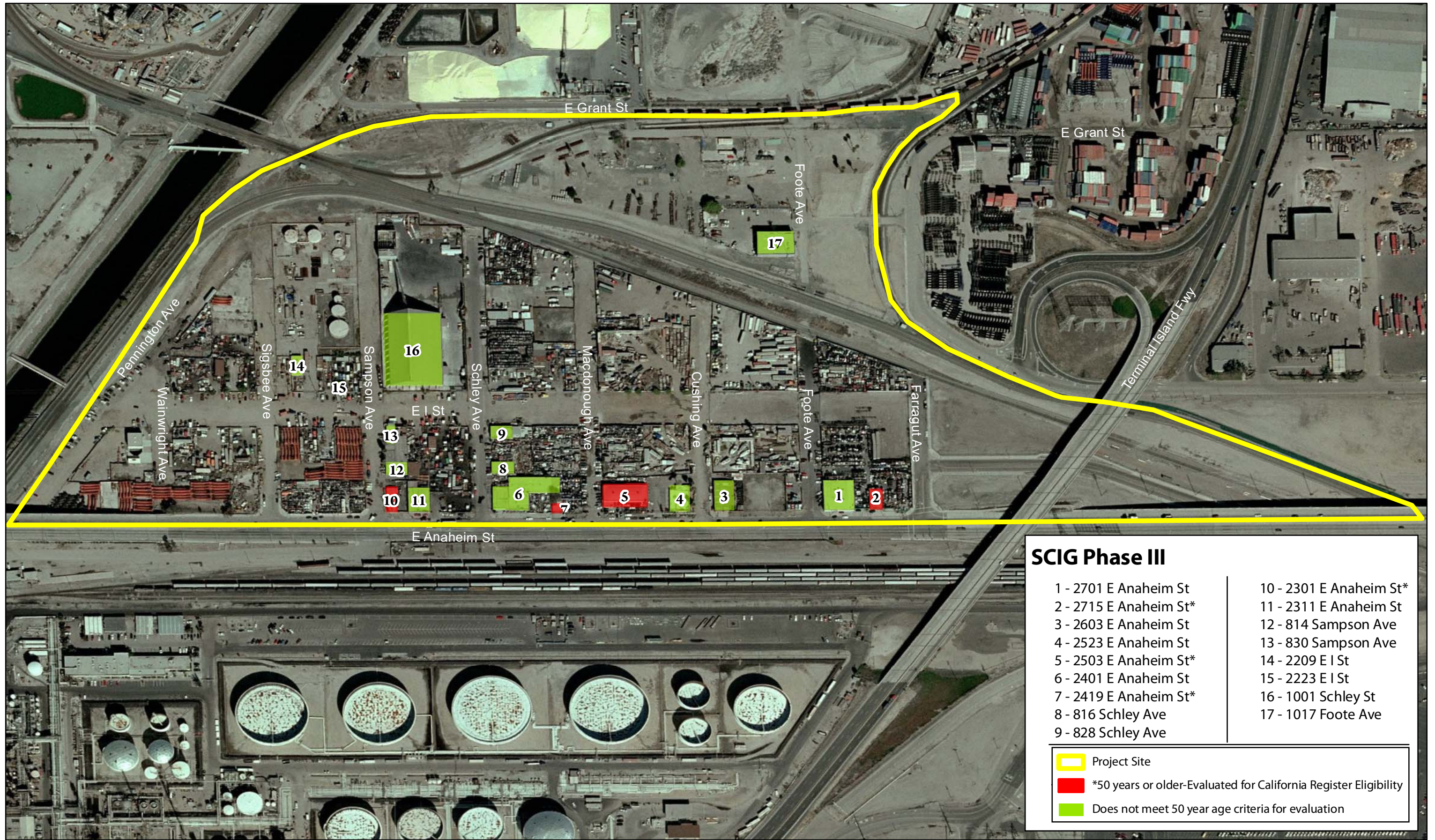
Containerization: 1950 to Present

Methods of shipping at the Port of Los Angeles changed dramatically following World War II with the advent of containerization. Previously, cargo loading was labor intensive. Individual pieces of cargo, including drums, boxes, bags, and crates, were loaded into ships after a repetitive process of unloading and reloading at the wharf, then stowing into ships' holds by cranes or by hand. Once in the ships' holds, the cargo was stowed by longshoremen. Some efficiency was achieved by placing several individual packets (e.g., drums, bags, or boxes) on a



SOURCE: ESRI Imagery (2006)

Figure 2
SCIG Project Areas



SCIG Phase III

1 - 2701 E Anaheim St	10 - 2301 E Anaheim St*
2 - 2715 E Anaheim St*	11 - 2311 E Anaheim St
3 - 2603 E Anaheim St	12 - 814 Sampson Ave
4 - 2523 E Anaheim St	13 - 830 Sampson Ave
5 - 2503 E Anaheim St*	14 - 2209 E I St
6 - 2401 E Anaheim St	15 - 2223 E I St
7 - 2419 E Anaheim St*	16 - 1001 Schley St
8 - 816 Schley Ave	17 - 1017 Foote Ave
9 - 828 Schley Ave	

Project Site
 *50 years or older-Evaluated for California Register Eligibility
 Does not meet 50 year age criteria for evaluation

SOURCE: ESRI Imagery (2006)

Figure 3
Miscellaneous Industrial Sites

pallet and then loading the pallet into the cargo hold. Alternatively, longshoremen would place the individual pieces of cargo into cargo nets and then hoist the nets into the ship where the individual pieces of cargo were again unloaded and stowed.

Containerization required the maritime industry to adapt to the needs of this mode of transport, using not only specially designed ships, truck trailers, rail cars, and cargo cranes but also new port facilities. Major improvements in the 1970s included the deepening of the main channel to accommodate the larger container vessels entering the bay, the purchase of land to expand the terminals, and the replacement of older wharves that could not bear the increased weight of the new containers.

Wilmington History

Originally known as New San Pedro at the time of its founding in 1858, Wilmington first attracted residents when pioneer Phineas Banning built Banning's Wharf at the foot of present-day Avalon Boulevard, then known as Canal Street. The town's name was later changed to Wilmington in 1863 to honor Banning's birthplace of Wilmington, Delaware. In an effort to strengthen the Union Army's presence in Southern California during the Civil War, the U.S. military built Camp Drum on roughly 60 acres of land in Wilmington that was donated by Banning, an ardent Union supporter. In the early 1860s, the U.S. Army built Drum Barracks at this location, along with the quartermaster's headquarters and a depot that supplied soldiers from 215 different army forts throughout the southwest (Queenan 1983).

In the 1860s, Wilmington developed around Banning's Wharf and was one of the first towns established in Los Angeles County after California gained statehood. A small cluster of buildings grew up around the landing along the 100, 200, and 300 blocks of Canal Street. Wilmington started the second post office in the county in 1864, serving an area that extended into much of south Los Angeles County and present-day north Orange County. In 1869, Banning was credited with the completion of the first railroad in Southern California, the Los Angeles and San Pedro Railroad, which offered service between the two cities. This 21-mile stretch of track marked the beginning of a new era for the harbor area. When San Pedro became the official location for the Port of Los Angeles, Wilmington continued to grow around the various port industries (Holstein 1932).

Although Wilmington became an incorporated town in 1872, the state legislature repealed the original act of incorporation in 1887, and the jurisdiction of the town reverted back to Los Angeles County. After the City of Long Beach failed in its attempts to annex Wilmington in 1905, the City of Los Angeles began to promote the annexation of Wilmington and San Pedro to locate the harbor within the boundaries of the city. The proposed annexation faced fierce resistance by many groups and residents in San Pedro and Wilmington. Others, like Captain Amos A. Fries, the Wilmington resident for whom Fries Avenue is named, supported Los Angeles' annexation of Wilmington because of the \$10 million improvement project that would accompany the annexation (Silka 1993). Despite fierce controversy, by 1909, both towns were consolidated into Los Angeles (see Figure 4).

Railroad History

BNSF Harbor Subdivision

The term “Harbor Subdivision” refers to the historic single-track main line of the BNSF Railway that stretched 26 miles across southwestern Los Angeles County, between the rail yards of downtown Los Angeles and the ports of Los Angeles and Long Beach. It provided the primary link between two of the world’s busiest harbors and the transcontinental rail network. The Harbor Subdivision grew in segments over the decades. It was originally built to serve Port Ballona in the early 1880s; the development of a port at Redondo Beach brought an extension there in 1888. However, with the construction of the outer breakwater in the early 1900s, the Port of San Pedro became dominant, and the Harbor Subdivision line was extended through Torrance to Wilmington in the early 1920s. With the development of the Watson Yard in Wilmington and an extension from Wilmington to Long Beach, the line took its final form.

The Harbor Subdivision line was displaced with the April 15, 2002, opening of the more direct Alameda Corridor. The corridor used track from the former Southern Pacific Railroad, which had been incorporated into the Union Pacific Railroad in 1996. Currently, the corridor is under the control of the Los Angeles County Metropolitan Transportation Authority and is used by both the BNSF and the Union Pacific (see Figure 4) (BNSF 2008).

Site Context

The project area for Phase III is located in an industrial section of Wilmington. Land uses in the area are generally light industrial, consisting of small machine and welding shops, storage warehouses, and automotive repair and dismantling shops. Two of the larger industrial buildings in the area house H. J. Baker & Bros., a sulfur refining plant, and B & H Fabricators, a welding and machine shop. Several truck repair shops are on the site; one, Hilux Truck Electric, has signage indicating diagnostic and electric repair services. Also on the site are miscellaneous service businesses, such as AJC Sandblasting, and miscellaneous retail shops, such as Louis Inc., a purveyor of large antique marine artifacts, located along East Anaheim Street. The Terminal Island Freeway adjoins the property on the east and is accessed from Pacific Coast Highway and Anaheim Street (see Figure 2).

Many properties in the Phase III project area are crossed by railroad spurs. BNSF Railway lines cross those of the Southern Pacific Railroad just west of Southern Pacific’s Dominguez Channel overcrossing. The Southern Pacific Railroad lines continue eastward and intersect Union Pacific Railroad lines that continue northward, paralleling the Terminal Island Freeway. Major rail lines and facilities are shown in Figure 4.

Site Description

The Phase III project area is depicted in Figure 2. The site is bounded by East Anaheim Street on the south, Farragut Avenue on the east, Pennington Avenue on the west, and East Grant Street on the north. A large tank farm is situated north of East Grant Street, which is outside the project area’s boundaries. Property east of the tank farm is not accessible by paved roadway and appears to be used for container storage. Project area resources 50 years of age or older were analyzed for eligibility to the NRHP and the CRHP.

Figure 4. Wilmington Industrial Timeline¹

Wilmington Industrial Timeline

- 1858 Wilmington is founded by Phineas Banning as New San Pedro.
- 1909 Wilmington is annexed by the City of Los Angeles.
- 1917 The Wilmington transfer and Storage Company building is erected at 245 Fries Avenue.
- 1923 Shell Oil builds a refinery and tank farm on Rocha Street.
- 1930 Ford Motor Company completes a \$5 million auto plant in Wilmington.
- 1932 The foundations for the Sepulveda/Willow Street Bridge are constructed.
- 1939 California Cotton Fumigating is established in Wilmington.
- 1943-44 California Cartage buildings 13, 16, and 17 are constructed by the United States Department of Defense as the Wilmington Class and Hold Yard.
- 1953 The New Matson terminal is completed and dedicated in at Berths 195-198 in Wilmington.



Construction of breakwater in Wilmington in 1876 (LAPL Photo Database).



Northeast elevation of building at the corner of Fries Avenue and C Street (no date).



Aerial view of the inner harbor terminal in Wilmington (LAPL Photo Database).

¹ ICF Jones & Stokes. 2008.

Study Area: Properties 50 Years of Age or Older

1. 2715 E. Anaheim Street
2. 2503 E. Anaheim Street
3. 2419 E. Anaheim Street
4. 2301 E. Anaheim Street

The four properties listed above were found to date to a period before 1958. The DPR 523A and DPR 523B forms prepared for these properties are included in Appendix A. Photographic documentation of all properties in the project area is contained in Appendix B.

Paleontology and Archaeology

Paleontological Resources

Records and Locality Search

A review was conducted of the paleontology collection records and locality and specimen data files of the Natural History Museum of Los Angeles County (LACM). A paleontological survey was not conducted for the Phase III project. No vertebrate fossil localities lie directly within the Phase III project area. However, fossil localities exist nearby, which are from the same or similar sedimentary deposits as those that occur in the project area.

The closest fossil locality lies northwest of the project area, across Dominguez Channel, at the intersection of Sepulveda Boulevard and Alameda Street. This locality, LACM 1165, produced a specimen of fossil bison (genus *bison*) at an unrecorded depth. West of the project area, near the intersection of Anaheim Street and Henry Ford Avenue, fossil locality LACM 1163 produced another specimen of fossil bison at a depth of 5 feet below the ground surface. Both of these finds were recovered from older Quaternary deposits that outcrop at a slightly higher elevation than that of the project area.

Geological information indicates that surficial deposits in the project area consist of younger Quaternary alluvium, probably derived from the Dominguez Channel, which is west of the project area. These sediments typically do not contain fossils, but they are underlain at a relatively shallow depth by older Quaternary alluvium from which fossils have been recovered to the west across Dominguez Channel. This older Quaternary alluvium may also underlie the project area. These results demonstrate that the Phase III project area has a high potential to affect significant nonrenewable fossil resources. Because of the project area's high potential to include buried fossil resources, paleontological monitoring by a qualified vertebrate paleontologist is recommended during all initial grading and excavation activities. Refer to the Phase I report for details regarding paleontological research and a fuller discussion of the mitigation measures required.

Archaeological Resources

Literature and Records Search

A cultural resources literature and records search was conducted at the South Central Coastal Information Center for the Phase III project site and an area within 1 mile of the site. The search also included a review of all recorded archaeological sites within the 1-mile radius as well as a review of on-file cultural resource reports. In addition, data from California Points of Historical Interest (PHI), California Historical Landmarks (CHL), CRHR, NRHP, and the California Historic Resources Inventory (HRI) were reviewed. Historic maps (i.e., the Downey 1896, 1942, and 1943 U.S. Geological Survey [USGS] 15-minute quadrangles) were inspected as well.

The record search revealed that four previous studies (LA2644, LA2758, LA4129, and LA4525) had been conducted in small portions of the Phase III project area. In addition, 15 previous cultural resource studies (LA83, LA358, LA2862, LA3102, LA3684, LA3707, LA4512, LA5871, LA5880, LA6055, LA6076, LA6203, LA6204, LA6821, and LA6822) had been conducted within 1 mile of the Phase III project site.

No archaeological resources are recorded in the Phase III project area. However, two archaeological sites (19-002788, and 19-003067) have been identified within 1 mile of the project area. No archaeological isolates have been identified within 1 mile of the Phase III project area. Four historic resources (19-180783, 19-180784, 19-186868, and 19-186992) have been identified within 1 mile of the project area; again, none are within the project area. NRHP, CRHR, and CHL list no properties within a 1-mile radius of the project area.

Archaeological Survey

The majority of the project area had not been surveyed prior to Phase III. ICF Jones & Stokes archaeologist Mark C. Robinson conducted a field reconnaissance survey of the Phase III project area on July 24, 2008. This field inspection determined that the entire project area is covered with buildings, asphalt, and concrete; no open areas were available for an archaeological survey. No archaeological resources were found during this site visit. The project area lies in a sensitive setting, a former creek and marsh environment that would have been attractive for prehistoric human occupation.

Determination of Significance

Significance of Cultural (Including Archaeological) Resources

California Environmental Quality Act and Identification of Historical Resources

The CEQA statute and CEQA Guidelines provide five basic definitions as to what may qualify as an historical resource. Specifically, Section 21048.1 of the CEQA statute (Division 13 of the California Public Resources Code), in relevant part, provides a description for the first three of these definitions, as follows:

...a historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subsection (k) of Section 5020.1,² are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1³ shall not preclude a lead agency from determining whether the resource may be a historical resource for purposes of this section. To simplify the first three definitions provided in the CEQA statute, a historical resource is a resource that is

1. listed in the CRHR,
2. determined eligible for the CRHR by the State Historical Resources Commission, or
3. included in a local register of historical resources.

Section 15064.5 of the CEQA Guidelines (Title 14, California Code of Regulations, Chapter 3) supplements the statute by providing two additional definitions of historical resources, which may be simplified in the following manner:

A historical resource is a resource that is

1. identified as significant in a historical resource survey meeting the requirements of Public Resources Code Section 5024.1(g), or
2. determined by a lead agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing on the California Register (Public Resources Code Section 5024.1; Title 14, California Code of Regulations Section 4852).

The Phase III resources have been evaluated below in light of each of the above definitions.

² PRC 5020.1(k): "Local register of historical resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

³ Public Resources Code Section 5024.1(g): A resource identified as significant in a historical resource survey may be listed in the CRHR if the survey meets all of the following criteria:

- (1) The survey has been or will be included in the State Historic Resources Inventory,
- (2) The survey and the survey documentation were prepared in accordance with office procedures and requirements,
- (3) The resource is evaluated and determined by the office [of Historic Preservation] to have a significance rating of Category 1 to 5 on DPR Form 523, and
- (4) If the survey is 5 or more years old at the time of its nomination for inclusion in the CRHR, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resources.

Definition 1—Listed in the California Register of Historical Resources

There are several ways in which a resource can be listed in the CRHR, which are codified under Title 14, California Code of Regulations Section 4851.

- A resource can be listed in the CRHR by the State Historical Resources Commission.
- If a resource is listed in or determined eligible for listing in the NRHP, it is automatically listed in the CRHR.
- If a resource is a California State Historical Landmark, from No. 770 onward, it is automatically listed in the CRHR.

The buildings and other resources located in the Phase III project area have not been listed in the CRHR.

Definition 2—Determined Eligible for the California Register of Historical Resources

The buildings and other resources located in the Phase III project area have not been determined eligible for the CRHR by the State Historical Resources Commission.

Definition 3—Listed in a Local Register of Historical Resources

A property listed in a local register of historical resources is considered a historical resource for the purposes of CEQA. By definition, “local register of historical resources” is a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. In order for a building to be included in a local register in the City of Los Angeles, the building must be designated as a Historic-Cultural Monument (HCM) or identified as a contributor to a Historic Preservation Overlay Zone (HPOZ).

The buildings and other resources located in the Phase III project area have not been designated an HCM of the City of Los Angeles, nor were they identified as a contributing feature of an adopted HPOZ. Therefore, the buildings located at 2401 and 2403 E. Pacific Coast Highway have not been listed in a local register of historical resources.

Definition 4—Identified as Significant in a Historical Resources Survey

According to Section 15064.5(a)(2) of the CEQA Guidelines, a resource “identified as significant in a historical resource survey meeting the requirements [set forth in] Section 5024.1(g) of the Public Resources Code shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.” The requirements set forth in Public Resources Code Section 5024.1(g) for historical resources surveys are:

A resource identified as significant in a historical resource survey may be listed in the CRHR if the survey meets all of the following criteria:

1. the survey has been or will be included in the State Historic Resources Inventory,
2. the survey and the survey documentation were prepared in accordance with the State Office of Historic Preservation (SHPO) procedures and requirements, or

3. if the survey is 5 or more years old at the time of its nomination for inclusion in the CRHR, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resources.

The buildings and other resources located in the Phase I, II, and III project area have not been previously evaluated in a survey meeting the above requirements.

Definition 5—Determined Significant by the Lead Agency

The fifth and final category of historical resources are those determined significant by a lead agency. This usually occurs during the CEQA compliance process. According to Section 15064.5(a)(3) of the CEQA Guidelines, “Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing in the CRHR (Public Resources Code Section 5024.1; Title 14, California Code of Regulations Section 4852)...”

The CEQA Guidelines quote only a small portion of the CRHR criteria; therefore, Title 14, California Code of Regulations Section 4852(b)(c), is quoted below to include all of the CRHR criteria relevant to this property.

- (b) Criteria for evaluating the significance of historical resources. A historical resource must be significant at the local, state, or national level under one or more of the following four criteria:
 - (1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
 - (2) It is associated with the lives of persons important to local, California, or national history;
 - (3) It embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or
 - (4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.
- (c) Integrity. Integrity is the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance. Historical resources eligible for listing in the California Register of Historical Resources must meet one of the criteria of significance described in Section 4852(b) of this chapter and retain enough of their historic character or appearance to be recognizable as historical resources and convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

Historical Resource Criteria

An architectural description, together with an application of CRHR and City of Los Angeles HCM criteria to the buildings and other resources located in the Phase III project area, can be found in detail on the attached DPR forms (see Appendix A). In sum, the buildings were not found eligible for the CRHR. Most of these resources have lost substantial integrity; many are commonly available corrugated metal storage structures. None have the special character-defining features of buildings historically or architecturally distinct from vernacular all-purpose storage buildings. As such, the structures do not rise to the level of a master work, nor do they possess high artistic values. To qualify as an HCM of the City of Los Angeles, the buildings need to show a particular significance or association with persons or events important in the history of Los Angeles. It does not appear that they have particular importance in the broad history of Los Angeles, nor do they have the necessary architectural importance to qualify for monument status in the field of architecture.

Significance of Paleontologic Resources

Because of the infrequency of fossil preservation, fossils are considered to be nonrenewable resources. Because of their rarity, and because of the scientific information they provide, fossils can be highly significant records of ancient life. Given this, fossils can be considered to be of significant scientific interest.

State of California Citations on the Protection of Paleontologic Resources

Fossil remains are a limited, nonrenewable, highly sensitive scientific resource. In California, these resources are afforded protection against adverse impacts under the authority of the legislation listed below (California Office of Historic Preservation 1983).

California Environmental Quality Act of 1970

The CEQA Guidelines, Section 15064.5, provide protection for paleontologic resources by requiring that they be identified and mitigated as historical resources. Paleontologic resources are included in the CEQA checklist under “Cultural Resources.”

Public Resources Code

Public Resources Code Section 5097.5 prohibits excavation or removal of any vertebrate paleontological site or any other archaeological, paleontological, or historical feature situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Section 30244 requires reasonable mitigation of adverse impacts on paleontological resources from development on public land.

Findings

Paleontological Resources

No paleontological resources were found in the Phase III project area; however, the results of the literature review, as well as the geological setting, demonstrate that the proposed project has a high potential to affect significant nonrenewable fossil resources. Because of the Phase III project area's high potential to include buried fossil resources, paleontological monitoring by a qualified vertebrate paleontologist is recommended during all initial grading and excavation activities.

Paleontologic monitors should be equipped to salvage fossils as they are unearthed to avoid construction delays and remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if some of the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have a low potential to contain fossil resources.

Archaeological Resources

No archaeological resources were found in the Phase III project area, even though the project area is in a sensitive setting, a former creek and marsh environment that would have been attractive for prehistoric human occupation. While the area has undergone extensive development in the 20th century, nearby projects, such as the ARCO refinery in the 1980s and the Alameda Corridor in the 1990s, have uncovered intact prehistoric human burials in industrial areas of south Los Angeles, just west of the current project area. Because of the Phase III project area's high potential to include buried cultural resources, including human remains, archaeological monitoring is recommended during all initial grading and excavation activities.

Buried cultural resources that were not identified during field surveys could be inadvertently unearthed during ground-disturbing activities, which could result in demolition of or substantial damage to significant cultural resources. If cultural resources are discovered during monitoring or other construction, all work will be halted in the vicinity of the archaeological discovery until the qualified archaeological monitor can assess the significance of the archaeological discovery. Further treatment may be required, including site recordation, excavation, site evaluation, and data recovery. If, during cultural resources monitoring, the qualified archaeologist determines that the sediments being excavated were previously disturbed or are unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated.

If human remains of Native American origin are discovered during ground-disturbing activities, it will be necessary to comply with state laws relating to Native American burials, which fall within the jurisdiction of the California Native American Heritage Commission (Public Resources Code Section 5097). Construction work shall not continue within 100 feet of a location where human skeletal remains are found.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission to determine the most likely living descendant(s). The most likely living descendant shall determine the most appropriate means of treating the human remains and any associated grave artifacts and shall oversee disposition of the human remains and associated artifacts by the project archaeologists.

Significance Criteria

National Register of Historic Places Criteria

This report evaluates the significance of cultural resources in terms of eligibility for listing in the NRHP. The NRHP significance criteria applied to evaluate the cultural resources in this study are defined in 36 Code of Federal Regulations 60.4 as follows:

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

National Register criteria also require that the resource's integrity be evaluated. In order for a property to convey its historical significance, the physical qualities, historic associations and character-defining features that illustrate its significance under NRHP criteria must remain intact. Integrity is judged on seven aspects: location, design, setting, workmanship, materials, feeling, and association. These seven factors can be grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship most often apply to historic buildings and relate to construction methods and architectural details. Feeling and association are the least objective criteria, pertaining to the overall ability of the property to convey a sense of the historical time and place in which it was constructed (National Park Service 1991).

California Register of Historical Resources Criteria

This report also evaluates the properties in Phase III for eligibility to the California Register of Historical Resources.

CEQA Guidelines define three ways that a property can qualify as a significant historical resource for the purposes of CEQA review: 1) The resource is listed, or determined eligible for listing, in the CRHR; 2) the resource is included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the preponderance of evidence demonstrates that it is not historically or culturally significant; and 3) the lead agency determines the resource to be significant, as supported by substantial evidence in light of the whole record (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15064.5).

The CRHR was created by the state legislature in 1992 and is intended to serve as an authoritative listing of historical and archaeological resources in California. Additionally, the eligibility criteria for the CRHR are intended to serve as the definitive criteria for assessing the significance of historical resources for purposes of CEQA, in this way establishing a consistent set of criteria to the evaluation process for all public agencies statewide.

For a historical resource to be eligible for listing in CRHR, it must be significant at the local, state, or national level under one or more of the following four criteria:

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

Integrity is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the CRHR must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance. It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the

NRHP, but they may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data (California Office of Historic Preservation 2001).

Local Criteria: City of Los Angeles Historic-Cultural Monument Criteria

For a historical resource to be eligible for listing as a City of Los Angeles Historic Cultural Monument, it must meet the definition of the enabling Ordinance, 22171.71 as:

any site of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic, or social history of the nation, state, or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, state, or local history... or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style, or method of construction, or a notable work of a master builder, designer, or architect whose individual genius influenced his age.

The structures contained within the Phase III project area do not appear to have a direct relationship to the historic role that port facilities played in expanding the commercial and economic success of Los Angeles, which coincided with the city's emergence as an "international" city between the 1920s and the 1940s. Facilities associated with this theme typically include resources such as the California Cartage Company with its warehouse operations, the focus of the Phase I and II reports. Company operations are located on LAHD land that is leased back to California Cartage Company, which uses its three warehouses to facilitate the transfer of goods from oceangoing vessels to rail or truck carriers. The company uses the northern portion of the property to store oceangoing shipping containers, as documented in the Phase II report.

In contrast, the properties within the Phase III project area represent examples of light industrial/manufacturing development. The buildings and land are privately owned rather than leased. The small to medium-size shops are involved with automobile dismantling, the sale of auto parts, and storage (items that are generally no longer used but retained for salvage or scrap value). Machine shops and welding facilities are also present (B and K Fabricators, map item #14). Some parcels do appear to be used almost solely for container storage. In addition, two larger operations were documented in the survey: H. J. Baker & Bros. (map item #19), which is a sulfur refining plant, and Balfour Beatty Rail Company (map item #18), a maintenance yard for Union Pacific freight operations. Neither building is more than 50 years old. These operations probably do not rise to the level of heavy industrial use but are different from the small operations that characterize the project area.

It may be surmised that the project area developed originally as a light/heavy industrial manufacturing area for a relatively short period following World War II. If so, the earlier industrial buildings and their structural components have probably been demolished or adapted to other uses during the conversion of the area from light/heavy manufacturing to present-day salvage and storage operations. Only four of the 18 surveyed resources were more than 50 years old. However, no on-the-ground evidence of earlier manufacturing is apparent. Sanborn maps for the area do not appear to have been published.

The Phase III properties are examples of vernacular storage buildings and light industrial manufacturing properties. No particular historic or cultural significance to the City of Los Angeles or its Port facilities was found to inhere in the buildings' history, nor was any association with persons or events important in the past history of the Phase III area identified. No architectural significance was found in individual buildings or the group of buildings comprising Phase III and none were found to be the inherent valuable as a method of construction or work of a master builder or designer

Evaluation of Significance

Introduction and Summary of Findings

The following conclusions regarding NRHP criteria (A–D), CRHR criteria (1–4), and the City of Los Angeles Historic-Cultural Monument Ordinance are based on information in the Historic Resources and Historic Setting sections as well as the architectural descriptions in the DPR 523 forms (Appendix A). Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation used below.

The following eligibility statements apply to four separate properties at 2715 E. Anaheim Street, 2503 E. Anaheim Street, 2419 E. Anaheim Street, and 2301 E. Anaheim Street. These buildings, over 50 years of age, are contained within the roughly triangular Phase III project area, which is bounded by East Anaheim Street on the south, the Dominguez Channel on the west, Grant Street on the north, and the Terminal Island Freeway on the east in the Wilmington area of the City of Los Angeles.

Federal Criteria: National Register of Historic Places

Criteria (A–D)

The following conclusions are based on NRHP criteria for evaluation. Properties must be at least 50 years old, fairly unaltered, and able to meet one or more of the NRHP criteria for significance:

- (a) *the properties are associated with events that have made a significant contribution to the broad patterns of our history;*
- (b) *the properties are associated with the lives of persons significant in our past;*
- (c) *the properties embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possesses high artistic values; or represent a significant and distinguishable entity whose components lack individual distinction; or*
- (d) *the properties have yielded, or are likely to yield, information important in prehistory or history.*

An architectural description, together with an application of NRHP criteria (A–D), of the buildings at 2715 E. Anaheim Street, 2503 E. Anaheim Street, 2419 E. Anaheim Street, and 2301 E. Anaheim Street (within the roughly triangular Phase III project area) can be found in the attached DPR forms (see Appendix A). These buildings do not qualify for any other NRHP criteria, as

outlined above. None have the special character-defining features of buildings historically or architecturally distinct from vernacular all-purpose storage buildings or light manufacturing shops; they do not rise to the level of a master work, nor do they possess high artistic values. In summary, it is here concluded that the four properties **do not appear to qualify** for listing in the NRHP with respect to Criteria A, B, C and D.

State of California: California Register of Historical Resources

Criteria (1–4)

The following conclusions regarding CRHR criteria (1–4) are based on information in the Historic Resources and Historic Setting sections as well as the architectural descriptions in the DPR 523 forms (Appendix A). Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation used below.

(1) The properties are associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.

The four buildings located at 2715 E. Anaheim Street, 2503 E. Anaheim Street, 2419 E. Anaheim Street, and 2301 E. Anaheim Street (within the roughly triangular Phase III project area) do not qualify as historical resources because they do not meet at least one of the definitions for historical resources in Section 15064.5(a) of the CEQA Guidelines, as outlined above. In summary, it is here concluded that the four buildings **do not appear to qualify** for listing in the CRHR with respect to Criterion 1.

(2) The properties are associated with the lives of persons important to local, California, or national history.

The four buildings located at 2715 E. Anaheim Street, 2503 E. Anaheim Street, 2419 E. Anaheim Street, and 2301 E. Anaheim Street (within the roughly triangular Phase III project area) do not qualify as historical resources because they do not meet at least one of the definitions for historical resources in Section 15064.5(a) of the CEQA Guidelines, as outlined above. In summary, it is here concluded that the four buildings **do not appear to qualify** for listing in the CRHR with respect to Criterion 2.

(3) The properties embody the distinctive characteristics of a type, period, region, or method of construction or represent the work of a master or possesses high artistic values.

The four buildings located at 2715 E. Anaheim Street, 2503 E. Anaheim Street, 2419 E. Anaheim Street, and 2301 E. Anaheim Street (within the roughly triangular Phase III project area) do not qualify as historical resources because they do not meet at least one of the definitions for historical resources in Section 15064.5(a) of the CEQA Guidelines, as outlined above. In summary, it is here concluded that the four buildings **do not appear to qualify** for listing in the CRHR with respect to Criterion 3.

(4) The properties have yielded, or have the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The four buildings located at 2715 E. Anaheim Street, 2503 E. Anaheim Street, 2419 E. Anaheim Street, and 2301 E. Anaheim Street (within the roughly triangular Phase III project area) do not qualify as historical resources because they do not meet at least one of the definitions for historical resources in Section 15064.5(a) of the CEQA Guidelines, as outlined above. In summary, it is here concluded that the four buildings **do not appear to qualify** for listing in the CRHR with respect to Criterion 4.

City of Los Angeles Los Angeles: Historic-Cultural Monument Criteria

It is here concluded that the four buildings located at 2715 E. Anaheim Street, 2503 E. Anaheim Street, 2419 E. Anaheim Street, and 2301 E. Anaheim Street (within the roughly triangular Phase III project area) **do not appear to qualify** as eligible for listing as a City of Los Angeles Historic-Cultural Monument because no evidence was found to demonstrate their particular historic or cultural significance to the City of Los Angeles, nor do they qualify as architectural-type specimens or represent the work of a master builder.

Summary Conclusions and Recommendations

In summary, within the context of industrial/manufacturing history and historical architecture at the Port of Los Angeles, 1950–1983, it is here concluded that the four buildings located at 2715 E. Anaheim Street, 2503 E. Anaheim Street, 2419 E. Anaheim Street, and 2301 E. Anaheim Street, each contained within Phase III project area in the City of Los Angeles, **do not appear to qualify** as individually eligible for listing in the CRHR with respect to Criteria 1, 2, 3, and 4, **nor do they appear to qualify** for placement on the City of Los Angeles Historic-Cultural Monument list.

References

Burlington Northern Santa Fe Railway

2008. BNSF Harbor Subdivision. Available: <<http://en.wikipedia.org/wiki/>>. July 6.

Holstein, Walter Edwin

1932. *A History of Wilmington from the Spanish Period to 1931*. San Pedro, CA: San Pedro Bay Historical Society, pp. 20–25.

ICF Jones & Stokes

2008. *Phase I, Historical, Paleontological, and Archaeological Assessment of the Southern California International Gateway Project Area: California Cartage Warehouses and Sepulveda Boulevard Overcrossing*. January.

2008. *Phase II, Northern Portion of the SCIG Project Site*. September.

Queenan, Charles F.

1983. *The Port of Los Angeles: From Wilderness to World Port*. Los Angeles, CA: Los Angeles Harbor Department.

Silka, Henry P.

1933. *San Pedro: A Pictorial History*. San Pedro, CA: San Pedro Bay Historical Society.

Appendices

Appendix A DPR Forms

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: Huerta Truck Repair

P1. Other Identifier: 2301 E. Anaheim St

* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec. Sa; _____ B.M.
c. Address 2301 E. Anaheim St City Los Angeles Zip 90744
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app
Assessor's Parcel Number: 7428-021-022; Building Permit SP2831 issued May 6,1952.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The building located at 2301 E. Anaheim Street carries a flat roof with a shallow overhang that supports full façade signage. A smaller rectangular tall sign is attached to the roof. The building is rectangular in plan and sheathed in corrugated metal siding. Its front façade has been stuccoed over. The primary elevation is three bays wide with a centrally-located entrance flanked on either side by two sets of vertical triple windows. The lower light of each set has been boarded shut. A fixed post-World War II neon monument sign is centrally located above the entrance beneath the overhang. Several smaller windows are located on the west elevation. A parcel lot to the west of the building, apparently for automobile storage, has been closed in by a double wood gate.

* P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building

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

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



P5b. Description of Photo: (View, date, etc.)

South elevation, facing north. Photo

#100_3630.JPG 7-24-08

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

1952 Building Permit San Pedro, # 2831

* P7. Owner and Address:

Savar, Nassar and Homeyra Soltani

29 Silver Spring Dr

Rolling Hills Estates, CA 90274

P--Private

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

Portia Lee / David T. Greenwood

ICF Jones & Stokes

811 W. 7th St, Suite 800

Los Angeles, CA 90017

* P9. Date Recorded: 12/22/2008

* P10. Survey Type: (Describe)

Intensive Level Survey

* P11. Report Citation: (Cite survey report/other sources or "none") Southern California International Gateway Phase III

Los Angeles County Assessor's Records

* 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

Page 2 of 2

* NRHP Status Code 6Z

* Resource Name or #: Huerta Truck Repair

B1. Historic Name: _____

B2. Common Name Huerta Truck Repair

B3. Original Use: Industrial B4. Present Use: Industrial

* B5. Architectural Style: Industrial Vernacular

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

Building Permit SP 2831 was issued to General Welding Corp. on May 6, 1952 for the construction of a "storage warehouse" for "metal junk." Engineer, A.R. Martin; contractor, C.A. Bergon who is also listed as owner.

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

* B8. Related Features:

B9a. Architect: None b. Builder: CA Bergon(Owner)

* B10. Significance: Theme Commercial/Industrial architecture Area Wilmington

Period of Significance 1952 Property Type Commercial building Applicable Criteria N/A

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

Constructed in 1952, the building located at 2301 E. Anaheim Street is a typical example of a light industrial building built in the post-World War II era. The building is located in a commercial and industrial area of Wilmington north of the waterfront. It features a neon monument-style sign above the entrance. Portions of the building's original metal surface have been stuccoed over. 2301 E. Anaheim Street does not exhibit a distinctive method of construction or architectural style and is not a master work; therefore, it does not appear to be eligible for listing in the California Register of Historical Resources under Criterion 3. The building has no known associations with events or persons important in local, state or national history; therefore, it does not appear to be eligible for listing in the California Register under Criteria 1 or 2, respectively.

B11. Additional Resource Attributes: (List attributes and codes): HP46-- Fences

* B12. References:

Los Angeles Department of Building and Safety

Los Angeles County Assessor

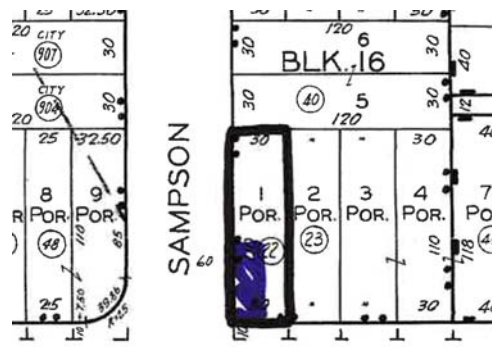
B13. Remarks:

* B14. Evaluator: David T. Greenwood

Date of Evaluation: 12/22/08

(This space reserved for official comments.)

(Sketch map with north arrow required)



C.F. 1501-2

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: Pacific Auto Dismantler

P1. Other Identifier: 2419 E. Anaheim St.

* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec. Sa; _____ B.M.
c. Address 2419-2413 E. Anaheim St City Los Angeles Zip 90744
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app
Assessor's Parcel Number: 7428-020-024; Lot 10, Block 26, Dominguez Harbor Tract.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
2419 E. Anaheim Street is composed of two conjoined buildings. A building permit for the structure was issued in 1946 (month and date are illegible). The front property is marked with the number "2423"; the property address listed on the Los Angeles County Assessor's records is 2419 E. Anaheim Street. The building is rectangular in plan with a wide cornice that accommodates colorful signage and graphics advertising the business. A large rectangular sign carried on a metal pole stands just above the height of the building. Portions of the corrugated metal building have been stuccoed. The entrance is located in the central bay behind a metal security gate which is flanked by multi-light steel casement windows. A narrow awning spans the length of the front façade. The second structure, situated directly behind the front building, is not visible from the street.

* P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building

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

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



P5b. Description of Photo: (View, date, etc.)

South elevation, facing north. Photo #100_3616.JPG

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

1946, Building Permit No. 85855

* P7. Owner and Address:

Dolores Amaya

2516 Caspian Ave

Long Beach, CA 90810

P--Private

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

Portia Lee / David T. Greenwood

ICF Jones & Stokes

811 W. 7th St, Suite 800

Los Angeles, CA 90017

* P9. Date Recorded: 8/27/08

* P10. Survey Type: (Describe)

Intensive Level Survey

* P11. Report Citation: (Cite survey report/other sources or "none") Southern California International Gateway Phase III Los Angeles County Assessor's Records

* 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

Page 2 of 2

* NRHP Status Code 6Z

* Resource Name or #: Pacific Auto Dismantler

B1. Historic Name: _____

B2. Common Name Pacific Auto Dismantler

B3. Original Use: Commercial B4. Present Use: Commercial

* B5. Architectural Style: Industrial Vernacular

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

Building Permit No. 85855 was issued on July 12, 1946 to Clifford A Bergon to construct a storage building. No architect or engineer are listed.

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

* B8. Related Features:

Metal security bars and fencing.

B9a. Architect: None b. Builder: CA Bergon

* B10. Significance: Theme Industrial architecture Area Wilmington

Period of Significance 1946 Property Type Industrial building Applicable Criteria N/A

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

Constructed in 1946, the building located at 2419 E. Anaheim Street is a typical example of a small industrial storage building, 24'x30', constructed in the post-World War II era. The building is located in a commercial and industrial area in Wilmington north of the waterfront. Alterations to the front elevation obscure the original façade. The building is a common example of a small corrugated metal industrial shop building and does not rise to the level of a master work or possess high artistic style; therefore, it does not appear to be eligible for listing in the California Register of Historical Resources under Criterion 3. The building has no known associations with events or persons important in local, state or national history; therefore, it does not appear to be eligible for listing in the California Register under Criteria 1 or 2, respectively.

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

* B12. References:

Los Angeles Department of Building and Safety

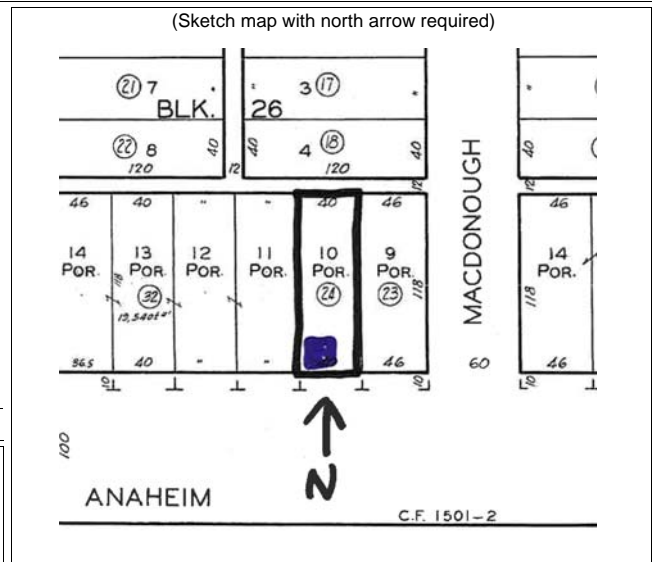
Los Angeles County Assessor

B13. Remarks:

* B14. Evaluator: David T. Greenwood

Date of Evaluation: 12/22/2008

(This space reserved for official comments.)



PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: Crysthian's Auto Sales

P1. Other Identifier: 2503 E. Anaheim Street

* P2. Location: Not for Publication Unrestricted a. County Los Angeles

b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.

c. Address 2503 E. Anaheim Street City Los Angeles Zip 90744

d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app
Assessor's Parcel Number: 7428-020-029.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
This property comprises Lots 10-14 of Block 25 in the Dominguez Harbor Tract. Located at 2503 E. Anaheim Street, the frame building, rectangular in plan and sheathed in plaster, is in fair-to-good condition. A service entrance for vehicles is located in the left half of the main façade. Several small windows are covered in iron security bars. "Crysthian's Auto Sales" is painted on the façade in large letters. The property also has open storage areas and is surrounded by a wrought-iron fence.

* P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building

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

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



P5b. Description of Photo: (View, date, etc.)

South elevation, facing north. Photo
#100_3626.JPG. 7-24-08

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

1957, Property expanded in 1958

* P7. Owner and Address:
Fishfader, Randy trfor Michael Bell mnr
2203 S. Cabrillo Ave
San Pedro, CA 90731
P--Private

* P8. Recorded by: (Name, affiliation, address)
Portia Lee / David T. Greenwood
ICF Jones & Stokes
811 W. 7th St, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 8/27/08

* P10. Survey Type: (Describe)
Intensive Level Survey

* P11. Report Citation: (Cite survey report/other sources or "none") Southern California International Gateway Phase III
Los Angeles County Assessor's Office

* 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

Page 2 of 2

* NRHP Status Code 6Z

* Resource Name or #: Crysthian's Auto Sales

B1. Historic Name: _____

B2. Common Name Crysthian's Auto Sales

B3. Original Use: Commercial B4. Present Use: Commercial

* B5. Architectural Style: Industrial Vernacular

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

Building Permit SP15997 issued May 29, 1957 to W.M. Webster for a warehouse building on Lots 12-14. The contractor was W.H. Wilson. Certificate of Occupancy, LA 27709, issued March 26, 1958.

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

* B8. Related Features:

B9a. Architect: Unknown b. Builder: W.H. Wilson

* B10. Significance: Theme Commercial architecture Area Wilmington

Period of Significance 1957 Property Type Commercial building Applicable Criteria N/A

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

Building Permit SP 15997 issued in 1957, permitted the construction of a building 50'x123' located at 2503 E. Anaheim Street in a commercial industrial area of Wilmington. The structure is a typical example of a light industrial building constructed in the post-World War II era. Although it does not appear to be altered in any significant way, the building does not exhibit a distinctive method of construction or architectural style; therefore, it does not appear to be eligible for listing in the California Register of Historical Resources under Criterion 3. Further, the building has no known associations with events or persons important in local, state or national history; therefore, it does not appear to be eligible for listing in the California Register under Criteria 1 or 2, respectively.

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

* B12. References:

Los Angeles Department of Building and Safety

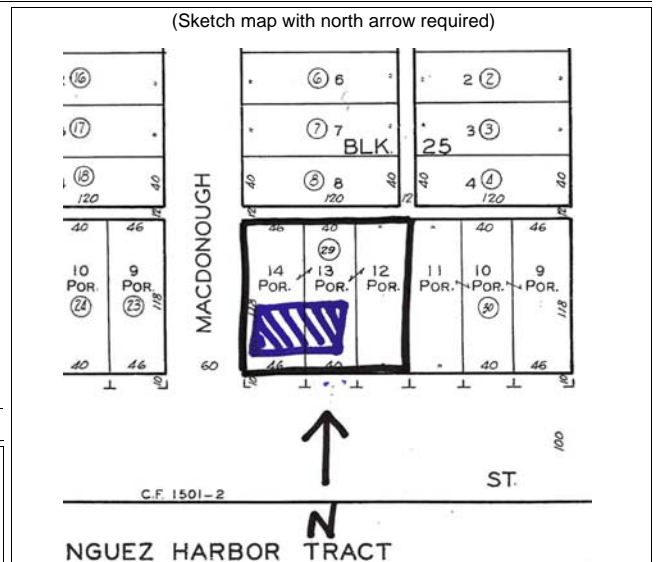
Los Angeles County Assessor's Office

B13. Remarks:

* B14. Evaluator: David T. Greenwood

Date of Evaluation: 12/22/2008

(This space reserved for official comments.)



PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: International Canning Machinery LTD

P1. Other Identifier: 2715 E. Anaheim St

* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.
c. Address 2715 E. Anaheim Street City Los Angeles Zip 90744
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app
Assessor's Parcel Number: 7428-014-030.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The building located at 2715 E. Anaheim Street is rectangular in plan and sheathed in corrugated metal siding and features a steel frame gable roof. Signage across the bottom of the gable reads "International Canning Machinery Company." Some of the letters in this legend are missing. The main entrance to the building on Anaheim Boulevard is accessed by a wall-height sliding door. No windows are visible from the public right of way. A corrugated metal fence flanking the building is flush with the front elevation wall along the sidewalk. Behind the fence as it continues along the property frontage to the east is machinery which appears to have been scrapped.

* P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building

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

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



P5b. Description of Photo: (View, date, etc.)

South elevation, facing north; Photo
#100 3621: 7-24-08

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

1956, Building Permit No. SP 42980

* P7. Owner and Address:

Seymour Waterman
PO Box 596
Wilmington, CA 90748
P--Private

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

Portia Lee / David T. Greenwood
ICF Jones & Stokes
811 W. 7th St, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 8/27/08

* P10. Survey Type: (Describe)
Intensive Level Survey

* P11. Report Citation: (Cite survey report/other sources or "none") Southern California International Gateway Phase III
Los Angeles County Assessor's Records

* 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

Page 2 of 2

* NRHP Status Code 6Z

* **Resource Name or #:** International Canning Machinery LTD

B1. Historic Name: _____

B2. Common Name International Canning Machinery LTD.

B3. Original Use: Industrial B4. Present Use: Industrial

* **B5. Architectural Style:** Industrial Vernacular

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

Building Permit No. SP 42980 was issued on May 14, 1956 to Alex Goodman to construct a machinery and equipment warehouse. The engineer was John Case. Goodman acted as his own contractor.

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

* **B8. Related Features:**

Metal fencing

B9a. Architect: None b. Builder: Alex Goodman

* **B10. Significance:** Theme Industrial architecture/plant/shop building Area Wilmington/Los Angeles

Period of Significance 1956 Property Type Industrial building Applicable Criteria N/A

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

Constructed in 1956, the building located at 2715 E. Anaheim Street is a typical example of a light industrial building constructed in the post-World War II era. The building, located in a commercial and industrial area of Wilmington, is described on its building permit as "Machinery and Equipment Warehouse." No substantial alterations are visible on the front elevation. However, the structure does not rise to the level of a master work or possess high artistic style; therefore, it does not appear to be eligible for listing in the California Register of Historical Resources under Criterion 3. Further, the building has no known associations with events or persons important in local, state or national history; therefore, it does not appear to be eligible for listing in the California Register under Criteria 1 or 2, respectively.

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

* **B12. References:**

Los Angeles Department of Building and Safety

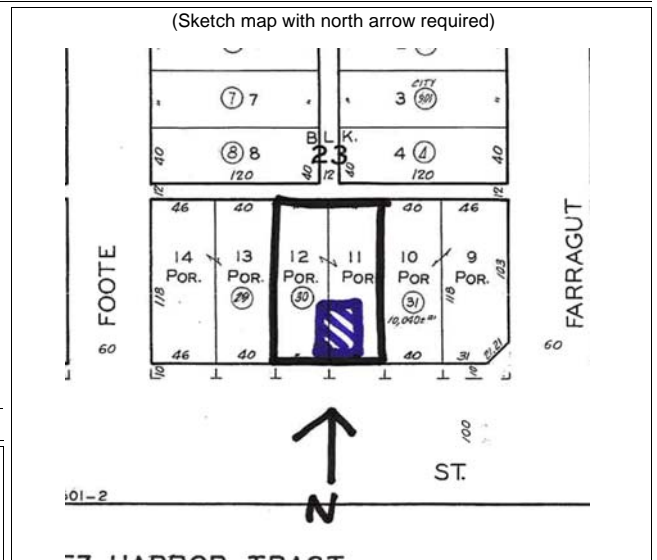
Los Angeles County Assessor

B13. Remarks:

* **B14. Evaluator:** David T. Greenwood

Date of Evaluation: 12/22/2008

(This space reserved for official comments.)



PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2

* Resource Name or #: Warren E & P Tanks

P1. Other Identifier: _____

* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.
c. Address 2209 E. I Street Street City Wilmington Zip 90744
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app
Assessor's Parcel Number: 7428-023-020 through 037; I Street between Sampson and Sigsbee Streets, north end of Block 18.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
A complex of cylindrical metal tanks is located behind a chain-link metal fence at the North Wilmington Unit of the Warren E & P facility at 2209 E. I Street Wilmington, California. Some of these containers appear to be riveted; others may be welded or bolted. Not all tanks are visible from the public right of way. Four tanks which can be seen through the metal fence appear to be riveted or riveted shells with welded bottoms. These tanks are in a grouping located at the north end of the property between Sampson and Sigsbee Street, south of the junction of the Southern Pacific and Union Pacific railroad tracks. According to a Company employee, the tanks have been utilized to hold liquid processed at the plant, either produced water or crude oil.

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

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

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



P5b. Description of Photo: (View, date, etc.)

South elevation, facing northwest; Photo #100 0689: 10-03-08

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

1945, exact dates unknown; c. 1945-1960

* P7. Owner and Address:
Warren E & P Inc.
123 W. 1st St.
Casper, Wvoming 82601

* P8. Recorded by: (Name, affiliation, address)
Portia Lee / David T. Greenwood
ICF Jones & Stokes
811 W. 7th St, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 8/27/08

* P10. Survey Type: (Describe)
Intensive Level

* P11. Report Citation: (Cite survey report/other sources or "none") Southern California International Gateway Phase III
Los Angeles County Assessor's Records; Bryce Tenold Informant, Warren E & P

* 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

Page 2 of 2

* NRHP Status Code 6Z

* Resource Name or #: Warren E & P Tanks

B1. Historic Name: _____

B2. Common Name Warren E & P Industrial Storage tanks

B3. Original Use: Industrial B4. Present Use: Industrial

* B5. Architectural Style: Industrial Vernacular

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

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

* B8. Related Features:
Industrial processing plant

B9a. Architect: Unknown b. Builder: Unknown

* B10. Significance: Theme Industrial Development Area Wilmington, CA

Period of Significance 1950-1990 Property Type Storage Tanks Applicable Criteria N/A

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

The exact age of the tanks in the Warren E & P complex is unknown, but they appear to have been constructed c. 1940-1980. Some riveted tanks may have been moved onto the site sometime after their original construction. Steel tanks with riveted joints and either riveted or welded bottoms were gradually replaced by welded tanks shortly after World War II. Although repaired over time, the tanks at the 2209 I Street site have retained some integrity in terms of shape and use. However, tanks of this kind are common in various kinds of industrial processing throughout the Los Angeles Harbor area and are widely used for liquid storage in industrial plants. The storage tanks located at 2209 E. I Street, Wilmington, California do not appear to be significant under California Register Criterion 1 and 2 as no association was found with events or persons important in state, local, or national history, nor are they significant under California Register 3 as an engineering type specimen. The tanks do not appear eligible for the Los Angeles Historic-Cultural Monument list since they have not made a unique or important contribution to the broad patterns of local history.

B11. Additional Resource Attributes: (List attributes and codes): HP 11

* B12. References:
Bryce Tenold, Warren E & P, Long Beach California

Roger Hatheway, Industrial Historian

Long & Gardner, "Guide to Storage Tanks and Equipment." John Wiley & Sons, 2004

B13. Remarks:

* B14. Evaluator: Portia Lee

Date of Evaluation: 12/22/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)



Appendix B. Photographic Documentation

SCIG III Site Photos

Resources that meet the 50-year age criterion for evaluation



Huerta Truck Repair, 2301 E. Anaheim Street, looking north.
Year built: 1952



Pacific Auto Dismantler, 2419 E. Anaheim Street, looking northwest.
Year built: 1946



**Crysthian's Auto Sales, 2503 E. Anaheim Street, looking north.
Year built: 1958**



**International Canning Machinery, LTD., 2715 E. Anaheim Street, looking north.
Year built: 1956**



**Warren E&P Tanks, 2209 E. I Street, looking northwest.
Year built: c. 1960**

Resources built post-1958 that do not meet the 50-year age criterion for evaluation



**SW corner of East I Street and Wainwright Avenue.
Southern California Edison substation.**



**2223 E. I Street, looking northwest.
Year built: unknown**



**2215 E. I Street, looking north.
Year built: Unknown**



**814 Sampson Avenue, looking east.
Year built: 1965**



**2311 E. Anaheim Street, looking northeast.
Year built: 1967**



**1001 Schley Avenue (processing building) looking northwest from corner of Schley Avenue and East I Street.
Year built: c. 1983**



**1001 Schley Avenue (storage barn), looking west.
Year built: c. 1983**



**Structure on Schley Ave, north of East I Street, looking east.
Address unknown; Year built: unknown**



**828 Schley Avenue, looking east.
Year built: 1967**



**816 Schley Avenue, looking east.
Year built: 1960**



**2401 East Anaheim Street, looking southeast from Schley Avenue.
Year built: 1972/1979**



**830 Sampson Avenue.
Year built: 1961**




**2701 East Anaheim Street, looking northwest.
Year built: 1963**

Historical, Paleontological, and Archaeological Assessment of the Southern California International Gateway Project Area

Including the California Cartage Warehouses and the
Sepulveda Boulevard/Willow Street Overcrossing

ADP #041027-199

Prepared for:
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, California

Prepared by:
 **Jones & Stokes**
811 W. Seventh St., Suite 800
Los Angeles, California 90017

January 2008



Looking north, along Pacific Coast Highway, at the California Cartage Company,
October 2007

Jones & Stokes. 2008. Historical, Paleontological, and Archaeological Assessment of the Southern California International Gateway Project Area, Including the California Cartage Warehouses and the Sepulveda Boulevard/Willow Street Overcrossing. January. (J&S 06846.06.) Los Angeles, CA.

Contents

	page
Project Overview	1
Task I. Site Visit	3
Task II. Technical Report	4
Historic Setting	6
Early History	6
Initial Commercial Shipping, 1857–1897	6
San Pedro Bay—Founding of Port of Los Angeles, 1897–1913	7
Wartime Changes, 1914–1950	7
Containerization: 1950 to Present	8
Early History of Wilmington	8
Building History	9
Sepulveda Boulevard/Willow Street Overcrossing	12
California Cartage Warehouses	15
Determination of Significance	17
Significance of Paleontologic Resources	17
Significance of Cultural (Including Archaeological) Resources	18
Findings	22
Paleontological Resources	22
Archaeological Resources	22
Significance Criteria	23
National Register of Historic Places Criteria	23
Significant Resource Types	25
Evaluation of Significance	25
Introduction and Summary of Findings	25
Federal: National Register of Historic Places	26
State of California: California Register of Historical Resources (CRHR)	26
CRHR Summary Conclusions and Recommendations	28

Figures

- 1 Project Location Map
- 2 Sepulveda Boulevard/Willow Street Overcrossing and California Cartage Warehouses
- 3 USGS Topographic Map
- 4 Wilmington Industrial Timeline

Appendix

DPR Forms for California Cartage Warehouses and Sepulveda Boulevard/Willow Street Overcrossing

Historical, Paleontological, and Archaeological Assessment of the Southern California International Gateway Project Area, Including the California Cartage Warehouses and the Sepulveda Boulevard/Willow Street Overcrossing

Project Overview

The Los Angeles Harbor Department (LAHD) is preparing an environmental impact report (EIR) for the Southern California International Gateway (SCIG) project. SCIG proposes the planning, design, construction, and operation of a near-dock intermodal rail facility by the Burlington Northern Santa Fe Railway (BNSF). During the California Environmental Quality Act (CEQA) analysis, four structures were identified that warrant further study with respect to their potential for historic significance. A search of the paleontological and archaeological records was requested. The LAHD is the owner of the site; California Cartage Company of Long Beach, California, is the lessee of the site at 2415 East Pacific Coast Highway, Wilmington, California (Figure 1). The building permits also show addresses at 2401 and 2403 East Pacific Coast Highway.

Jones & Stokes, Los Angeles, has prepared the following historical assessment of the three California Cartage warehouses along with the Sepulveda Boulevard/Willow Street overcrossing. Both facilities are located in Wilmington, California. Richard Starzak served as project director, and David Greenwood served as project manager, with assistance from architectural historian Portia Lee. The paleontological records search was conducted by Dr. Samuel A. McLeod of the Natural History Museum of Los Angeles County. Mark Robinson was the principal investigator for archaeology. The project undertaking consisted of three tasks, listed below.

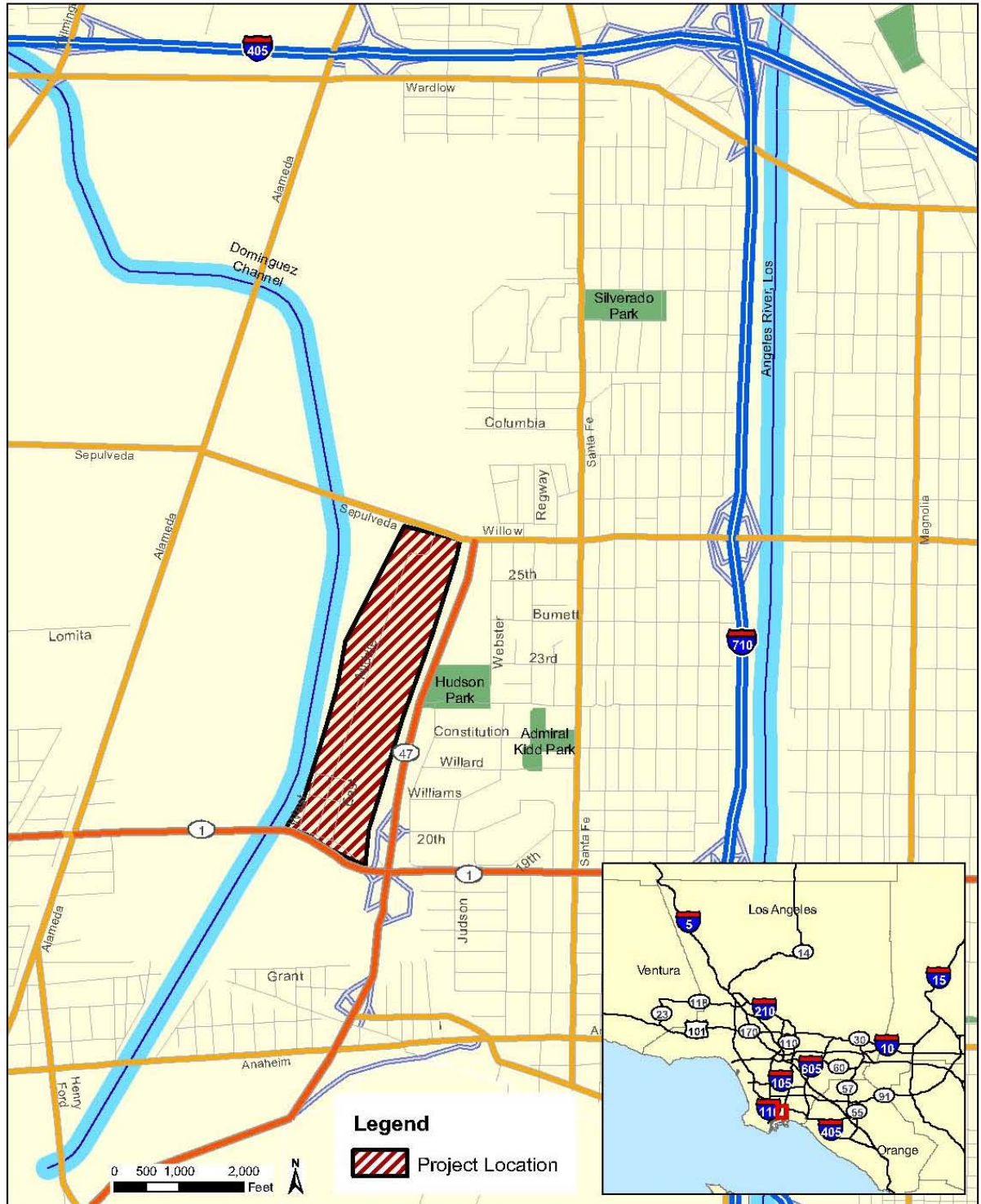


Figure 1. Project Location Map

Task 1, Site Visit: A field examination of the California Cartage site and the Sepulveda Boulevard/Willow Street bridge to assess the historic potential of the structures and the possibility of encountering surface archaeological resources. Documentation at the field visits included photography and detailed field notes.

Task 2: Draft Historical Technical Memorandum for the three warehouses, the Sepulveda Boulevard/Willow Street bridge, and the archaeological survey. In order to support determination eligibility for the buildings and bridge for the California Register of Historical Resources (CRHR), information was assembled from various sources, including

1. previous historic surveys and inventories completed in the area;
2. building permit records;
3. historic city directories;
4. Sanborn Insurance Company maps;
5. Los Angeles Public Library files;
6. National Register of Historic Places Information System, maintained by the State Office of Historic Preservation;
7. California Historic Resources Information System;
8. California Historical Resources file system;
9. TRW/Experian property data records.

In addition, Department of Parks and Recreation (DPR) forms, both Primary (DPR 523A) and Building, Structure, and Object records (DPR 523B), were prepared, with photographic documentation included on a series of continuation sheets (DPR 523L). Archaeology sites were reported on Primary Record (DPR 523A) and Archaeological Site Record (DPR 523 C) forms.

The Task 2 technical report is intended to support related CEQA EIRs. The historical assessment summarizes the findings of the DPR 523 forms by determining the eligibility or ineligibility of the buildings and bridge for inclusion in the CRHR. An analysis of the structures' character-defining features is necessary to determine whether the project will "cause a substantial adverse change in the significance of a historical resource" (Public Resources Code 21084.1). The potential for the project area to yield paleontological or archaeological resources is also assessed in this report.

Task 3: A Final Technical Memorandum will be submitted after comments have been received from Los Angeles Harbor Department staff.

Task I. Site Visit

Jones & Stokes architectural historians Portia Lee and David Greenwood surveyed the California Cartage site, located at 2401 East Pacific Coast Highway in Wilmington, California, on April 3, 2007. Mr. Greenwood surveyed the Sepulveda Boulevard/Willow Street bridge on October 3, 2006.

The California Cartage complex consists of three large, similar warehouses, designated Building 13, Building 16, and Building 17. Each of the structures was surveyed and documented with field notes and photographs. The site is accessed from Pacific Coast Highway through a guard kiosk on Pacific Coast Highway. California Cartage Company is the property lessee and owner of the subject buildings. Robert Curry, general manager of California Cartage Company, accompanied Jones & Stokes staff through the property on the site visit.

Jones & Stokes archaeologist Catherine Wood conducted field reconnaissance at the project area on April 3, 2007. This field inspection determined that the entire project area is covered with buildings, asphalt, and concrete; no open areas were available for archaeological survey. No archaeological resources were found during this site visit. A paleontological survey was not conducted for the project.

Task II. Technical Report

Paleontological Resources

Records and Locality Search

A review was conducted of the paleontology collection records and locality and specimen data files of the Natural History Museum of Los Angeles County. No vertebrate fossil localities recorded lie directly within the project area. However, fossil localities exist nearby from the same or similar sedimentary deposits as those that occur in the project area.

The closest fossil locality lies west-northwest of the project area, across Dominguez Channel, at the intersection of Sepulveda Boulevard and Alameda Street. This locality, LACM 1165, produced a specimen of fossil bison (genus *bison*) at an unrecorded depth. Southwest of the project area, near the intersection of Anaheim Street and Henry Ford Avenue, fossil locality LACM 1163 produced another specimen of fossil bison (genus *Bison*) at a depth of 5 feet below the ground surface. Both of these finds were recovered from older Quaternary deposits that outcrop at a slightly higher elevation than that of the project area. Geological information indicates that surficial deposits in the project area consist of younger Quaternary alluvium, probably derived from the Dominguez Channel to the west of the project area. These sediments typically do not contain fossils, but they are underlain at a relatively shallow depth by older Quaternary alluvium from which fossils have been recovered to the west across Dominguez Channel. This older Quaternary alluvium may also underlie the project area.

Archaeological Resources

Records and Literature Search

A cultural resources literature and record search was conducted at the South Central Coastal Information Center on October 5, 2006, for the SCIG project site, located in Los Angeles County, and a radius of 1 mile surrounding the site. The search included a review of all recorded archaeological sites within a 1-mile radius of the project as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the CRHR, the National Register of Historic Places (NRHP), and the California Historic Resources Inventory (HRI) were reviewed. A historic map, Downey

(1896, 1942, and 1943), U.S. Geological Survey (USGS) 15-minute quadrangle map, was inspected for the above-referenced project as well.

The record search revealed that the project area has not been surveyed. However, 24 previous cultural resource studies (LA83, LA358, LA1082, LA2644, LA2751, LA2758, LA2862, LA2950, LA3102, LA3684, LA3707, LA4129, LA4512, LA4525, LA5871, LA5880, LA5971, LA6049, LA6055, LA6064, LA6076, LA6203, LA6204 and LA6822) have been conducted within 1 mile of the project area. Three studies (LA83, LA4512, and LA 5871) were conducted in small portions of the project area.

Five archaeological sites (19-002682, 19-002788, 19-002942, 19-003063, and 19-003067) have been identified within a 1-mile radius of the project area; none are within the project area. No archaeological isolates have been identified within a 1-mile radius of the project area. Five historic sites (19-180783, 19-180784, 19-186868, 19-186992, and 19-187733) have been identified within a 1-mile radius of the project area; again, none are within the project area.

CRHR and CHL list no properties within a 1-mile radius of the project area. These would be properties determined to have an NRHP status of 1 or 2, a CHL number of 770 or higher, or a PHI listing from after January 1, 1998. NRHP lists no properties within a 1-mile radius of the project area. HRI lists 17 properties that have been evaluated for historical significance within a 1-mile radius of the project area; none of these are within the project area.

The 1896 Downey 15-minute quadrangle map depicts the project area as a relatively open piece of land on the east side of a series of sloughs formed by Compton Creek. Compton Creek runs in a meandering north-south direction, draining into Watson Lakes just northwest of the project site; the creek continues to the point where it flows into the Pacific. On the east side of the project site, the Los Angeles River is depicted as meandering in a north-south direction, with many tributaries branching off as it nears the coast, forming, along with Compton Creek, a broad marsh area on the east side of the coastal town of Long Beach. Already in place by 1896 is the Southern Pacific Railroad, with a north-south line that cuts across Watson Lakes and a Long Beach branch that proceeds east from Thenard Junction to Long Beach. Sepulveda Boulevard is already in place at its present location, beginning at the small community of Watson Crossing, on the Southern Pacific line, and proceeding across the north end of the project area. Three structures were mapped in the project area at that time.

The Downey 1942 and 1943 15-minute quadrangle maps depict a vastly changed landscape. Oil fields and storage tank facilities for oil products now surround Watson Crossing and Thenard Junction. Watson Lakes and the marsh area along the coast are no longer in existence. Cerritos Channel and the Inner Harbor are on the coast, with a tangle of Pacific Electric lines threading through. The City of Long Beach has expanded to the north, surrounding Signal Hill and extending west along the coast. Sepulveda Boulevard, Pacific Coast Highway and Alameda Street are in existence, and Compton Creek and the Los Angeles River have been channelized, with Compton Creek now known as Dominguez Channel.

Historic Setting

Early History

The Port of Los Angeles is located at the southern most point in Los Angeles County, approximately 20 miles from downtown Los Angeles. Given its location on the Pacific Ocean, the surrounding area historically served as a general port facility. The Port sits within the boundaries of three historic ranchos conferred by Governor Pedro Fages to three veterans of the 1769 Portola expedition. The three ranchos included Rancho San Pedro, Rancho Los Palos Verdes, and Rancho Los Cerritos. The combined total acreage for the three ranchos equated to nearly 84,000 acres (Beck and Haase 1974). As was common for the time, owners of the rancho lands earned a living through the raising of cattle and participation in the hide and tallow trade (Rawls and Bean 1993). By 1830, San Pedro was known as the leading hide center on the west coast (Queenan 1986).

The annexation of California by the United States in 1848 and the gold rush of 1849 resulted in an influx of new settlers to the San Pedro area. While a few older residents realized the profit potential of the port area, it was largely underused for shipping during this period (Queenan 1986). However, the area continued to serve as a center for cattle and sheep ranching (Beck and Haase 1974).

Initial Commercial Shipping, 1857–1897

Phineas Banning, one of the area's earliest residents, realized the promise of a commercial shipping port. The endpoints of two primary routes to the southwest gold fields, the Gila River Trail and the Old Spanish Trail, stood at Los Angeles. In 1857, Banning constructed new docks to capitalize on the increasing trade coming in and out of Los Angeles. With his base location up the bay at a Wilmington, Banning could shuttle materials on smaller boats to and from a second location on the Rancho San Pedro waterfront.

Banning also realized the importance of rail transportation and in 1869 organized the Los Angeles & San Pedro Railroad (LA&SP), the first route offering a reliable means of moving cargo from the ships coming into San Pedro Harbor to the City of Los Angeles. Improved transportation to and from the harbor had a significant effect on the growth of Los Angeles. By the turn of the twentieth century, city population had reached 102,000, resulting in increased demand for lumber and goods at San Pedro Harbor (Matson 1920).



Photo 1. Los Angeles Harbor. 19th Century

San Pedro Bay—Founding of Port of Los Angeles, 1897–1913

The growth of commerce in Los Angeles required the formal establishment of a shipping port. The federal government agreed to assist the City of Los Angeles by establishing its official harbor in San Pedro. Following an extensive battle with railroad magnate Collis Huntington, who advocated a site near his holdings in Santa Monica, the city of Los Angeles San Pedro won authorization from Congress for the establishment of a shipping port in March of 1897.

In preparation for the opening of the Panama Canal, and in conjunction with its annexation of San Pedro in 1906, the City of Los Angeles extended its boundaries to coastal tidewaters. The Port of Los Angeles and the Los Angeles Harbor Commission were officially created in December 1907. Numerous harbor improvements followed, including the completion of the 2.11-mile breakwater, the broadening and dredging of the main channel, the completion of the first major wharf by the Southern Pacific Railroad, the construction of the Angel's Gate lighthouse, and the



Photo 2. San Pedro Waterfront, ca. 1910

construction of the city's first municipal pier and wholesale fish market. By 1909, both Wilmington and San Pedro were part of the City of Los Angeles (Matson 1920). Since the opening of the Panama Canal in 1915 was expected to decrease the time spent by ships traveling between eastern and western U.S. ports, the City of Los Angeles completed one of many large municipal terminals in the harbor. The completion of this building symbolized the Port's transition from a small, poorly equipped landing to a significant seaport able to handle deep-sea ships with varied cargo (Queenan 1986).

Wartime Changes, 1914–1950

While the outbreak of World War I temporarily brought the idea of expanded worldwide trade to a halt, the principal uses of the Port changed considerably when England declared war on Germany in 1914. During this period, a significant increase in trade encouraged distributors to construct a large number of new warehouses and sheds between 1917 and 1930. Improvements to transportation systems within the harbor area also facilitated the growth of the import and export trade. By 1917, a vast railroad network existed around the Harbor and Los Angeles, allowing for the efficient movement of goods throughout the country (San Buenaventura Research Associates 1996).

Following the conclusion of World War I in 1918, the importation of lumber and other types of raw materials into the Port increased exponentially. Although some harbor facilities existed at the time for products such as oil, lumber, shipbuilding, and fish, new facilities were developed to handle products such as cotton, borax, citrus crops, and steel. In 1923, the City of Los Angeles passed a

harbor improvement bond measure, which resulted in the construction of additional wharves to meet the demands of increased imports and exports (Queenan 1986; San Buenaventura Research Associates 1996).

During the Depression years, traffic within the Port slowed as part of the far-reaching effects of the collapse of the American economy. The Port witnessed a sharp decline in international trade, but the Harbor Commission continued to make improvements including a new breakwater extension, completed by 1937, and the construction of new or the expansion of existing cargo and passenger terminals. The federal government's Works Progress Administration (WPA) helped the Port finance passenger and freight terminals as well as wharf and other improvements (Queenan 1986).

World War II brought new life and distinction to San Pedro, one of the major American ports closest to the fighting in the Pacific Ocean. The Port served as a location for the production of wartime materials, and as embarkation point for military personnel and equipment sent to the war zones. In addition, the U.S. Government acquired some 400 acres of Terminal Island for Navy uses in September 1942 (Queenan 1986). Following the war, the Los Angeles Harbor Department launched a broad restoration program for facilities within the harbor that required maintenance delayed during the war years, improved a number of older buildings, and removed many temporary wartime buildings (Queenan 1986).

Containerization: 1950 to Present

Methods of shipping changed dramatically following World War II with the advent of containerization. Previously, cargo loading was labor intensive: individual pieces of cargo, drums, boxes, bags, or crates, were loaded into ships after a repetitive process of unloading and reloading at the wharf, and stowing into ships' holds by cranes or by hand. Once in the ship's holds, the cargo was stowed by longshoremen. Some efficiency was achieved by placing several individual packets (e.g., drums, bags, or boxes) on a pallet and then loading the pallet into the cargo hold. Alternatively, longshoremen would place the individual pieces of cargo into cargo nets, and then hoist the nets into the ship where the individual pieces of cargo were again unloaded and stowed.

Containerization required the maritime industry to adapt to the needs of this mode of transport, utilizing not only specially designed ships, truck trailers, rail cars, and cargo cranes, but also new port facilities. Major improvements in the 1970s included the deepening of the main channel to accommodate the larger container vessels entering the bay, the purchase of land to expand terminals, and the replacement of older wharves that could not bear the increased weight of newer containers.

Early History of Wilmington

Originally known as "New San Pedro" at the time of its founding in 1858, Wilmington first attracted residents when pioneer Phineas Banning built Banning's Landing wharf at the foot of present day Avalon Boulevard, then known as Canal Street. The town's name was later changed to Wilmington in 1863, to honor Banning's birthplace of Wilmington, Delaware. In an effort to strengthen the Union Army's presence in Southern California during the Civil

War, the U.S. military built Camp Drum on roughly 60 acres of land in Wilmington that was donated by Banning, an ardent Union supporter. At this location in the early 1860's, the U.S. Army built the Drum Barracks, along with the Quartermaster's Headquarters and a depot that supplied soldiers from 215 different army forts throughout the southwest.¹

From the 1860's, Wilmington began to develop around Banning's wharf, and "a small town grew up around this landing on the 100, 200, and 300 blocks of Canal Street."² As one of the first towns established in Los Angeles County after California gained statehood, Wilmington started the second post office in Los Angeles County in 1864, serving an area that extended into much of south Los Angeles County and present-day north Orange County. In addition, the first railroad in Southern California ran from Wilmington to downtown Los Angeles upon its completion in 1869. When San Pedro became the official location for the Port of Los Angeles, Wilmington continued to grow around the various port industries.

Although Wilmington became an incorporated town in 1872, the state legislature repealed the original act of incorporation in 1887 and the jurisdiction of the town reverted back to Los Angeles County. After the City of Long Beach failed in its attempts to annex Wilmington in 1905, the City of Los Angeles began to take interest in a Wilmington and San Pedro annexation due to the growing need for a port. Although the annexation by the City of Los Angeles faced fierce resistance by various residents in San Pedro and Wilmington, by 1909 both towns were consolidated into Los Angeles. Incidentally, Captain Amos A. Fries, the Wilmington resident that Fries Avenue is named after, supported Los Angeles annexation of Wilmington because of the \$10 million improvement project that would accompany the annexation.³

Building History

Records of the United States Department of Defense (DOD) indicate that this site, designated the Wilmington Class and Hold Yard, was built by the Army Corps of Engineers and was used as an ordnance depot from 1944 to 1946. A site survey summary sheet prepared under the Defense Restoration Program for Formerly Used Defense Sites indicates that the property was acquired in 1943 and 1944 as a place to store equipment awaiting shipment. Improvements to the site, all constructed at that time, included the three warehouses, a railroad spur, sewer and water lines. In the months of May and June 1946, 201.57 and 73 acres respectively of the Class and Hold Yard were declared surplus. The City of Los Angeles currently owns 272.23 acres of the former Class and Hold Yard.⁴ The California Cartage Warehouses are located at the southern end of the property.⁵

The DOD report includes a sheet titled Risk Assessment Procedures for Ordnance and Explosives, which states that Manuel Warehouse No. 3—now Warehouse 17—and surrounding

¹ Charles F. Queenan, *The Port of Los Angeles* (Los Angeles: LA Harbor Department, 1983), 24-25.

² Walter Edwin Holstein, *A History of Wilmington from The Spanish Period to 1931* (San Pedro: San Pedro Bay Historical Society, 1932), 20-25.

³ Henry P. Silka, *San Pedro: A Pictorial History* (San Pedro: San Pedro Bay Historical Society, 1993), 26-31.

⁴ Site Survey Summary Sheet for DERP-FUDS Site. Army Corps of Engineers Case No. JO9CA073000. Wilmington Class and Hold Yard, 30 June 1993.

⁵ See Site Map attached, Appendix 1.

buildings were used as ordnance depots during World War II. This is confirmed by an ordnance inventory, dated February 1944, indicating that small arms, automatic weapons, grenade launchers, anti-aircraft artillery and various non-ordnance supplies were stored and transferred from this warehouse to the Port of Embarkation at the Port of Los Angeles.⁶ Since the buildings offered immediate railroad access, it may also be conjectured that the warehouses were used for a variety of material to be transferred from arriving ships and put on railroad cars to points in the continental United States.

Since the three warehouse buildings are substantially identical, it appears that they were built at about the same time. Since all available building permits begin at 1961 and reference the Los Angeles Harbor Department, it appears likely that the site became the property of the Harbor Department about 1960. Building permits and records of the California Cartage Company indicate that Building 13 was released to the Harbor Department first. Buildings 16 and 17 were retained by the U.S. General Services Administration (GSA) then released in 1964.

Beginning in the fall of 1942, some Italian prisoners-of-war were transported to Southern California and held at Terminal Island and other sites including the Pomona Fairgrounds. They were often allowed to work outside their POW camps. Although no original building permit was found, anecdotal evidence indicates that Building 13 was constructed in 1943 by the United States Army using interned Italian soldiers for the construction. The Italian word “piano,” meaning “slow down” in English, stenciled on the bay walls in Warehouse 13, is the probable source for this inference. Buildings 16 and 17 were likely built shortly thereafter. The earliest building permit available for the warehouses was issued on June 19, 1961 as a Certificate of Occupancy. Building 13’s previous use is described as “formerly Army warehouse” and the new use as “Gen. Cargo Warehouse.” A second permit issued on July 23, 1963 apparently refers to a highway dedication and also references Permit 64377, dated April 3, 1964, which is an application for a Certificate of Occupancy for Buildings 16 and 17, which was granted on June 4, 1965. Both permits state that three warehouses were on the lot when these permits were issued.

Architects

Edward Cray Taylor

Edward Cray Taylor, a member of the American Society of Engineers, practiced architecture and structural engineering in Los Angeles for over 30 years in the firm, Edward C. Taylor Associates, of which he was the senior partner. Born in 1887, he was educated at the Columbia University School of Engineering. During World War I, he served as a captain in the United States Army Engineers. The firm was responsible for large-scale commercial and institutional projects such as school buildings during the decade of the 1930s, and carried out defense construction during World War II. He died on December 28, 1946.⁷

⁶ Risk Assessment Procedures for Ordnance and Explosives (OE) Sites for DERP Funds. Army Corps of Engineers Site No. JOOCA073000, Wilmington Class and Hold Yard, Wilmington, California, 27 July 1999.

⁷ Obituary, *Los Angeles Times*, 12/30/1946

Ellis Wing Taylor

Ellis Wing Taylor, born in Chicago on October 2, 1887, joined in architectural partnership with his brother, Edward C. Taylor, in 1913. He was educated at the Columbia University School of Engineering as well as at the University of California where he received his Bachelor of Science degree. E.W. Taylor is most well known for the airplane plants that he designed, including the Douglas factory at Long Beach and the Consolidated Aircraft plant in San Diego. Mr. Taylor died in Arcadia, California on January 21, 1951.

Site Context

Buildings 16 and 17 are paired parallel to one another with Building 16 in line with Building 13 to the south, and about 50 feet to the east of Building 17. Also on the site are several miscellaneous service buildings. Railroad tracks run between Buildings 16 and 17. The property is also crossed by spur railroad tracks, which appear to connect with Union Pacific freight lines traveling north along Alameda Street. The Terminal Island Freeway adjoins the property and is accessed via off-on ramps from Pacific Coast Highway. The property is bordered by Sepulveda Boulevard on the north, Pacific Coast Highway on the south, Dominguez Channel on the west, and the city of Long Beach/Los Angeles boundary line on the east.

Building Plan and Description

The three California Cartage warehouses are substantially identical, with each carrying a shallow barrel roof with a slight overhang at the roof-wall junction. A series of short stepped walls pierce the rooftop of each 200,000 square foot warehouse. They are located above the division fire walls of five storage bays within the structures, which measure 40,000 total square feet. Each individual bay is separated from the adjoining bay by a firewall with central door opening access. Apparatus for opening and closing these doors is still in place, although not universally operable. All firewalls in Building 13 are board-formed concrete. Buildings 16 and 17 have some brick firewalls. Side walls on the three buildings are regulation wood frame construction.

Each storage bay also opens to side loading docks that run parallel to the building on the east and west. Ceilings in each bay are supported by successive sets of four wood bowstring trusses running across the width of the building. Vertical support posts from ceilings to floors are generally set on concrete pier blocks. A horizontal line of reinforcing concrete appears about 2/3 of the vertical distance from floor to ceiling along the firewalls. Longitudinal support timbers run from the bowstring trusses to this line reinforcement to counteract seismic shear. At the ceiling apex, three parallel rows of ventilators are staggered in intervals along the length of the room. Operable skylights admit natural light. Electric light is provided by ceiling fixtures with reflector bulbs. Twelve-pane fixed windows on the east side of Building 17 comprise the only original fenestration.

Additions and Alterations

Office buildings were attached to Building 16: a one-story building in 1974 with a second story added in 1979. Canopies and loading docks, as well as an office, were added in January 1980.

An office was attached to Building 13 in 1995. Transfer docks were also added and canopies placed over loading docks by lessee California Cartage. Aluminum sliders have replaced 95% of the original windows.

Sepulveda Boulevard/Willow Street Overcrossing

Jones & Stokes architectural historian David Greenwood surveyed the Sepulveda Boulevard/Willow Street Overcrossing on February 10, 2007. The structure was documented and photographed at that time.



Location of Sepulveda Boulevard/Willow Street



Looking south through the Sepulveda Boulevard Overcrossing at Willow Street

Description

Bridge Design

The Sepulveda Boulevard Overcrossing at Willow Street, Caltrans Bridge No. 53C0590, is located in Long Beach, California, at the boundary of Los Angeles. Designed as a Warren truss with vertical supports, the structure is a single-span, riveted steel half-through truss structure supported by a closed end-backfilled reinforced concrete seat abutment. The bridge carries the Union Pacific Railroad over five lanes of Willow Street with a vertical clearance of 15 feet 2 inches. Measuring 112 feet in length, the bridge has no skew and is placed on a tangential alignment. The Union Pacific Railroad presently owns it.⁸

Architectural Description

The east and west abutments of the Willow Street bridge are similar. Designed in the Art Deco style, the exterior composition consists of a massive concrete block formed into a series of five

⁸ California Department of Transportation Bridge Condition Report. 53C-590. Los Angeles County 686) On file: California Department of Transportation, Sacramento, California

horizontal stepped piers. The face of the fifth pier exhibits Art Deco straight-line scoring, grouped into an abstract composition of shallow lines of varying length. Above the scoring is a rectangular space, which presumably held the bridge description plate, now missing. On the interior of each abutment, space has been carved out to receive the base engineering members: end floor beams, bottom chord, bottom lateral bracing and bearing, together with seated diagonal and vertical members.

Viewed from the roadway, the structure presents a typical example of the Warren truss with diagonal girders, alternately placed in tension and compression, then riveted to square pins at the base of the top chord channel. An unusual feature of the Sepulveda/Willow Bridge is the use of curved vertical members to brace the top chord. These begin with a straight plate below the chord, increase gradually in width, then curve inward to meet the bottom chord, functioning as buttresses for the vertical members of the roadbed. Lacing is a prominent feature on the diagonal members.

Railroad History

The Bitter Creek Bridges

The race to unite the country by rail ended at Promontory Point, Utah in 1869 with the connecting of the Union Pacific and Central Pacific railroads. In the following half-century, Union Pacific expanded its lines in the western states. While passenger railroad travel became popular between World War I and II, railroads increasingly depended on commercial and industrial consumers. To compete, rail companies sought more efficient operations and often deconstructed bridges from little used lines to more profitable locations.

The foundations for the Sepulveda/Willow Overcrossing were constructed in 1932, although the bridge itself had been built in 1910 for double-track main line use over Bitter Creek near Green River, Wyoming. Railroad expansion into western territory had been made profitable by extractive industries such as coal mining in the first years of the 20th century. In Wyoming, the route required crossing creeks and chasms. Bitter Creek, an 80-mile stream, passes through several Wyoming Counties and parallels the Union Pacific path, flowing through Rock Springs and Green River. The Union Pacific built several bridges across the creek along points between Rock Creek Springs and Green River in the first years of the 20th century.

On December 15, 1932, in a story titled, "Union Pacific Cut Off Ready," the *Los Angeles Times* reported that the Union Pacific system would commission its new cut-off from Los Angeles into the Harbor District bound for Terminal Island. The new route, which replaced 1.7 miles of trackage through Long Beach, required six concrete and steel rail bridges including the Sepulveda Boulevard/Willow Street grade separation. The Union Pacific line, the result of a five-year program instituted by Los Angeles County in cooperation with the railroads, was intended to eliminate economic losses due to delays at grade crossings and reduce accidents and fatalities. The community of Long Beach had been instrumental in persuading the Union Pacific to finance the new line in an effort to remove the trains from the heart of the city after an earlier plan

approved in 1924 by the Long Beach City Council to route Union Pacific and ATSF trains to Long Beach Harbor had been defeated by a Southern Pacific law suit.⁹

Two of the Bitter Creek bridges were removed in 1930 and sent to California for reuse on the Terminal Island line. One went into service at the Willow Street/Sepulveda location; the other was placed at the Long Beach/Del Amo Boulevard crossing. Despite the Sepulveda Bridge's double track capability, a parallel second track was never installed.¹⁰

California Cartage Warehouses

Building Permit Research

Warehouse No. 13 (2401 East Pacific Coast Highway)

On June 19, 1961, Building Permit No. LA91028 was issued, allowing a change in the use of the 2000' x 1,004' wood and stucco Warehouse No. 13 from an Army warehouse into a general cargo warehouse. The number of the existing building on the lot states "3 – same." The architect was Ellis Wing Taylor and the engineering firm, Taylor and Barnes.

On October 26, 1971, Building Permit No. SP49672 was issued to install movable partitions bolted together to form a 16' x 24' enclosure in Bay 4 of Warehouse No. 13. The engineer of the project was R. E. Tebault.

On October 28, 1974, Building Permit No. SP52303 was issued to add a 480 square foot frame office area to the existing office on the west side of Warehouse No. 13. The contractor for the project was Hasvold and Pollock.

On September 12, 1977, Building Permit No. SP57448 was issued to add a 1-story 60' x 120' frame office building to the rear of Warehouse No. 13. The architect was W. J. Walker and the engineer was G. O. Dyer.

On November 18, 1977, Building Permit No. SP57893 was issued to extend a 14' 6' x 1,004' concrete loading dock on the east side of Warehouse No. 13 and a 8' x 1,004' loading dock with 603' steel frame metal canopy roof on the West side of the warehouse. The contractor was Emil R. Wohl Construction. The architect was J. H. Taylor and the engineer E. C. Guillermo.

On July 28, 1988, Building Permit No. SP8065 was issued for crack repair with epoxy of concrete dividing walls in Warehouse No. 13. The engineer of the project was Max Weismair and the contractor was City or Best Bidder.

On June 21, 1991, Building Permit No. WL96723 was issued to remove the cork and concrete floor in the contractor's storage room and replace it with a reinforced concrete floor in Warehouse No. 13. The contractor of the project was Metro Builders.

⁹ "Union Pacific Cut-Off Ready. New Line to Terminal Island in Service Today." *Los Angeles Times*, December 5, 1932, p. 10

¹⁰ Maury Klein, *Union Pacific: The Rebirth 1894-1969*. Source given to the author by Union Pacific historian M. Kevin Moran.

On May 11, 1995, Building Permit No. SP19067 was issued to add a 36' x 60' wall area to create an office in Warehouse No. 13. The contractor of the project was Danco Construction.

Warehouse No. 16 and 17 (2401 and 2403 E. Pacific Coast Highway)

On April 23, 1964, Building Permit No. LA64377 for an application for a Certificate of Occupancy was issued as well as a highway dedication. The architect was Ellis Wing Taylor and the engineering firm Taylor and Barnes.

On June 6, 1974, Building Permit No. SP51587 was issued to install a 10' x 40' plaster and wood office building inside Warehouse No. 16. The contractor of the project was Alan Building System.

On November 18, 1977, Building Permit No. SP57896 was issued to extend a 10' x 1,004' concrete loading dock with a 402' steel frame metal canopy roof on the West side of the existing Warehouse No. 16, as well as for miscellaneous dock repairs. The contractor was Emil R. Wohl Construction. The architect was J. H. Taylor and the engineer was E. C. Guillermo.

On November 18, 1977, Building Permit No. SP57894 was issued to extend a 10' x 1,004' concrete loading dock with a 402' steel frame metal canopy roof on the east side of existing Warehouse No. 17. The contractor was Emil R. Wohl Construction. The architect was J. H. Taylor and the engineer was E. C. Guillermo.

On November 18, 1977, Building Permit No. SP57895 was issued to construct a new concrete 30' X 400' open transfer dock for loading/unloading of cargo. The contractor was Emil R. Wohl Construction. The architect was J. H. Taylor and the engineer was E. C. Guillermo.

On October 3, 1978, Building Permit No. SP59852 was issued to install 3 floodlight poles and foundations around the new transfer dock. The architect Lewis A. Molnar designed the poles and the engineer Elmer Guillermo designed the foundations. The contractor of the project was C. W. Ross, Inc.

On February 5, 1979, Building Permit No. SP60570 was issued to construct a 20' x 62' and 34' x 22' addition to the rear of Warehouse No. 16. Footings were also designed for a future 2nd floor. The engineer of the project was Joe Phelps.

On March 21, 1979, Building Permit No. SP60906 was issued to add a second-story office to an earlier addition at the rear of Warehouse No. 16. The engineer of the project was Joe Phelps and the contractor was Gano Culwell Enterprises, Inc.

On June 30, 1982, Building Permit No. SP57894 was issued to level the area over the existing West side loading dock, to modify the existing 14' x 16' employee toilet, and construct a new 15.5' x 20' warehouse men's toilet. Also it allowed for the reconstruction of the existing 321' east side loading dock on Warehouse No. 16. The architect for the project was Edward Miller and the engineer was Mino Hirata.

On August 10, 1993, Grading Permit No. SP13823 was issued for preparation for paving. The Port of Los Angeles (POLA) served as both the architect and engineer.

On May 1, 2000, Building Permit No. SP32228 was issued for a temporary office trailer (six trailers interconnected to create a 60' X 72' building) providing 13 offices for six months during modifications. The engineer for the project was David Dahmen and the contractor was GE Capital Modular Space.

On July 14, 2000, Building Permit No. SP32772 was issued for roof coating a domed roof. It is noted that it must be ICBO approved 4000 SQS. The contractor for the project was Mapon, Incorporated.

On May 14, 2001, Building Permit No. VN91373 was issued for a new state-approved commercial coach office building. The engineer for the project was Gerald Erstad and the contractor was J. H. Parrish Construction.

In December 1, 1982, Building Permit No. SP68640 was issued to add a 23' x 201' canopy over the loading dock on Warehouse No. 16. The engineer for the project was R. Osterman.

On January 27, 1983, Building Permit No. SP68511 was issued to construct a 1-story 196' x 38' metal roofed, open-walled storage pavilion. The engineer of the project was William Sontag and the contractor was D. W. Construction.

Determination of Significance

Significance of Paleontologic Resources

Because of the infrequency of fossil preservation, fossils are considered to be nonrenewable resources. Because of their rarity, and because of the scientific information they provide, fossils can be highly significant records of ancient life. Given this, fossils can be considered to be of significant scientific interest.

State of California Citations on the Protection of Paleontologic Resources

Fossil remains are a limited, nonrenewable, highly sensitive scientific resource. In California, these resources are afforded protection against adverse impacts under the authority of the legislation listed below (California Office of Historic Preservation 1983).

California Environmental Quality Act of 1970

The CEQA Guidelines, Section 15064.5, provide protection for paleontologic resources by requiring that they be identified and mitigated as historical resources. Paleontologic resources are included in the CEQA checklist under "Cultural Resources."

Public Resources Code

Section 5097.5 prohibits excavation or removal of any vertebrate paleontological site or any other archaeological, paleontological, or historical feature situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Section 30244 requires reasonable mitigation of adverse impacts on paleontological resources from development on public land.

Significance of Cultural (Including Archaeological) Resources

Previous Surveys

The Sepulveda Boulevard/Willow Street Overcrossing was previously surveyed by the California Department of Transportation and placed on the Historic Bridge Inventory List as a Category 5: not eligible for listing in the National Register. However, Caltrans has now updated this category to "Status Undetermined, Requires Further Research" and included railroad bridges in this group. Therefore, if a Category 4 bridge is within the APE for a project, an evaluation is needed to determine whether it is a contributor to the history of a larger property. Research conducted for this project indicates that the bridge derives significance from its role as a contributing resource to the history of its parent railroad and its unusual rendering of design and engineering elements.

California Environmental Quality Act and Identification of Historical Resources

The CEQA statute and Guidelines provide five basic definitions as to what may qualify as an historical resource. Specifically, Section 21048.1 of the CEQA statute (Division 13 of the California Public Resources Code), in relevant part, provides a description for the first three of these definitions, as follows:

...an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subsection (k) of Section 5020.1,¹¹ are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1¹² shall not preclude a

¹¹ PRC 5020.1(k): "Local register of historical resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

¹² PRC 5024.1(g): A resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria:

- (1) The survey has been or will be included in the State Historic Resources Inventory.
- (2) The survey and the survey documentation were prepared in accordance with office procedures and requirements.
- (3) The resource is evaluated and determined by the office [of Historic Preservation] to have a significance rating of Category 1 to 5 on DPR Form 523.

lead agency from determining whether the resource may be an historical resource for purposes of this section.

To simplify the first three definitions provided in the CEQA statute, an historical resource is a resource that is

1. Listed in the California Register of Historical Resources (California Register);
2. Determined eligible for the California Register by the State Historical Resources Commission;
3. Included in a local register of historical resources.

Section 15064.5 of the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3) supplements the statute by providing two additional definitions of historical resources, which may be simplified in the following manner. An historical resource is a resource that is

- Identified as significant in an historical resource survey meeting the requirements of Public Resources Code §5024.1(g);
- Determined by a Lead Agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing on the California Register (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

The three California Cartage warehouses located at 2401-2403 E. Pacific Coast Highway as well as the Sepulveda Boulevard/Willow Street Overcrossing have been evaluated below in light of each of the above definitions.

Definition 1—Listed in the California Register

There are several ways in which a resource can be listed in the California Register, which are codified under Title 14 CCR, Section 4851.

- A resource can be listed in the California Register by the State Historical Resources Commission.
- If a resource is listed in or determined eligible for listing in the National Register of Historic Places (National Register), it is automatically listed in the California Register.
- If a resource is a California State Historical Landmark, from No. 770 onward, it is automatically listed in the California Register.

The buildings located at 2401–2403 E. Pacific Coast Highway have not been listed in the California Register of Historical Resources.

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- (4) If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

Definition 2—Determined Eligible for the California Register

The buildings located at 2401–2403 E. Pacific Coast Highway have not been determined eligible for the California Register by the State Historical Resources Commission.

Definition 3—Listed in a Local Register of Historical Resources

A property listed in a local register of historical resources is considered an historical resource for the purposes of CEQA. By definition, “local register of historical resources” is a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. In order for a building to be included in a local register in the City of Los Angeles, the building must be designated as a Historic-Cultural Monument (HCM) or identified as a contributor to a Historic Preservation Overlay Zone (HPOZ).

The buildings located at 2401–2403 E. Pacific Coast Highway have not been designated a Historic-Cultural Monument of the City of Los Angeles, nor were they identified as a contributing feature of an adopted HPOZ. Therefore, the buildings located at 2401–2403 E. Pacific Coast Highway have not been listed in a local register of historical resources.

Definition 4—Identified as Significant in an Historical Resources Survey

According to Section 15064.5(a)(2) of the CEQA Guidelines, a resource “identified as significant in an historical resource survey meeting the requirements [set forth in] section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.” The requirements set forth in PRC 5024.1(g) for historical resources surveys are:

A resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria:

1. The survey has been or will be included in the State Historic Resources Inventory.
2. The survey and the survey documentation were prepared in accordance with the State Office of Historic Preservation (SHPO) procedures and requirements.
3. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

The buildings located at 2401–2403 E. Pacific Coast Highway have not been previously evaluated in a survey meeting the above requirements.

Definition 5—Determined Significant by the Lead Agency

The fifth and final category of historical resources are those determined significant by a lead agency. This usually occurs during the CEQA compliance process. According to Section 15064.5(a)(3) of the CEQA Guidelines, “Any object, building, structure, site, area, place, record,

or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852)..."

The CEQA Guidelines only quote a small portion of the California Register criteria; therefore, Title 14 CCR, Section 4852 (b)-(c) are quoted below to include all of the California Register criteria relevant to this property:

- (b) Criteria for evaluating the significance of historical resources. An historical resource must be significant at the local state, or national level under one or more of the following four criteria:
 - (1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
 - (2) It is associated with the lives of persons important to local, California, or national history;
 - (3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
 - (4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.
- (c) Integrity. Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described in section 4852 (b) of this chapter and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.

Application of Historical Resource Criteria

An architectural description, together with an application of California Register and local Los Angeles City Historical Cultural Monument criteria to the California Cartage Warehouses located 2401–2403 E. Pacific Coast Highway, can be found in detail on the attached DPR form (see Appendix). In sum,

the buildings were not found eligible for the California Register of Historical Resources. Although they have retained a good degree of integrity and are associated with the mobilization and construction of facilities for World War II, they do not qualify for any other criteria required under California Register regulations as outlined above. None have the special character-defining features of buildings historically or architecturally distinct from vernacular all-purpose storage buildings. While the structures are the work of well-known Los Angeles industrial architects, they do not rise to the level of a master work, nor do they possess high artistic values.

To qualify as a Historic-Cultural Monument of the City of Los Angeles, the buildings need to show a particular significance or association with persons or events important in the history of Los Angeles. It does not appear that they have particular importance in the broad history of Los Angeles during World War II as opposed to numerous other facilities devoted to the war effort between 1942 and 1945, nor do they have the necessary architectural importance to qualify for monument status in the field of architecture.

Findings

Paleontological Resources

No paleontological resources were found in the project area; however, the results of the literature review, as well as the geological setting, demonstrate that the proposed project has high potential to affect significant nonrenewable fossil resources. Because of the project area's high potential to include buried fossil resources, paleontological monitoring by a qualified vertebrate paleontologist is recommended during all initial grading and excavation activities.

Paleontologic monitors should be equipped to salvage fossils as they are unearthed to avoid construction delays and remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if some of the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have a low potential to contain fossil resources.

Archaeological Resources

No archaeological resources were found in the project area. The project area is in a sensitive setting, a former creek and marsh environment that would have been attractive for prehistoric human occupation. Although the area has undergone extensive development in the 20th century, nearby projects, such as the Arco refinery in the 1980s and the Alameda Corridor in the 1990s, have uncovered intact prehistoric human burials in industrial areas of south Los Angeles just west of the current project area. Because of the project area's high potential to include buried cultural resources, including human remains, archaeological monitoring is recommended during all initial grading and excavation activities.

Buried cultural resources that were not identified during field surveys could be inadvertently unearthed during ground-disturbing activities, which could result in demolition of or substantial

damage to significant cultural resources. If cultural resources are discovered during monitoring or other construction, all work will be halted in the vicinity of the archaeological discovery until the qualified archaeological monitor can assess the significance of the archaeological discovery. Further treatment may be required, including site recordation, excavation, site evaluation, and data recovery. If, during cultural resources monitoring, the qualified archaeologist determines that the sediments being excavated were previously disturbed or are unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated.

If human remains of Native American origin are discovered during ground-disturbing activities, it is necessary to comply with state laws relating to Native American burials, which fall within the jurisdiction of the California Native American Heritage Commission (Public Resources Code Section 5097). Construction work shall not continue within 100 feet of a location where human skeletal remains are found.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American.

If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission to determine the most likely living descendant(s). The most likely living descendant shall determine the most appropriate means of treating the human remains and any associated grave artifacts and shall oversee disposition of the human remains and associated artifacts by the project archaeologists.

Significance Criteria

National Register of Historic Places Criteria

This report evaluates cultural resources significance in terms of eligibility for listing in the NRHP. NRHP significance criteria applied to evaluate the cultural resources in this study are defined in 36 CFR 60.4 as follows:

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.

The question of integrity also must be addressed. In order for a property to convey its historical significance, it must retain intact the physical qualities or character-defining features that illustrate its significance under NRHP criteria. Integrity is judged on seven aspects: location, design, setting, workmanship, materials, feeling, and association. These seven factors can be roughly grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship most often apply to historic buildings and relate to construction methods and architectural details. Feeling and association are the least objective criteria, pertaining to the overall ability of the property to convey a sense of the historical time and place in which it was constructed (National Park Service 1991).

California Register of Historical Resources Criteria

CEQA guidelines define three ways that a property can qualify as a significant historical resource for the purposes of CEQA review. 1) The resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR). 2) The resource is included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the preponderance of evidence demonstrates that it is not historically or culturally significant. 3) The lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (California Code of Regulations, Title 14, Division 6, Chapter 3, section 15064.5).

The CRHR was created by the State Legislature in 1992 and is intended to serve as an authoritative listing of historical and archaeological resources in California. Additionally, the eligibility criteria for the CRHR are intended to serve as the definitive criteria for assessing the significance of historical resources for purposes of CEQA, in this way establishing a consistent set of criteria to the evaluation process for all public agencies statewide.

For a historical resource to be eligible for listing in CRHR, it must be significant at the local, state, or national level under one or more of the following four 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;
4. or 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.

Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the CRHR must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance. It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data (California Office of Historic Preservation 2001).

Significant Resource Types

The historic significance of the Port relates to the role that the Port facilities played in expanding the commercial and economic success of Los Angeles, which coincided with Los Angeles' emergence as an "international" city between the 1920s and the 1940s. Facilities typically associated with this theme include buildings and structures constructed to facilitate transshipment of goods from oceangoing vessels to rail or truck systems, especially those improvements added either by major shipping companies or by the Port in a portwide expansion aimed at meeting the demands of increased usage of the Port during this period. In the Fish Harbor area, properties associated with fishing and canning, a major Port industry from the 1920s through the 1950s, may be historically significant.

Evaluation of Significance

Introduction and Summary of Findings

The following conclusions regarding National Register of Historic Places (NRHP) criteria (a-d) and California Register of Historical Resources (CRHR) criteria (1-4) are based upon information presented in the Historic Setting, Historic Resources, and Historic Resources-Architectural Descriptions sections of this report. Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation utilized below.

The following eligibility statements apply to three separate properties comprising the three California Cartage Warehouses, located at 2401–2403 E. Pacific Coast Highway and the Sepulveda Boulevard/Willow Street Overcrossing in the City of Los Angeles.

Federal: National Register of Historic Places

Criterion (a-d)

The following conclusions regarding National Register of Historic Places criteria (a-d) are based upon information presented in the Historic Setting, Historic Resources, and Historic Resources-Architectural Descriptions sections of this report. Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation utilized below.

- (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 distinctive characteristics of a type, period, or method of construction or,*
- (d) *that have yielded or may be likely to yield, information important in prehistory or history.*

An architectural description, together with an application of National Register of Historic Places criteria (a-d) to the California Cartage Warehouses located 2401–2403 E. Pacific Coast Highway and the Sepulveda Boulevard/Willow Street Overcrossing, can be found in detail on the attached DPR form (see Appendix). Although they have retained a good degree of integrity and are associated with the mobilization and construction of facilities for World War II, they do not qualify for any other criteria required under California Register regulations as outlined above. None have the special character-defining features of buildings historically or architecturally distinct from vernacular all-purpose storage buildings. While the structures are the work of well-known Los Angeles industrial architects, they do not rise to the level of a master work, nor do they possess high artistic values. In summary, it is here concluded that the three separate properties comprising the three California Cartage Warehouses, located at 2401–2403 E. Pacific Coast Highway, and the Sepulveda Boulevard/Willow Street Overcrossing in the City of Los Angeles, **do not appear to qualify as eligible for listing in the National Register of Historic Places in relation to Criteria A, B, C or D.**

State of California: California Register of Historical Resources (CRHR)

Criterion (1-4)

The following conclusions regarding California Register of Historical Resources criteria (1-4) are based upon information presented in the Historic Setting, Historic Resources, and Historic Resources-Architectural Descriptions sections of this report. Please also refer to the Significance Criteria section of this report for a detailed discussion of the criteria for evaluation utilized below.

- (1) *Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.*

The three California Cartage Warehouses, located at 2401–2403 E. Pacific Coast Highway in the City of Los Angeles do not qualify as historical resources because they do not meet at least one of the definitions of historical resources in Section 15064.5 (a) of the CEQA Guidelines, as outlined above. In summary, it is here concluded that the three California Cartage Warehouses, located at, 2401–2403 E. Pacific Coast Highway in the City of Los Angeles **do not appear to qualify as eligible for listing in the California Register of Historical Resources in relation to Criterion (1).**

The Sepulveda Boulevard/Willow Street overcrossing is significant under Criterion 1 of the California Register as a contributing resource to the history of Union Pacific railroad bridges within the context of railroad expansion to further economic development of extractive industries in the western United States at the beginning of the 20th century. Although the bridge was moved to Long Beach, California 22 years later, it acquired new significance within the context of city planning and development as its use on a new line of the Union Pacific railroad was instrumental in clearing the center of the city of Long Beach from train operations in order to foster citizen-demanded modern development patterns that favored business expansion and burgeoning automobile use in the decade of the 1930s. In summary, it is here concluded that the Sepulveda Boulevard/Willow Street overcrossing **does appear to qualify as eligible for listing in the California Register of Historical Resources in relation to Criterion (1).**

(2) Associated with the lives of persons important to local, California, or national history.

The three California Cartage Warehouses, located at 2401–2403 E. Pacific Coast Highway in the City of Los Angeles, and the Sepulveda Boulevard/Willow Street overcrossing do not qualify as historical resources because they do not meet at least one of the definitions of historical resources in Section 15064.5 (a) of the CEQA Guidelines, as outlined above. In summary, it is here concluded that the three California Cartage Warehouses, located at 2401–2403 E. Pacific Coast Highway in the City of Los Angeles, and the Sepulveda Boulevard/Willow Street, **do not appear to qualify as eligible for listing in the California Register of Historical Resources in relation to Criterion (2).**

(3) Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.

The three California Cartage Warehouses, located at 2401–2403 E. Pacific Coast Highway in the City of Los Angeles, and the Sepulveda Boulevard/Willow Street overcrossing do not qualify as historical resources because they do not meet at least one of the definitions of historical resources in Section 15064.5 (a) of the CEQA Guidelines, as outlined above. In summary, it is here concluded that the three California Cartage Warehouses, located at, 2401–2403 E. Pacific Coast Highway in the City of Los Angeles, **do not appear to qualify as eligible for listing in the California Register of Historical Resources in relation to Criterion (3).**

The Sepulveda Boulevard/Willow Street overcrossing is significant under California Register Criterion 3 as an unusual example of truss bridge design utilizing curved vertical members. The Sepulveda Boulevard/Willow Street Overcrossing has retained substantial integrity and the Art Deco design of the abutments, which dates from the period of the bridge's placement in Long Beach, does not detract from the essential integrity of the 1910 bridge design. In summary, it is here concluded that the Sepulveda Boulevard/Willow Street overcrossing **does appear to qualify**

as eligible for listing in the California Register of Historical Resources in relation to Criterion (3).

(4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The three California Cartage Warehouses, located at 2401–2403 E. Pacific Coast Highway in the City of Los Angeles, and the Sepulveda Boulevard/Willow Street overcrossing do not qualify as historical resources because they do not meet at least one of the definitions of historical resources in Section 15064.5 (a) of the CEQA Guidelines, as outlined above. In summary, it is here concluded that the three California Cartage Warehouses, located at 2401–2403 E. Pacific Coast Highway in the City of Los Angeles, and the Sepulveda Boulevard/Willow Street overcrossing **do not appear to qualify** as eligible for listing in the California Register of Historical Resources in relation to Criterion (4).

CRHR Summary Conclusions and Recommendations

In summary, it is here concluded that the three California Cartage Warehouses, located at 2401–2403 E. Pacific Coast Highway in the City of Los Angeles **do not appear to qualify** as individually eligible for listing in the California Register of Historical Resources in relation to Criteria (1), (2), (3), or (4).

However, it is here concluded that the Sepulveda Boulevard/Willow Street overcrossing **does appear to qualify** as individually eligible for listing in the California Register of Historical Resources in relation to Criteria (1) and (3).

FIGURES

Figure 2. Sepulveda Boulevard/Willow Street Bridge (top) and California Cartage Warehouses (bottom)

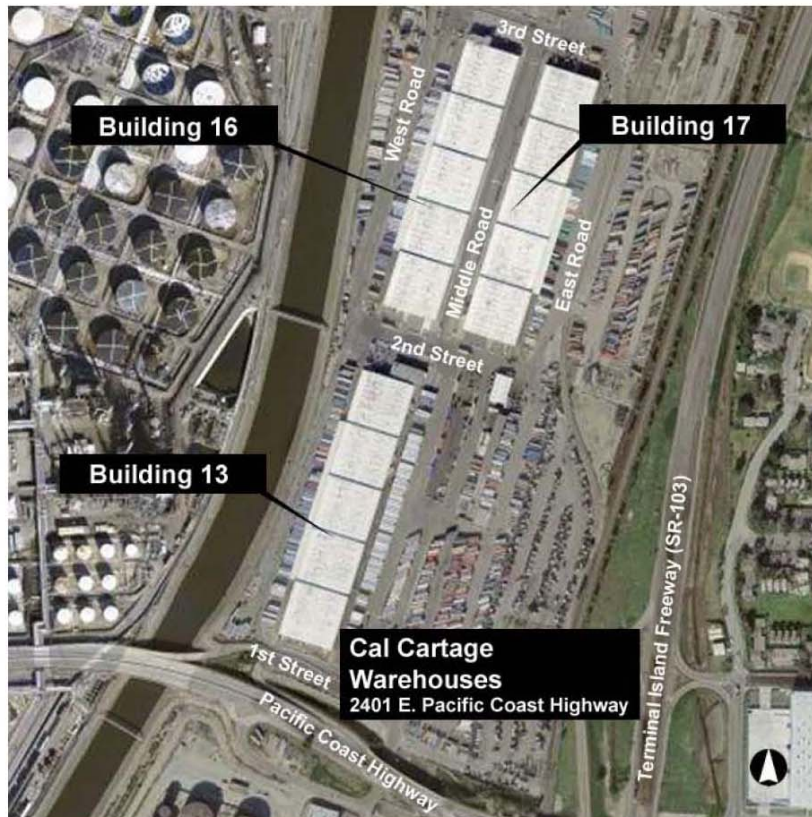
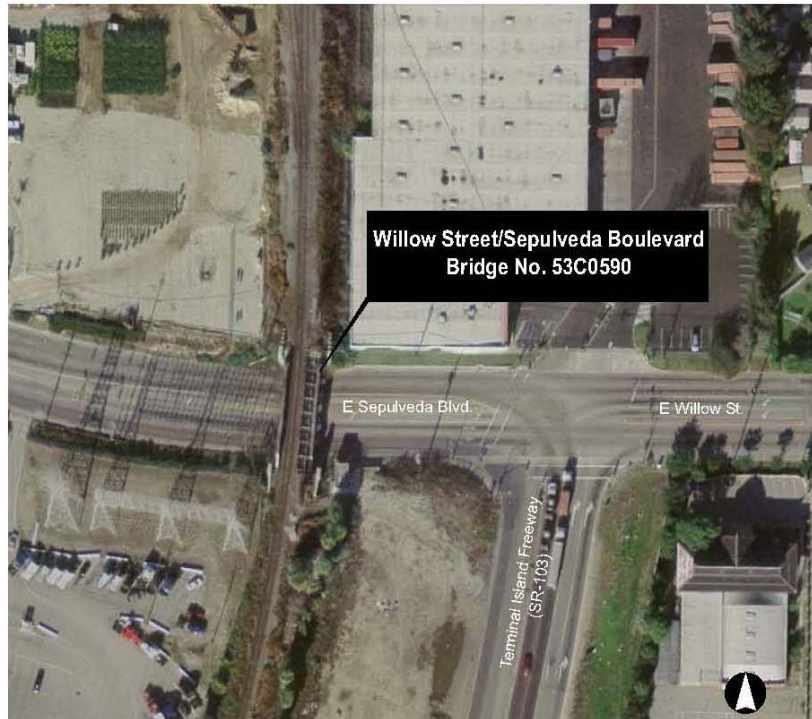
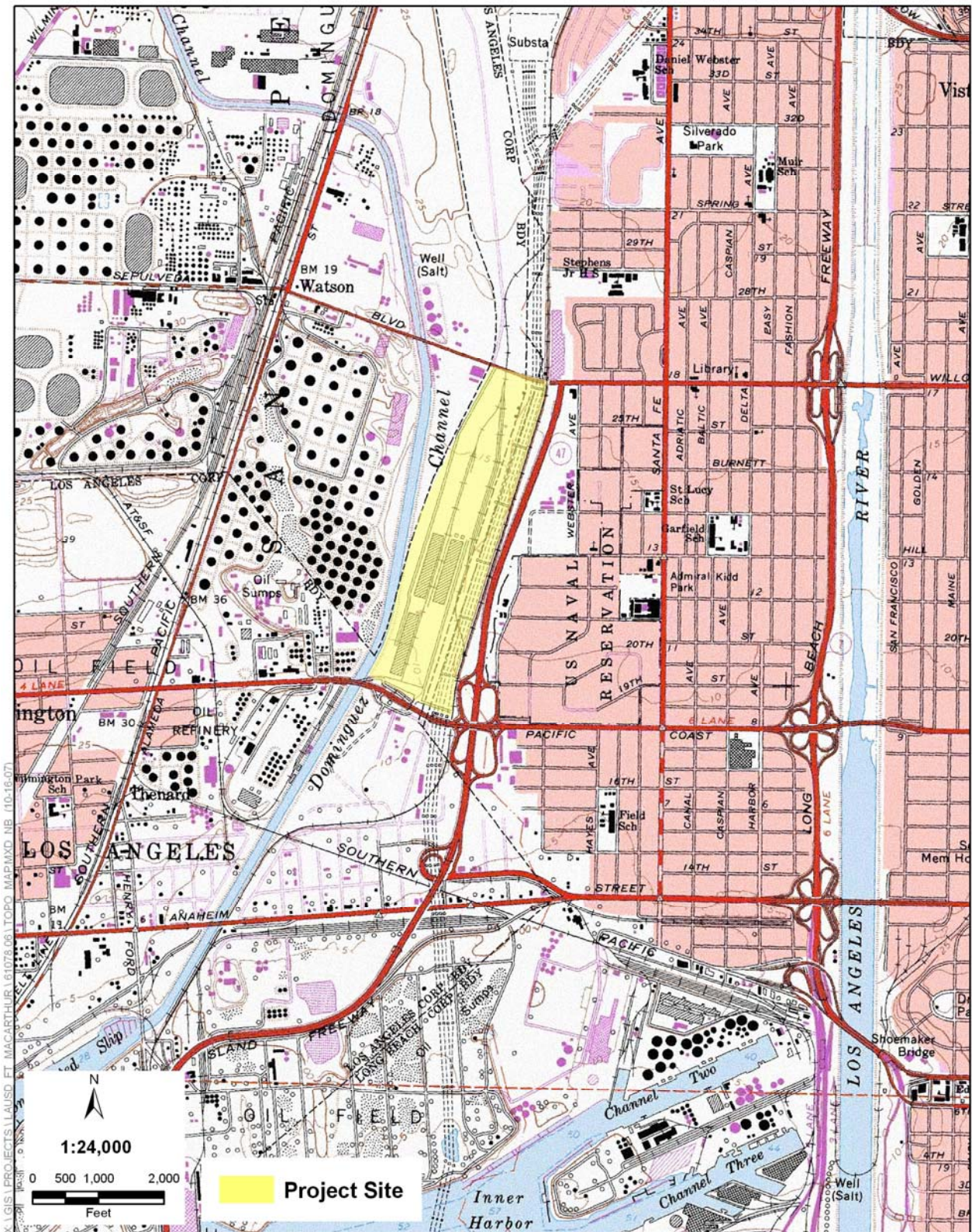


Figure 3. USGS Topographic Map



SOURCE: USGS 7.5' Quad., California: Long Beach (1964, photo revised 1981)

Figure 4. Wilmington Industrial Timeline

Wilmington Industrial Timeline

- 1858 Wilmington is founded by Phineas Banning as New San Pedro.
- 1909 Wilmington is annexed by the City of Los Angeles.
- 1917 The Wilmington transfer and Storage Company building is erected at 245 Fries Avenue.
- 1923 Shell Oil builds a refinery and tank farm on Rocha Street.
- 1930 Ford Motor Company completes a \$5 million auto plant in Wilmington.
- 1932 The foundations for the Sepulveda/Willow Street Bridge are constructed.
- 1939 California Cotton Fumigating is established in Wilmington.
- 1943-44 California Cartage buildings 13, 16, and 17 are constructed by the United States Department of Defense as the Wilmington Class and Hold Yard.
- 1953 The New Matson terminal is completed and dedicated in at Berths 195-198 in Wilmington.



Construction of breakwater in Wilmington in 1876 (LAPL Photo Database).



Northeast elevation of building at the corner of Fries Avenue and C Street (no date).



Aerial view of the inner harbor terminal in Wilmington (LAPL Photo Database).

APPENDIX

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

* Resource Name or #: Willow Street Underpass

P1. Other Identifier: Sepulveda/Willow Bridge

* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.
c. Address Willow Street/E. Sepulveda Boulevard City Wilmington Zip 90810
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app
In Long Beach, California at the city boundary of Los Angeles.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The Willow Street Underpass/E. Sepulveda Boulevard Overcrossing, CalTrans Bridge No. 53C0590, was designed as a Warren truss with vertical supports. The structure is a single-span, riveted steel half-through truss supported by a closed end-backfilled reinforced concrete seat abutment. The bridge carries the Union Pacific Railroad over five lanes of Willow Street with a vertical clearance of 15 feet 2 inches. Measuring 112 feet in length, the bridge has no skew and is placed on a tangential alignment. It is presently owned by the Union Pacific Railroad. The east and west abutments of the Willow Street bridge are similar. Designed in the Art Deco style, the exterior composition consists of a massive concrete block formed into a series of five horizontal stepped piers. The face of the fifth pier exhibits Art Deco straight-line scoring, grouped into an abstract composition of shallow lines of varying length. Above the scoring is a rectangular space which held the bridge description plate, now missing. On the interior of each abutment, space has been carved out to receive the base engineering members: end floor beams, bottom chord, bottom lateral bracing and bearing, together with seated diagonal and vertical members. Diagonal girders, alternately placed in tension and compression, were riveted to square pins at the base of the top chord channel. (See continuation sheet).

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

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

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



P5b. Description of Photo: (View, date, etc.)

Looking northeast from Willow Avenue, 2/25/ 2007. Photo 100_4274.jpg

* P6. Date Constructed/Age and Sources:
 Prehistoric Historic Both
1910, Union Pacific Railroad Records

* P7. Owner and Address:
California Department of Transportation
1120 N Street
Sacramento, California 95814

* P8. Recorded by: (Name, affiliation, address)
Portia Lee
Jones & Stokes
811 W. 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: _____

* P10. Survey Type: (Describe)
Intensive Level

* P11. Report Citation: (Cite survey report/other sources or "none") Southern California International Gateway
California Department of Transportation Bridge Condition Sheet Union Pacific History Department, Omaha, Nebrask

* 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

Page 2 of 3

* NRHP Status Code CHRC - 3CS

* Resource Name or #: Willow Street Underpass

B1. Historic Name: Willow Street Underpass

B2. Common Name: Sepulveda/Willow Bridge

B3. Original Use: Bridge

B4. Present Use: Industrial

* B5. Architectural Style: Art Deco

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

Originally spanning Bitter Creek between Rock Springs and Green River, Wyoming

* B7. Moved? No Yes Unknown Date 1930 Original Location: Bitter Creek, Wyoming

* B8. Related Features:

Railroad tracks

B9a. Architect: Union Pacific Railroad

b. Builder: Merritt, Chapman & Scott, Eng.

* B10. Significance: Theme Railroad Transportation Area Western United States

Period of Significance 1910 Property Type Bridge Applicable Criteria CRHR 1,3

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

The Willow Street/Sepulveda/Boulevard Underpass was previously surveyed by the California Department of Transportation and placed on the Historic Bridge Inventory List with a rating of 5: not eligible for the National Register of Historic Places. However, Caltrans has now revised this rating for railroad bridges to a Rating 4, which requires a determination of the importance of the bridge in the history of its parent railroad.

The foundations for the Willow Street Underpass were constructed in 1932, although the bridge itself had been built in 1910 for double-track main line use over Bitter Creek near Green River, Wyoming. Railroad expansion into western territory had been made profitable by extractive industries such as coal mining in the first years of the 20th century. In Wyoming the route required crossing creeks and chasms. Bitter Creek, an 80 mile stream passes through several Wyoming Counties and parallels the Union Pacific path, flowing through Rock Springs and Green River. The Union Pacific built several bridges across the creek along points between Rock Creek Springs and Green River in the first years of the 20th century. (See continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes): AH15

* B12. References:

United Pacific Railroad History Department, Omaha, Nebraska

Historic Los Angeles Times

B13. Remarks:

* B14. Evaluator: Portia Lee/David Greenwood

Date of Evaluation: September 20, 2007

(This space reserved for official comments.)

(Sketch map with north arrow required)



Page 3 of 3 Resource Name or #: **Willow Street/Sepulveda Boulevard Overcrossing: Bridge No. 53C0590.**

* Recorded by: **Portia Lee / David T. Greenwood**

Continuation Update

P3a. Curved vertical members brace the top chord beginning with a straight plate below the chord, increase gradually in width, then curving inward to meet the bottom chord, functioning as buttresses for the vertical members of the roadbed. Lacing is a prominent feature on the diagonal members.

B10. On December 15, 1932, in a story titled, "Union Pacific Cut Off Ready," the Los Angeles Times reported that the Union Pacific system would commission its new cut-off from Los Angeles into the Harbor District bound for Terminal Island. The new route, which replaced 1.7 miles of trackage through Long Beach, had six concrete and steel rail bridges including the Willow Street/E. Sepulveda grade separation. The new Union Pacific line, the result of a five-year program instituted by Los Angeles County in cooperation with the railroads, was intended to eliminate economic losses due to delays at grade crossings and to reduce accidents and fatalities.

The Willow Street/Sepulveda Boulevard Overcrossing is significant under Criterion 1 of the California Register as a contributing resource to the history of Union Pacific railroad bridges within the context of railroad expansion to further economic development of extractive industries in the western United States at the beginning of the 20th century. Although the bridge was moved to Long Beach, California 22 years later, it acquired new significance under Criterion 1 within the context of city planning and development. Rebuilt on a new line of the Union Pacific railroad, the bridge was instrumental in clearing the center of the city of Long Beach from train operations, a result demanded by citizens who wished to foster modern development patterns that favored business expansion and burgeoning automobile use.

The bridge is also significant under California Register Criterion 3 as an unusual example of truss bridge design utilizing curved vertical members. The underpass has retained substantial integrity despite its relocation. The Art Deco design of the abutments, which dates from the period of the bridge's placement in Long Beach, does not detract from the essential integrity of the 1910 bridge design and adds additional architectural features characteristic of the Art Deco Style.

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4

* Resource Name or #: California Cartage Warehouses

P1. Other Identifier: _____

* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad Long Beach Date 1981 T. 4S; R13W; ___ 1/4 of ___ 1/4 of Sec ___; SB ___ B.M.
c. Address _____ City Wilmington Zip 90810
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app
Assessor's Parcel Number: 7315-015-905. PART OF THE RANCHO SAN PEDRO ALLOTTED TO
MANUEL DOMINGUEZ.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The California Cartage Warehouse complex consists of three similar large warehouses designated Building 13, Building 16 and Building 17, and office trailers. The site is accessed from Pacific Coast Highway through a guard kiosk. Building 16 and 17 are paired parallel to one another with Building 16 in line with Building 13 to the south, and about 50 feet to the east of Building 17. Also on the site are several miscellaneous service buildings. Railroad tracks run between Buildings 16 and 17. The property is also crossed by spur railroad tracks, which appear to connect with Union Pacific freight lines traveling north along Alameda Street. The three California Cartage warehouses are substantially identical, with each carrying a shallow barrel roof with a slight overhang at the roof-wall junction. A series of short stepped walls pierce the rooftop of each 200,000 square foot warehouse. They are located above the division fire walls of each of the five storage bays within the structures which measure 40,000 total square feet. These firewalls provide center door openings to the adjoining bay. Apparatus for opening and closing these doors is still in place, although not universally operable. All firewalls in Building 13 are board-formed concrete. Buildings 16 and 17 have some brick firewalls. Side walls on the three buildings are regulation wood frame construction. Each storage bay also opens to side loading docks which run parallel to the building on the east and west. (See continuation sheet).

* P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building

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

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



P5b. Description of Photo: (View, date, etc.)

Looking north from PCH at building 13,
3/27/2007. Photo #100_4281.jpg

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

1942-1943, United States Army Engineers

* P7. Owner and Address:
Los Angeles Harbor Department
425 S. Palos Verde Street
San Pedro, CA 90731

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

Jones & Stokes
811 W. 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: July 13, 2007

* P10. Survey Type: (Describe)
Intensive Level Survey

* P11. Report Citation: (Cite survey report/other sources or "none") Southern California International Gateway
Building and Safety Department, City of Los Angeles National Archives and Records Administration, Laguna Niguel,

* 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

Page 2 of 4

* NRHP Status Code 6Z

* **Resource Name or #:** California Cartage Warehouses

B1. Historic Name: Wilmington Classification and Hold Yard

B2. Common Name: California Cartage Warehouses

B3. Original Use: Warehouse B4. Present Use: Warehouse

* **B5. Architectural Style:** Vernacular Commercial Warehouse

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

Constructed by United States Army (DOD) in 1942 as ordnance depot. Certificate of Occupancy for Building 13: 6/16/1961. Certificate of Occupancy for Buildings 16 and 17, 6/4/1965. Alterations: aluminum window replacement

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

* **B8. Related Features:**
Ancillary offices; rail lines

B9a. Architect: Edward C. Taylor/ Ellis W. Taylor b. Builder: United States Army Engineers

* **B10. Significance:** Theme Military construction Area Los Angeles Harbor

Period of Significance 1942-1943 Property Type Warehouse Applicable Criteria A, C

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

Records of the United States Department of Defense (DOD) indicate that this site, designated the Wilmington Class and Hold Yard, was built by the Army Corps of Engineers and used as an ordnance depot from 1944 to 1946. A site survey summary sheet prepared under the Defense Restoration Program for Formerly Used Defense Sites indicates that the property was acquired in 1943 and 1944 and the warehouses constructed to store equipment awaiting shipment. Improvements to the site, all constructed at that time, included the three warehouses, a railroad spur, sewer and water lines. The property was transferred to the Los Angeles Harbor Department c. 1961 and lessee California Cartage has retained use of the three warehouses. The three warehouses have retained a good degree of integrity and are associated with the mobilization and construction of facilities for World War II. However, none have the special character-defining features of buildings historically or architecturally distinct from vernacular all-purpose storage buildings. While the structures are the work of well known Los Angeles industrial architects, they do not rise to the level of a master work, nor do they possess high artistic values. It does not appear that they have particular importance in the broad history of Los Angeles during World War II as opposed to numerous other facilities devoted to the war effort between 1942 and 1945, nor do they have the necessary architectural importance to qualify for local monument status in the field of architecture. (See continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes): AH15

* **B12. References:**

Records of the Department of Defense: DERP Funds. Army Corps of Engineers Site No. JO9CA073000

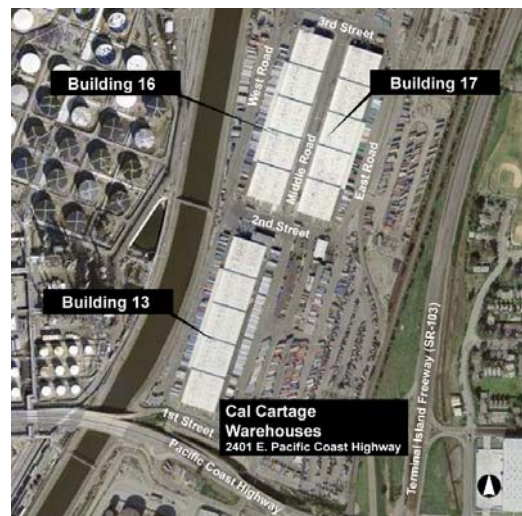
B13. Remarks:

* **B14. Evaluator:** Portia Lee/David Greenwood; Jones & Stokes

Date of Evaluation: September 20, 2007

(This space reserved for official comments.)

(Sketch map with north arrow required)



Page 3 of 4 Resource Name or #: California Cartage Warehouses

* Recorded by: Portia Lee / David T. Greenwood

Continuation Update

P3a. Ceilings in each bay are supported by successive sets of four wood bowstring trusses running across the width of the building. Vertical support posts from ceilings to floors are generally set on concrete pier blocks. A horizontal line of reinforcing concrete appears about 2/3 of the vertical distance from floor to ceiling along the firewalls. Longitudinal support timbers run from the bowstring trusses to this line reinforcement to counteract seismic shear. At the ceiling apex, three parallel rows of ventilators are staggered in intervals along the length of the room. Operable skylights admit natural light. Ceiling fixtures with reflector bulbs provide electric light. Twelve-pane fixed windows on the east side of Building 17 comprise the only original window fenestration. Alterations: Office buildings were attached to Building 16: a one story building in 1974 with a second story added in 1979. Canopies and loading docks, as well as an office were added in January of 1980. An office was attached to Building 13 in 1995. Transfer docks were also added and canopies placed over loading docks by lessee California Cartage. Aluminum sliders have replaced 95% of the original windows.

B10. These warehouses do not appear to be eligible for listing in the National Register under criterion C or the California Register of Historical Resources under Criterion 3. Further the buildings' association with World War II do not rise to the level of historical significance with events or persons important in local, state or national history; therefore, they do not appear to be eligible for listing in the National Register under Criteria A or B or the California Register under Criteria 1 or 2, respectively.



Looking north at building (warehouse) 17, south elevation.

Page 4 of 4 Resource Name or #: California Cartage Warehouses

*** Recorded by: Portia Lee / David T. Greenwood**

Continuation Update



Looking southwest at building (warehouse) 13, east elevation.



Looking northeast, inside building (warehouse) 16.

**Historical, Paleontological, and
Archaeological Assessment of the
Southern California International
Gateway Project Area, Including the
California Cartage Warehouses and the
Sepulveda Boulevard/Willow Street
Overcrossing**

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January 2008

Jones & Stokes. 2008. Historical, Paleontological, and Archaeological Assessment of the Southern California International Gateway Project Area, Including the California Cartage Warehouses and the Sepulveda Boulevard/Willow Street Overcrossing. January. (J&S 06846.06.) Los Angeles, CA.

Contents

	page
Project Overview.....	1
Task I. Site Visit.....	3
Task II. Technical Report.....	3
Paleontological Resources	3
Records and Locality Search	3
Archaeological Resources	4
Records and Literature Search	4
California Cartage Warehouses.....	5
Building Permit Research	5
Site Context	7
Building Plan and Description	8
Additions and Alterations	8
Building History	8
Architects	10
Sepulveda Boulevard/Willow Street Overcrossing.....	10
Description	10
Railroad History	11
Determination of Significance	12
Significance of Paleontologic Resources.....	12
State of California Citations on the Protection of Paleontologic Resources	12
Significance of Cultural Resources (Including Archaeological Resources)	13
Previous Surveys	13
California Environmental Quality Act and the Identification of Historical Resources	13
Application of Historical Resource Criteria.....	17
Findings	17
Paleontological Resources	17
Archaeological Resources	18
California Cartage Warehouses.....	19
Sepulveda Boulevard/Willow Street Overcrossing.....	19

Figures

- 1 Project Location Map
- 2 Sepulveda Boulevard/Willow Street Overcrossing and California Cartage Warehouses
- 3 USGS Topographic Map

Appendix

DPR Forms for California Cartage Warehouses and Sepulveda Boulevard/Willow Street Overcrossing

Historical, Paleontological, and Archaeological Assessment of the Southern California International Gateway Project Area, Including the California Cartage Warehouses and the Sepulveda Boulevard/Willow Street Overcrossing

Project Overview

The Los Angeles Harbor Department (LAHD) is preparing an environmental impact report (EIR) for the Southern California International Gateway (SCIG) project. SCIG proposes the planning, design, construction, and operation of a near-dock intermodal rail facility by the Burlington Northern Santa Fe Railway (BNSF). During the California Environmental Quality Act (CEQA) analysis, four structures were identified that warrant further study with respect to their potential for historic significance. A search of the paleontological and archaeological records was requested. The LAHD is the owner of the site; California Cartage Company of Long Beach, California, is the lessee of the site at 2415 East Pacific Coast Highway, Wilmington, California. The building permits also show addresses at 2401 and 2403 East Pacific Coast Highway

Jones & Stokes, Los Angeles, has prepared the following historical assessment of the three California Cartage warehouses along with the Sepulveda Boulevard/Willow Street overcrossing. Both facilities are located in Wilmington, California. Richard Starzak served as project director, and David Greenwood served as project manager, with assistance from architectural historian Portia Lee. The paleontological records search was conducted by

Dr. Samuel A. McLeod of the Natural History Museum of Los Angeles County. Mark Robinson was the principal investigator for archaeology. The project undertaking consisted of three tasks, listed below.

Task 1, Site Visit: A field examination of the California Cartage site and the Sepulveda Boulevard/Willow Street bridge to assess the historic potential of the structures and the possibility of encountering surface archaeological resources. Documentation at the field visits included photography and detailed field notes.

Task 2: Draft Historical Technical Memorandum for the three warehouses, the Sepulveda Boulevard/Willow Street bridge, and the archaeological survey. In order to support a determination eligibility for the buildings and bridge for the California Register of Historical Resources (CRHR), information was assembled from various sources, including

1. previous historic surveys and inventories completed in the area;
2. building permit records;
3. historic city directories;
4. Sanborn Insurance Company maps;
5. Los Angeles Public Library files;
6. National Register of Historic Places Information System, maintained by the State Office of Historic Preservation;
7. California Historic Resources Information System;
8. California Historical Resources file system;
9. TRW/Experian property data records.

In addition, Department of Parks and Recreation (DPR) forms, both Primary (DPR 523A) and Building, Structure, and Object records (DPR 523B), were prepared, with photographic documentation included on a series of continuation sheets (DPR 523L). Archaeology sites were reported on Primary Record (DPR 523A) and Archaeological Site Record (DPR 523 C) forms.

The Task 2 technical report is intended to support related CEQA EIRs. The historical assessment summarizes the findings of the DPR 523 forms by determining the eligibility or ineligibility of the buildings and bridge for inclusion in the CRHR. An analysis of the structures' character-defining features is necessary to determine whether the project will "cause a substantial adverse change in the significance of a historical resource" (Public Resources Code 21084.1). The potential for the project area to yield paleontological or archaeological resources is also assessed in this report.

Task 3. A Final Technical Memorandum will be submitted after comments have been received from Los Angeles Harbor Department staff.

Task I. Site Visit

Jones & Stokes architectural historians Portia Lee and David Greenwood surveyed the California Cartage site, located at 2401 East Pacific Coast Highway in Wilmington, California, on April 3, 2007. Mr. Greenwood surveyed the Sepulveda Boulevard/Willow Street bridge on October 3, 2006.

The California Cartage complex consists of three large, similar warehouses, designated Building 13, Building 16, and Building 17. Each of the structures was surveyed and documented with field notes and photographs. The site is accessed from Pacific Coast Highway through a guard kiosk on Pacific Coast Highway. California Cartage Company is the property lessee and owner of the subject buildings. Robert Curry, general manager of California Cartage Company, accompanied Jones & Stokes staff through the property on the site visit.

Jones & Stokes archaeologist Catherine Wood conducted field reconnaissance at the project area on April 3, 2007. This field inspection determined that the entire project area is covered with buildings, asphalt, and concrete; no open areas were available for archaeological survey. No archaeological resources were found during this site visit. A paleontological survey was not conducted for the project.

Task II. Technical Report

Paleontological Resources

Records and Locality Search

A review was conducted of the paleontology collection records and locality and specimen data files of the Natural History Museum of Los Angeles County. No vertebrate fossil localities recorded lie directly within the project area. However, fossil localities exist nearby from the same or similar sedimentary deposits as those that occur in the project area.

The closest fossil locality lies west-northwest of the project area, across Dominguez Channel, at the intersection of Sepulveda Boulevard and Alameda Street. This locality, LACM 1165, produced a specimen of fossil bison (genus *bison*) at an unrecorded depth. Southwest of the project area, near the intersection of Anaheim Street and Henry Ford Avenue, fossil locality LACM 1163 produced another specimen of fossil bison (genus *bison*) at a depth of 5 feet below the ground surface. Both of these finds were recovered from older Quaternary deposits that outcrop at a slightly higher elevation than that of the project area. Geological information indicates that surficial deposits in the project area consist of younger Quaternary alluvium, probably derived from the Dominguez Channel to the west of the project area. These sediments typically do not contain fossils, but they are underlain at a relatively shallow depth by older Quaternary alluvium from which fossils have been recovered to the west across Dominguez Channel. This older Quaternary alluvium may also underlie the project area.

Archaeological Resources

Records and Literature Search

A cultural resources literature and record search was conducted at the South Central Coastal Information Center on October 5, 2006, for the SCIG project site, located in Los Angeles County, and a radius of 1 mile surrounding the site. The search included a review of all recorded archaeological sites within a 1-mile radius of the project as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the CRHR, the National Register of Historic Places (NRHP), and the California Historic Resources Inventory (HRI) were reviewed. A historic map, Downey (1896, 1942, and 1943), U.S. Geological Survey (USGS) 15-minute quadrangle map, was inspected for the above-referenced project as well.

The record search revealed that the project area has not been surveyed. However, twenty-four previous cultural resource studies (LA83, LA358, LA1082, LA2644, LA2751, LA2758, LA2862, LA2950, LA3102, LA3684, LA3707, LA4129, LA4512, LA4525, LA5871, LA5880, LA5971, LA6049, LA6055, LA6064, LA6076, LA6203, LA6204 and LA6822) have been conducted within 1 mile of the project area. Three studies (LA83, LA4512, and LA 5871) were conducted in small portions of the project area.

Five archaeological sites (19-002682, 19-002788, 19-002942, 19-003063, and 19-003067) have been identified within a 1-mile radius of the project area; none are within the project area. No archaeological isolates have been identified within a 1-mile radius of the project area. Five historic sites (19-180783, 19-180784, 19-186868, 19-186992, and 19-187733) have been identified within a 1-mile radius of the project area; again, none are within the project area.

CRHR and CHL list no properties within a 1-mile radius of the project area. These would be properties determined to have an NRHP status of 1 or 2, a CHL number of 770 or higher, or a PHI listing from after January 1, 1998. NRHP lists no properties within a 1-mile radius of the project area. HRI lists 17 properties that have been evaluated for historical significance within a 1-mile radius of the project area; none of these are within the project area.

The 1896 Downey 15-minute quadrangle map depicts the project area as a relatively open piece of land on the east side of a series of sloughs formed by Compton Creek. Compton Creek runs in a meandering north–south direction, draining into Watson Lakes just northwest of the project site; the creek continues to the point where it flows into the Pacific. On the east side of the project site, the Los Angeles River is depicted as meandering in a north–south direction, with many tributaries branching off as it nears the coast, forming, along with Compton Creek, a broad marsh area on the east side of the coastal town of Long Beach. Already in place by 1896 is the Southern Pacific Railroad, with a north–south line that cuts across Watson Lakes and a Long Beach branch that proceeds east from Thenard Junction to Long Beach. Sepulveda Boulevard is already in place

at its present location, beginning at the small community of Watson Crossing, on the Southern Pacific line, and proceeding across the north end of the project area. Three structures were mapped in the project area at that time.

The Downey 1942 and 1943 15-minute quadrangle maps depict a vastly changed landscape. Oil fields and storage tank facilities for oil products now surround Watson Crossing and Thenard Junction. Watson Lakes and the marsh area along the coast are no longer in existence. Cerritos Channel and the Inner Harbor are on the coast, with a tangle of Pacific Electric lines threading through. The City of Long Beach has expanded to the north, surrounding Signal Hill and extending west along the coast. Sepulveda Boulevard, Pacific Coast Highway and Alameda Street are in existence, and Compton Creek and the Los Angeles River have been channelized, with Compton Creek now known as Dominguez Channel.

California Cartage Warehouses

Building Permit Research

Warehouse No. 13 (2401 East Pacific Coast Highway)

On June 19, 1961, Building Permit No. LA91028 was issued, allowing a change in the use of the 2000' x 1,004' wood and stucco Warehouse No. 13 from an Army warehouse into a general cargo warehouse. The number of the existing building on the lot states "3 – same." The architect was Ellis Wing Taylor and the engineering firm, Taylor and Barnes.

On October 26, 1971, Building Permit No. SP49672 was issued to install movable partitions bolted together to form a 16' x 24' enclosure in Bay 4 of Warehouse No. 13. The engineer of the project was R. E. Tebault.

On October 28, 1974, Building Permit No. SP52303 was issued to add a 480 square foot frame office area to the existing office on the west side of Warehouse No. 13. The contractor for the project was Hasvold and Pollock.

On September 12, 1977, Building Permit No. SP57448 was issued to add a 1-story 60' x 120' frame office building to the rear of Warehouse No. 13. The architect was W. J. Walker and the engineer was G. O. Dyer.

On November 18, 1977, Building Permit No. SP57893 was issued to extend a 14' 6' x 1,004' concrete loading dock on the east side of Warehouse No. 13 and a 8' x 1,004' loading dock with 603' steel frame metal canopy roof on the West side of the warehouse. The contractor was Emil R. Wohl Construction. The architect was J. H. Taylor and the engineer E. C. Guillermo.

On July 28, 1988, Building Permit No. SP8065 was issued for crack repair with epoxy of concrete dividing walls in Warehouse No. 13. The engineer of the project was Max Weismair and the contractor was City or Best Bidder.

On June 21, 1991, Building Permit No. WL96723 was issued to remove the cork and concrete floor in the contractor's storage room and replace it with a reinforced concrete floor in Warehouse No. 13. The contractor of the project was Metro Builders.

On May 11, 1995, Building Permit No. SP19067 was issued to add a 36' x 60' wall area to create an office in Warehouse No. 13. The contractor of the project was Danco Construction.

Warehouse No. 16 and 17 (2401 and 2403 E. Pacific Coast Highway)

On April 23, 1964, Building Permit No. LA64377 for an application for a Certificate of Occupancy was issued as well as a highway dedication. The architect was Ellis Wing Taylor and the engineering firm Taylor and Barnes.

On June 6, 1974, Building Permit No. SP51587 was issued to install a 10' x 40' plaster and wood office building inside Warehouse No. 16. The contractor of the project was Alan Building System.

On November 18, 1977, Building Permit No. SP57896 was issued to extend a 10' x 1,004' concrete loading dock with a 402' steel frame metal canopy roof on the West side of the existing Warehouse No. 16, as well as for miscellaneous dock repairs. The contractor was Emil R. Wohl Construction. The architect was J. H. Taylor and the engineer was E. C. Guillermo.

On November 18, 1977, Building Permit No. SP57894 was issued to extend a 10' x 1,004' concrete loading dock with a 402' steel frame metal canopy roof on the east side of existing Warehouse No. 17. The contractor was Emil R. Wohl Construction. The architect was J. H. Taylor and the engineer was E. C. Guillermo.

On November 18, 1977, Building Permit No. SP57895 was issued to construct a new concrete 30' X 400' open transfer dock for loading/unloading of cargo. The contractor was Emil R. Wohl Construction. The architect was J. H. Taylor and the engineer was E. C. Guillermo.

On October 3, 1978, Building Permit No. SP59852 was issued to install 3 floodlight poles and foundations around the new transfer dock. The architect Lewis A. Molnar designed the poles and the engineer Elmer Guillermo designed the foundations. The contractor of the project was C. W. Ross, Inc.

On February 5, 1979, Building Permit No. SP60570 was issued to construct a 20' x 62' and 34' x 22' addition to the rear of Warehouse No. 16. Footings were also designed for a future 2nd floor. The engineer of the project was Joe Phelps.

On March 21, 1979, Building Permit No. SP60906 was issued to add a second-story office to an earlier addition at the rear of Warehouse No. 16. The engineer of the project was Joe Phelps and the contractor was Gano Culwell Enterprises, Inc.

On June 30, 1982, Building Permit No. SP57894 was issued to level the area over the existing West side loading dock, to modify the existing 14' x 16' employee toilet, and construct a new 15.5' x 20' warehouse men's toilet. Also it allowed for the reconstruction of the existing 321' east side loading dock on Warehouse No. 16. The architect for the project was Edward Miller and the engineer was Mino Hirata.

On August 10, 1993, Grading Permit No. SP13823 was issued for preparation for paving. The Port of Los Angeles (POLA) served as both the architect and engineer.

On May 1, 2000, Building Permit No. SP32228 was issued for a temporary office trailer (six trailers interconnected to create a 60' X 72' building) providing 13 offices for six months during modifications. The engineer for the project was David Dahmen and the contractor was GE Capital Modular Space.

On July 14, 2000, Building Permit No. SP32772 was issued for roof coating a domed roof. It is noted that it must be ICBO approved 4000 SQS. The contractor for the project was Mapon, Incorporated.

On May 14, 2001, Building Permit No. VN91373 was issued for a new state-approved commercial coach office building. The engineer for the project was Gerald Erstad and the contractor was J. H. Parrish Construction

On December 1, 1982, Building Permit No. SP68640 was issued to add a 23' x 201' canopy over the loading dock on Warehouse No. 16. The engineer for the project was R. Osterman.

On January 27, 1983, Building Permit No. SP68511 was issued to construct a 1-story 196' x 38' metal roofed, open-walled storage pavilion. The engineer of the project was William Sontag and the contractor was D. W. Construction.

Site Context

Building 16 and 17 are paired parallel to one another with Building 16 in line with Building 13 to the south, and about 50 feet to the east of Building 17. Also on the site are several miscellaneous service buildings. Railroad tracks run between Buildings 16 and 17. The property is also crossed by spur railroad tracks, which appear to connect with Union Pacific freight lines traveling north along Alameda Street. The Terminal Island Freeway adjoins the property and is accessed via off-on ramps from Pacific Coast Highway. The property is bordered by Sepulveda Boulevard on the north, Pacific Coast Highway on the south, Dominguez Channel on the west, and the city of Long Beach/Los Angeles boundary line on the east.

Building Plan and Description

The three California Cartage warehouses are substantially identical, with each carrying a shallow barrel roof with a slight overhang at the roof-wall junction. A series of short stepped walls pierce the rooftop of each 200,000 square foot warehouse. They are located above the division fire walls of five storage bays within the structures, which measure 40,000 total square feet. Each individual bay is separated from the adjoining bay by a firewall with central door opening access. Apparatus for opening and closing these doors is still in place, although not universally operable. All firewalls in Building 13 are board-formed concrete. Buildings 16 and 17 have some brick firewalls. Side walls on the three buildings are regulation wood frame construction.

Each storage bay also opens to side loading docks that run parallel to the building on the east and west. Ceilings in each bay are supported by successive sets of four wood bowstring trusses running across the width of the building. Vertical support posts from ceilings to floors are generally set on concrete pier blocks. A horizontal line of reinforcing concrete appears about 2/3 of the vertical distance from floor to ceiling along the firewalls. Longitudinal support timbers run from the bowstring trusses to this line reinforcement to counteract seismic shear. At the ceiling apex, three parallel rows of ventilators are staggered in intervals along the length of the room. Operable skylights admit natural light. Electric light is provided by ceiling fixtures with reflector bulbs. Twelve-pane fixed windows on the east side of Building 17 comprise the only original fenestration.

Additions and Alterations

Office buildings were attached to Building 16: a one-story building in 1974 with a second story added in 1979. Canopies and loading docks, as well as an office, were added in January 1980. An office was attached to Building 13 in 1995. Transfer docks were also added and canopies placed over loading docks by lessee California Cartage. Aluminum sliders have replaced 95% of the original windows.

Building History

Records of the United States Department of Defense (DOD) indicate that this site, designated the Wilmington Class and Hold Yard, was built by the Army Corps of Engineers and was used as an ordnance depot from 1944 to 1946. A site survey summary sheet prepared under the Defense Restoration Program for Formerly Used Defense Sites indicates that the property was acquired in 1943 and 1944 as a place to store equipment awaiting shipment. Improvements to the site, all constructed at that time, included the three warehouses, a railroad spur, sewer and water lines. In the months of May and June 1946, 201.57 and 73 acres respectively of the Class and Hold Yard were declared surplus. The

City of Los Angeles currently owns 272.23 acres of the former Class and Hold Yard.¹ The California Cartage Warehouses are located at the southern end of the property.²

The DOD report includes a sheet titled Risk Assessment Procedures for Ordnance and Explosives, which states that Manuel Warehouse No. 3—now Warehouse 17—and surrounding buildings were used as ordnance depots during World War II. This is confirmed by an ordnance inventory, dated February 1944, indicating that small arms, automatic weapons, grenade launchers, anti-aircraft artillery and various non-ordnance supplies were stored and transferred from this warehouse to the Port of Embarkation at the Port of Los Angeles.³ Since the buildings offered immediate railroad access, it may also be conjectured that the warehouses were used for a variety of material to be transferred from arriving ships and put on railroad cars to points in the continental United States.

Since the three warehouse buildings are substantially identical, it appears that they were built at about the same time. Since all available building permits begin at 1961 and reference the Los Angeles Harbor Department, it appears likely that the site became the property of the Harbor Department about 1960. Building permits and records of the California Cartage Company indicate that Building 13 was released to the Harbor Department first. Buildings 16 and 17 were retained by the GSA then released in 1964.

Although no original building permit was found, anecdotal evidence indicates that Building 13 was constructed in 1943 by the United States Army using interned Italian aliens for the construction. The Italian word “piano,” meaning “slow down” in English, stenciled on the bay walls in Warehouse 13, is the probable source for this inference. Buildings 16 and 17 were likely built shortly thereafter. The earliest building permit available for the warehouses was issued on June 19, 1961 as a Certificate of Occupancy. Building 13’s previous use is described as “formerly Army warehouse” and the new use as “Gen. Cargo Warehouse.” A second permit issued on July 23, 1963 apparently refers to a highway dedication and also references Permit 64377, dated April 3, 1964, which is an application for a Certificate of Occupancy for Buildings 16 and 17, which was granted on June 4, 1965. Both permits state that three warehouses were on the lot when these permits were issued.

¹ Site Survey Summary Sheet for DERP-FUDS Site. Army Corps of Engineers Case No. JO9CA073000. Wilmington Class and Hold Yard, 30 June 1993.

² See Site Map attached, Appendix 1.

³ Risk Assessment Procedures for Ordnance and Explosives (OE) Sites for DERP Funds. Army Corps of Engineers Site No. JO0CA073000, Wilmington Class and Hold Yard, Wilmington, California, 27 July 1999.

Architects

Edward Cray Taylor/Ellis Wing Taylor

Edward Cray Taylor, a member of the American Society of Engineers, practiced architecture and structural engineering in Los Angeles for over 30 years in the firm, Edward C. Taylor Associates, of which he was the senior partner. Born in 1887, he was educated at the Columbia University School of Engineering. During World War I, he served as a captain in the United States Army Engineers. The firm was responsible for large-scale commercial and institutional projects such as school buildings during the decade of the 1930s, and carried out defense construction during World War II. He died on December 28, 1946.⁴

Ellis Wing Taylor

Ellis Wing Taylor, born in Chicago on October 2, 1887, joined in architectural partnership with his brother, Edward C. Taylor, in 1913. He was educated at the Columbia University School of Engineering as well as at the University of California where he received his Bachelor of Science degree. E.W. Taylor is most well known for the airplane plants that he designed, including the Douglas factory at Long Beach and the Consolidated Aircraft plant in San Diego. Mr. Taylor died in Arcadia, California on January 21, 1951.

Sepulveda Boulevard/Willow Street Overcrossing

Jones & Stokes architectural historian David Greenwood surveyed the Sepulveda Boulevard/Willow Street Overcrossing on February 10, 2007. The structure was documented and photographed at that time.

Description

Bridge Design

The Sepulveda Boulevard Overcrossing at Willow Street, Caltrans Bridge No. 53C0590, is located in Long Beach, California, at the boundary of Los Angeles. Designed as a Warren truss with vertical supports, the structure is a single-span, riveted steel half-through truss structure supported by a closed end-backfilled reinforced concrete seat abutment. The bridge carries the Union Pacific Railroad over five lanes of Willow Street with a vertical clearance of 15 feet 2 inches. Measuring 112 feet in length, the bridge has no skew and is placed on a tangential alignment. The Union Pacific Railroad presently owns it.⁵

⁴ Obituary, *Los Angeles Times*, 12/30/1946

⁵ California Department of Transportation Bridge Condition Report. 53C-590. Los Angeles County 686) On file: California Department of Transportation, Sacramento, California

Architectural Description

The east and west abutments of the Willow Street bridge are similar. Designed in the Art Deco style, the exterior composition consists of a massive concrete block formed into a series of five horizontal stepped piers. The face of the fifth pier exhibits Art Deco straight-line scoring, grouped into an abstract composition of shallow lines of varying length. Above the scoring is a rectangular space, which presumably held the bridge description plate, now missing. On the interior of each abutment, space has been carved out to receive the base engineering members: end floor beams, bottom chord, bottom lateral bracing and bearing, together with seated diagonal and vertical members.

Viewed from the roadway, the structure presents a typical example of the Warren truss with diagonal girders, alternately placed in tension and compression, then riveted to square pins at the base of the top chord channel. An unusual feature of the Sepulveda/Willow Bridge is the use of curved vertical members to brace the top chord. These begin with a straight plate below the chord, increase gradually in width, then curve inward to meet the bottom chord, functioning as buttresses for the vertical members of the roadbed. Lacing is a prominent feature on the diagonal members.

Railroad History

The Bitter Creek Bridges

The race to unite the country by rail ended at Promontory Point, Utah in 1869 with the connecting of the Union Pacific and Central Pacific railroads. In the following half-century, Union Pacific expanded its lines in the western states. While passenger railroad travel became popular between World War I and II, railroads increasingly depended on commercial and industrial consumers. To compete, rail companies sought more efficient operations and often deconstructed bridges from little used lines to more profitable locations.

The foundations for the Sepulveda/Willow Overcrossing were constructed in 1932, although the bridge itself had been built in 1910 for double-track main line use over Bitter Creek near Green River, Wyoming. Railroad expansion into western territory had been made profitable by extractive industries such as coal mining in the first years of the 20th century. In Wyoming the route required crossing creeks and chasms. Bitter Creek, an 80-mile stream, passes through several Wyoming Counties and parallels the Union Pacific path, flowing through Rock Springs and Green River. The Union Pacific built several bridges across the creek along points between Rock Creek Springs and Green River in the first years of the 20th century.

On December 15, 1932 in a story titled, "Union Pacific Cut Off Ready," the *Los Angeles Times* reported that the Union Pacific system would commission its new cut-off from Los Angeles into the Harbor District bound for Terminal Island. The new route, which replaced 1.7 miles of trackage through Long Beach, required six concrete and steel rail bridges including the Sepulveda Boulevard/Willow Street grade separation. The Union Pacific line, the result of a five-year program instituted by Los Angeles County in cooperation with the

railroads, was intended to eliminate economic losses due to delays at grade crossings and reduce accidents and fatalities. The community of Long Beach had been instrumental in persuading the Union Pacific to finance the new line in an effort to remove the trains from the heart of the city after an earlier plan approved in 1924 by the Long Beach City Council to route Union Pacific and ATSF trains to Long Beach Harbor had been defeated by a Southern Pacific law suit.⁶

Two of the Bitter Creek bridges were removed in 1930 and sent to California for reuse on the Terminal Island line. One went into service at the Willow Street/Sepulveda location; the other was placed at the Long Beach/Del Amo Boulevard crossing. Despite the Sepulveda Bridge's double track capability, a parallel second track was never installed.⁷

Determination of Significance

Significance of Paleontologic Resources

Because of the infrequency of fossil preservation, fossils are considered to be nonrenewable resources. Because of their rarity, and because of the scientific information they provide, fossils can be highly significant records of ancient life. Given this, fossils can be considered to be of significant scientific interest.

State of California Citations on the Protection of Paleontologic Resources

Fossil remains are a limited, nonrenewable, highly sensitive scientific resource. In California, these resources are afforded protection against adverse impacts under the authority of the legislation listed below (California Office of Historic Preservation 1983).

California Environmental Quality Act of 1970

The CEQA Guidelines, Section 15064.5, provides protection for paleontologic resources by requiring that they be identified and mitigated as historical resources. Paleontologic resources are included in the CEQA checklist under "Cultural Resources."

Public Resources Code

Section 5097.5 prohibits excavation or removal of any vertebrate paleontological site or any other archaeological, paleontological, or historical feature situated on

⁶ "Union Pacific Cut-Off Ready. New Line to Terminal Island in Service Today." *Los Angeles Times*, December 5, 1932, p. 10

⁷ Maury Klein, *Union Pacific: The Rebirth 1894-1969*. Source given to the author by Union Pacific historian M. Kevin Moran.

public lands, except with the express permission of the public agency having jurisdiction over such lands. Section 30244 requires reasonable mitigation of adverse impacts on paleontological resources from development on public land.

Significance of Cultural (Including Archaeological) Resources

Previous Surveys

The Sepulveda Boulevard/Willow Street Overcrossing was previously surveyed by the California Department of Transportation and placed on the Historic Bridge Inventory List as a Category 5: not eligible for listing in the National Register. However, Caltrans has now updated this category to “Status Undetermined, Requires Further Research” and included railroad bridges in this group. Therefore, if a Category 4 bridge is within the APE for a project, an evaluation is needed to determine whether it is a contributor to the history of a larger property. Research conducted for this project indicates that the bridge derives significance from its role as a contributing resource to the history of its parent railroad and its unusual rendering of design and engineering elements.

California Environmental Quality Act and Identification of Historical Resources

The CEQA statute and Guidelines provide five basic definitions as to what may qualify as an historical resource. Specifically, Section 21048.1 of the CEQA statute (Division 13 of the California Public Resources Code), in relevant part, provides a description for the first three of these definitions, as follows:

...an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subsection (k) of Section 5020.1,⁸ are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1⁹ shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section.

⁸ PRC 5020.1(k): "Local register of historical resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

⁹ PRC 5024.1(g): A resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria:

- (1) The survey has been or will be included in the State Historic Resources Inventory.
- (2) The survey and the survey documentation were prepared in accordance with office procedures and requirements.

To simplify the first three definitions provided in the CEQA statute, an historical resource is a resource that is

1. Listed in the California Register of Historical Resources (California Register);
2. Determined eligible for the California Register by the State Historical Resources Commission;
3. Included in a local register of historical resources.

Section 15064.5 of the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3) supplements the statute by providing two additional definitions of historical resources, which may be simplified in the following manner. An historical resource is a resource that is

- Identified as significant in an historical resource survey meeting the requirements of Public Resources Code §5024.1(g);
- Determined by a Lead Agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing on the California Register (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

The three California Cartage warehouses located at 2401-2403 E. Pacific Coast Highway as well as the Sepulveda Boulevard/Willow Street Overcrossing have been evaluated below in light of each of the above definitions.

Definition 1—Listed in the California Register

There are several ways in which a resource can be listed in the California Register, which are codified under Title 14 CCR, Section 4851.

- A resource can be listed in the California Register by the State Historical Resources Commission.
- If a resource is listed in or determined eligible for listing in the National Register of Historic Places (National Register), it is automatically listed in the California Register.
- If a resource is a California State Historical Landmark, from No. 770 onward, it is automatically listed in the California Register.

The buildings located at 2401–2403 E. Pacific Coast Highway have not been listed in the California Register of Historical Resources.

-
- (3) The resource is evaluated and determined by the office [of Historic Preservation] to have a significance rating of Category 1 to 5 on DPR Form 523.
 - (4) If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

Definition 2—Determined Eligible for the California Register

The buildings located at 2401–2403 E. Pacific Coast Highway have not been determined eligible for the California Register by the State Historical Resources Commission.

Definition 3—Listed in a Local Register of Historical Resources

A property listed in a local register of historical resources is considered an historical resource for the purposes of CEQA. By definition, “local register of historical resources” is a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. In order for a building to be included in a local register in the City of Los Angeles, the building must be designated as a Historic-Cultural Monument (HCM) or identified as a contributor to a Historic Preservation Overlay Zone (HPOZ).

The buildings located at 2401–2403 E. Pacific Coast Highway have not been designated a Historic-Cultural Monument of the City of Los Angeles, nor were they identified as a contributing feature of an adopted HPOZ. Therefore, the buildings located at 2401–2403 E. Pacific Coast Highway have not been listed in a local register of historical resources.

Definition 4—Identified as Significant in an Historical Resources Survey

According to Section 15064.5(a)(2) of the CEQA Guidelines, a resource “identified as significant in an historical resource survey meeting the requirements [set forth in] section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.” The requirements set forth in PRC 5024.1(g) for historical resources surveys are:

A resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria:

1. The survey has been or will be included in the State Historic Resources Inventory.
2. The survey and the survey documentation were prepared in accordance with the State Office of Historic Preservation (SHPO) procedures and requirements.
3. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

The buildings located at 2401 Pacific Coast Highway, have not been previously evaluated in a survey meeting the above requirements.

Definition 5—Determined Significant by the Lead Agency

The fifth and final category of historical resources are those determined significant by a lead agency. This usually occurs during the CEQA compliance process. According to Section 15064.5(a)(3) of the CEQA Guidelines, “Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be ‘historically significant’ if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852)...”

The CEQA Guidelines only quote a small portion of the California Register criteria; therefore, Title 14 CCR, Section 4852 (b)-(c) are quoted below to include all of the California Register criteria relevant to this property:

- (b) Criteria for evaluating the significance of historical resources. An historical resource must be significant at the local state, or national level under one or more of the following four criteria:
 - (1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
 - (2) It is associated with the lives of persons important to local, California, or national history;
 - (3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
 - (4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.
- (c) Integrity. Integrity is the authenticity of an historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described in section 4852 (b) of this chapter and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.

Application of Historical Resource Criteria

An architectural description, together with an application of California Register and local Los Angeles City Historical Cultural Monument criteria to the California Cartage Warehouses located 2401–2403 E. Pacific Coast Highway, can be found in detail on the attached DPR form (see Appendix). In sum, the buildings were not found eligible for the California Register of Historical Resources. Although they have retained a good degree of integrity and are associated with the mobilization and construction of facilities for World War II, they do not qualify for any other criteria required under California Register regulations as outlined above. None have the special character-defining features of buildings historically or architecturally distinct from vernacular all-purpose storage buildings. While the structures are the work of well-known Los Angeles industrial architects, they do not rise to the level of a master work, nor do they possess high artistic values.

To qualify as a Historic-Cultural Monument of the City of Los Angeles, the buildings need to show a particular significance or association with persons or events important in the history of Los Angeles. It does not appear that they have particular importance in the broad history of Los Angeles during World War II as opposed to numerous other facilities devoted to the war effort between 1942 and 1945, nor do they have the necessary architectural importance to qualify for monument status in the field of architecture.

Findings

Paleontological Resources

No paleontological resources were found in the project area; however, the results of the literature review, as well as the geological setting, demonstrate that the proposed project has high potential to affect significant nonrenewable fossil resources. Because of the project area's high potential to include buried fossil resources, paleontological monitoring by a qualified vertebrate paleontologist is recommended during all initial grading and excavation activities.

Paleontologic monitors should be equipped to salvage fossils as they are unearthed to avoid construction delays and remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if some of the potentially fossiliferous units described herein are determined upon exposure and examination by qualified paleontologic personnel to have a low potential to contain fossil resources.

Archaeological Resources

No archaeological resources were found in the project area. The project area is in a sensitive setting, a former creek and marsh environment that would have been attractive for prehistoric human occupation. Although the area has undergone extensive development in the 20th century, nearby projects, such as the Arco refinery in the 1980s and the Alameda Corridor in the 1990s, have uncovered intact prehistoric human burials in industrial areas of south Los Angeles just west of the current project area. Because of the project area's high potential to include buried cultural resources, including human remains, archaeological monitoring is recommended during all initial grading and excavation activities.

Buried cultural resources that were not identified during field surveys could be inadvertently unearthed during ground-disturbing activities, which could result in demolition of or substantial damage to significant cultural resources. If cultural resources are discovered during monitoring or other construction, all work will be halted in the vicinity of the archaeological discovery until the qualified archaeological monitor can assess the significance of the archaeological discovery. Further treatment may be required, including site recordation, excavation, site evaluation, and data recovery. If, during cultural resources monitoring, the qualified archaeologist determines that the sediments being excavated were previously disturbed or are unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated.

If human remains of Native American origin are discovered during ground-disturbing activities, it is necessary to comply with state laws relating to Native American burials, which fall within the jurisdiction of the California Native American Heritage Commission (Public Resources Code Section 5097). Construction work shall not continue within 100 feet of a location where human skeletal remains are found.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American.

If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission to determine the most likely living descendant(s). The most likely living descendant shall determine the most appropriate means of treating the human remains and any associated grave artifacts and shall oversee disposition of the human remains and associated artifacts by the project archaeologists.

California Cartage Warehouses

The three California Cartage Warehouses, located at 2401–2403 E. Pacific Coast Highway in the City of Los Angeles do not qualify as historical resources because they do not meet at least one of the definitions of historical resources in Section 15064.5 (a) of the CEQA Guidelines, as outlined above.

Sepulveda Boulevard/Willow Street Overcrossing

The Sepulveda Boulevard/Willow Street overcrossing is significant under Criterion 1 of the California Register as a contributing resource to the history of Union Pacific railroad bridges within the context of railroad expansion to further economic development of extractive industries in the western United States at the beginning of the 20th century. Although the bridge was moved to Long Beach, California 22 years later, it acquired new significance within the context of city planning and development as its use on a new line of the Union Pacific railroad was instrumental in clearing the center of the city of Long Beach from train operations in order to foster citizen-demanded modern development patterns that favored business expansion and burgeoning automobile use in the decade of the 1930s.

The bridge is also significant under California Register Criterion 3 as an unusual example of truss bridge design utilizing curved vertical members. The Sepulveda Boulevard/Willow Street Overcrossing has retained substantial integrity and the Art Deco design of the abutments, which dates from the period of the bridge's placement in Long Beach, does not detract from the essential integrity of the 1910 bridge design.

FIGURES

Figure 1. Project Location Map

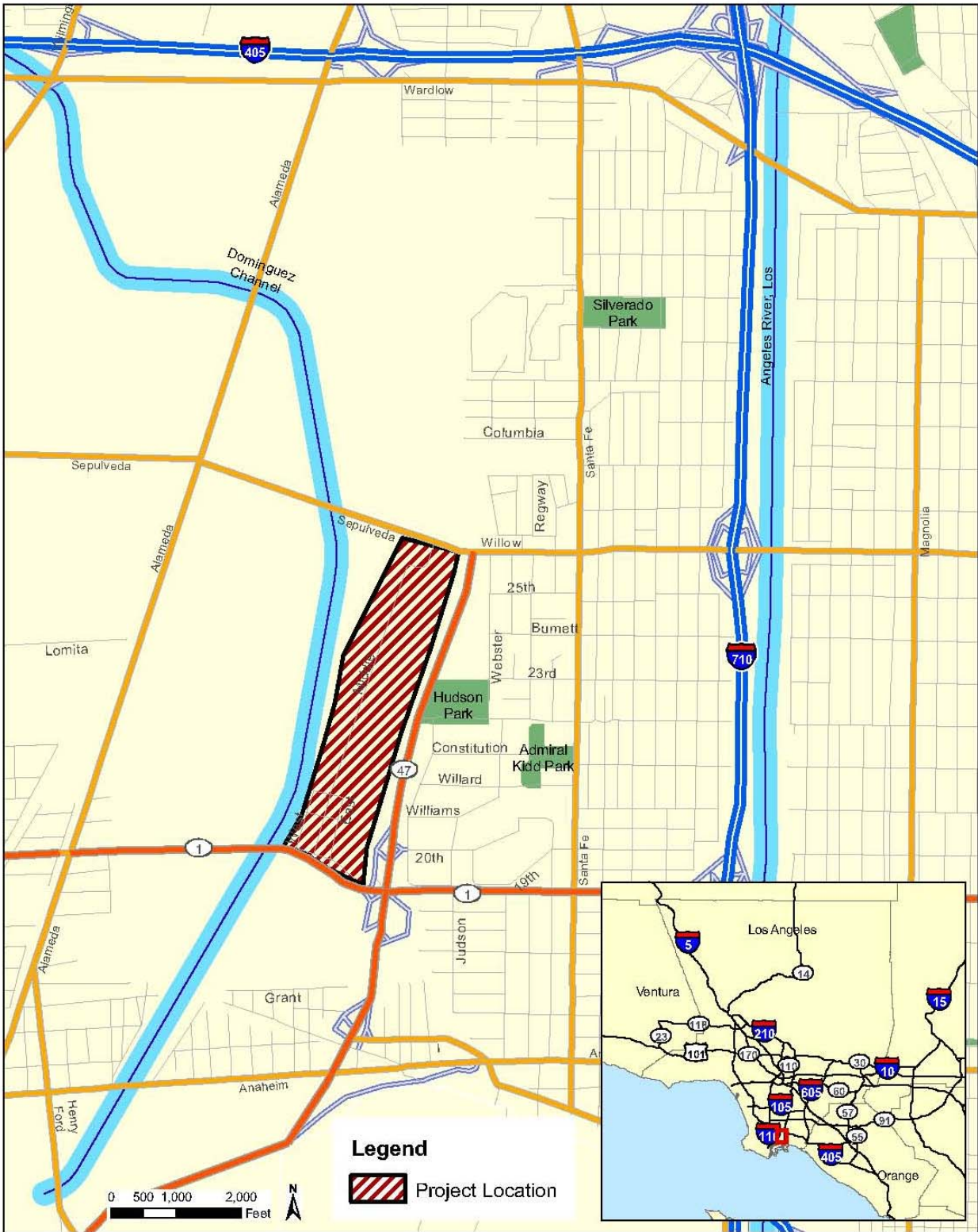


Figure 2. Sepulveda Boulevard/Willow Street Bridge (top) and California Cartage Warehouses (bottom)

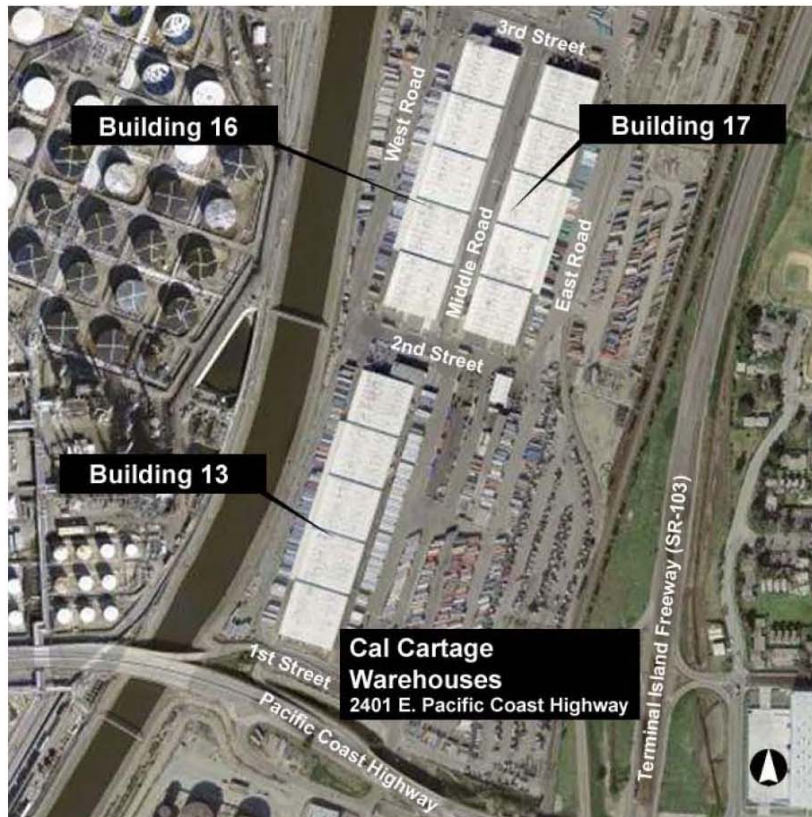
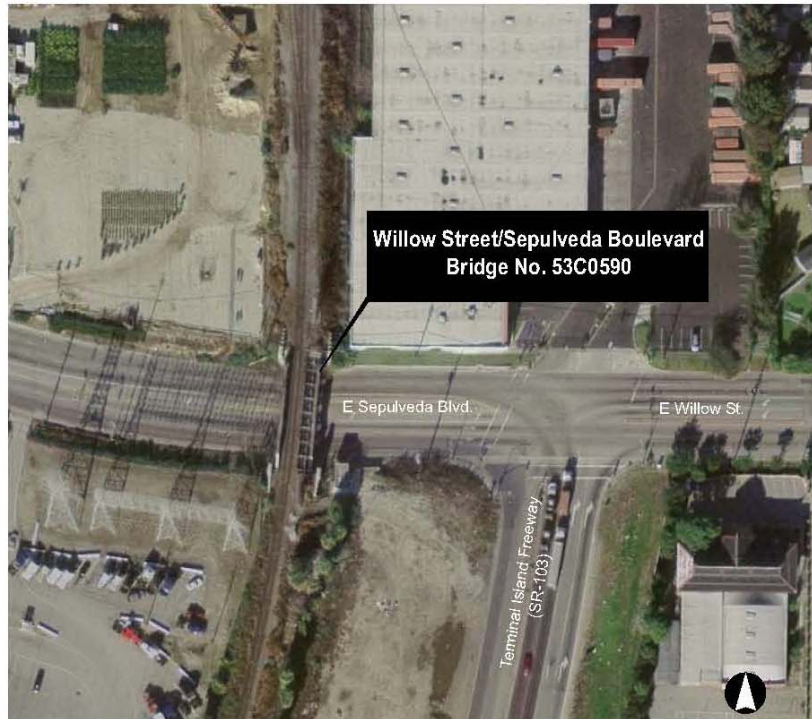
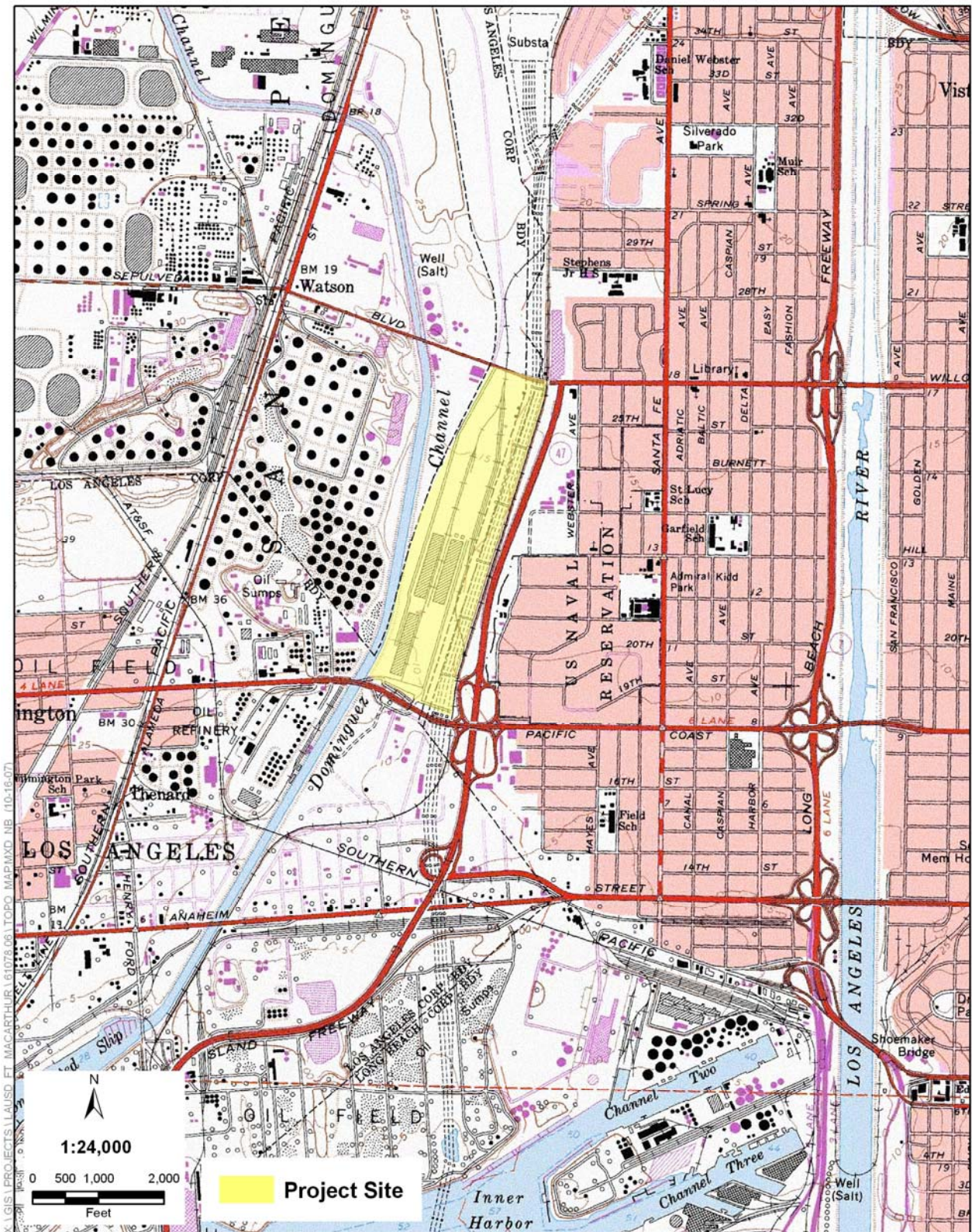


Figure 3. USGS Topographic Map



SOURCE: USGS 7.5' Quad., California: Long Beach (1964, photo revised 1981)

Appendix

**DPR Forms for California Cartage Warehouses
and Sepulveda Boulevard/Willow Street
Overcrossing**

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4

* Resource Name or #: California Cartage Warehouses

P1. Other Identifier: _____

* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad Long Beach Date 1981 T. 4S; R13W; ___ 1/4 of ___ 1/4 of Sec ___; SB ___ B.M.
c. Address _____ City Wilmington Zip 90810
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app
Assessor's Parcel Number: 7315-015-905. PART OF THE RANCHO SAN PEDRO ALLOTTED TO MANUEL DOMINGUEZ.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The California Cartage Warehouse complex consists of three similar large warehouses designated Building 13, Building 16 and Building 17, and office trailers. The site is accessed from Pacific Coast Highway through a guard kiosk. Building 16 and 17 are paired parallel to one another with Building 16 in line with Building 13 to the south, and about 50 feet to the east of Building 17. Also on the site are several miscellaneous service buildings. Railroad tracks run between Buildings 16 and 17. The property is also crossed by spur railroad tracks, which appear to connect with Union Pacific freight lines traveling north along Alameda Street. The three California Cartage warehouses are substantially identical, with each carrying a shallow barrel roof with a slight overhang at the roof-wall junction. A series of short stepped walls pierce the rooftop of each 200,000 square foot warehouse. They are located above the division fire walls of each of the five storage bays within the structures which measure 40,000 total square feet. These firewalls provide center door openings to the adjoining bay. Apparatus for opening and closing these doors is still in place, although not universally operable. All firewalls in Building 13 are board-formed concrete. Buildings 16 and 17 have some brick firewalls. Side walls on the three buildings are regulation wood frame construction. Each storage bay also opens to side loading docks which run parallel to the building on the east and west. (See continuation sheet).

* P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building

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

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



P5b. Description of Photo: (View, date, etc.)

Looking north from PCH at building 13, 3/27/2007. Photo #100_4281.jpg

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

1942-1943, United States Army Engineers

* P7. Owner and Address:
Los Angeles Harbor Department
425 S. Palos Verde Street
San Pedro, CA 90731

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

Portia Lee
Jones & Stokes
811 W. 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: July 13, 2007

* P10. Survey Type: (Describe)
Intensive Level Survey

* P11. Report Citation: (Cite survey report/other sources or "none") Southern California International Gateway Building and Safety Department, City of Los Angeles National Archives and Records Administration, Laguna Niguel.

* 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

Page 2 of 4

* NRHP Status Code 6Z

* **Resource Name or #:** California Cartage Warehouses

B1. Historic Name: Wilmington Classification and Hold Yard

B2. Common Name: California Cartage Warehouses

B3. Original Use: Warehouse B4. Present Use: Warehouse

* **B5. Architectural Style:** Vernacular Commercial Warehouse

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

Constructed by United States Army (DOD) in 1942 as ordnance depot. Certificate of Occupancy for Building 13: 6/16/1961. Certificate of Occupancy for Buildings 16 and 17, 6/4/1965. Alterations: aluminum window replacement

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

* **B8. Related Features:**
Ancillary offices; rail lines

B9a. Architect: Edward C. Taylor/ Ellis W. Taylor b. Builder: United States Army Engineers

* **B10. Significance:** Theme Military construction Area Los Angeles Harbor

Period of Significance 1942-1943 Property Type Warehouse Applicable Criteria A, C

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

Records of the United States Department of Defense (DOD) indicate that this site, designated the Wilmington Class and Hold Yard, was built by the Army Corps of Engineers and used as an ordnance depot from 1944 to 1946. A site survey summary sheet prepared under the Defense Restoration Program for Formerly Used Defense Sites indicates that the property was acquired in 1943 and 1944 and the warehouses constructed to store equipment awaiting shipment. Improvements to the site, all constructed at that time, included the three warehouses, a railroad spur, sewer and water lines. The property was transferred to the Los Angeles Harbor Department c. 1961 and lessee California Cartage has retained use of the three warehouses. The three warehouses have retained a good degree of integrity and are associated with the mobilization and construction of facilities for World War II. However, none have the special character-defining features of buildings historically or architecturally distinct from vernacular all-purpose storage buildings. While the structures are the work of well known Los Angeles industrial architects, they do not rise to the level of a master work, nor do they possess high artistic values. It does not appear that they have particular importance in the broad history of Los Angeles during World War II as opposed to numerous other facilities devoted to the war effort between 1942 and 1945, nor do they have the necessary architectural importance to qualify for local monument status in the field of architecture. (See continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes): AH15

* **B12. References:**

Records of the Department of Defense: DERP Funds. Army Corps of Engineers Site No. JO9CA073000

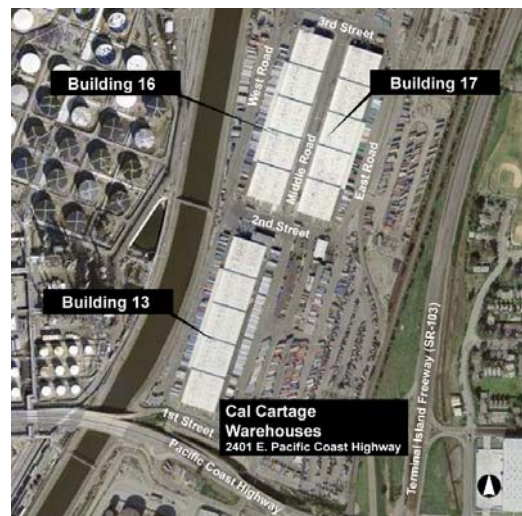
B13. Remarks:

* **B14. Evaluator:** Portia Lee/David Greenwood; Jones & Stokes

Date of Evaluation: September 20, 2007

(This space reserved for official comments.)

(Sketch map with north arrow required)



Page 3 of 4 Resource Name or #: California Cartage Warehouses

* Recorded by: Portia Lee / David T. Greenwood

Continuation Update

P3a. Ceilings in each bay are supported by successive sets of four wood bowstring trusses running across the width of the building. Vertical support posts from ceilings to floors are generally set on concrete pier blocks. A horizontal line of reinforcing concrete appears about 2/3 of the vertical distance from floor to ceiling along the firewalls. Longitudinal support timbers run from the bowstring trusses to this line reinforcement to counteract seismic shear. At the ceiling apex, three parallel rows of ventilators are staggered in intervals along the length of the room. Operable skylights admit natural light. Ceiling fixtures with reflector bulbs provide electric light. Twelve-pane fixed windows on the east side of Building 17 comprise the only original window fenestration. Alterations: Office buildings were attached to Building 16: a one story building in 1974 with a second story added in 1979. Canopies and loading docks, as well as an office were added in January of 1980. An office was attached to Building 13 in 1995. Transfer docks were also added and canopies placed over loading docks by lessee California Cartage. Aluminum sliders have replaced 95% of the original windows.

B10. These warehouses do not appear to be eligible for listing in the National Register under criterion C or the California Register of Historical Resources under Criterion 3. Further the buildings' association with World War II do not rise to the level of historical significance with events or persons important in local, state or national history; therefore, they do not appear to be eligible for listing in the National Register under Criteria A or B or the California Register under Criteria 1 or 2, respectively.



Looking north at building (warehouse) 17, south elevation.

Page 4 of 4 Resource Name or #: California Cartage Warehouses

*** Recorded by: Portia Lee / David T. Greenwood**

Continuation Update



Looking southwest at building (warehouse) 13, east elevation.



Looking northeast, inside building (warehouse) 16.

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

* Resource Name or #: Willow Street Underpass

P1. Other Identifier: Sepulveda/Willow Bridge

* P2. Location: Not for Publication Unrestricted a. County Los Angeles
b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.
c. Address Willow Street/E. Sepulveda Boulevard City Wilmington Zip 90810
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app
In Long Beach, California at the city boundary of Los Angeles.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The Willow Street Underpass/E. Sepulveda Boulevard Overcrossing, CalTrans Bridge No. 53C0590, was designed as a Warren truss with vertical supports. The structure is a single-span, riveted steel half-through truss supported by a closed end-backfilled reinforced concrete seat abutment. The bridge carries the Union Pacific Railroad over five lanes of Willow Street with a vertical clearance of 15 feet 2 inches. Measuring 112 feet in length, the bridge has no skew and is placed on a tangential alignment. It is presently owned by the Union Pacific Railroad. The east and west abutments of the Willow Street bridge are similar. Designed in the Art Deco style, the exterior composition consists of a massive concrete block formed into a series of five horizontal stepped piers. The face of the fifth pier exhibits Art Deco straight-line scoring, grouped into an abstract composition of shallow lines of varying length. Above the scoring is a rectangular space which held the bridge description plate, now missing. On the interior of each abutment, space has been carved out to receive the base engineering members: end floor beams, bottom chord, bottom lateral bracing and bearing, together with seated diagonal and vertical members. Diagonal girders, alternately placed in tension and compression, were riveted to square pins at the base of the top chord channel. (See continuation sheet).

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

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

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



P5b. Description of Photo: (View, date, etc.)

Looking northeast from Willow Avenue, 2/25/ 2007. Photo 100_4274.jpg

* P6. Date Constructed/Age and Sources:
 Prehistoric Historic Both
1910, Union Pacific Railroad Records

* P7. Owner and Address:
California Department of Transportation
1120 N Street
Sacramento, California 95814

* P8. Recorded by: (Name, affiliation, address)
Portia Lee
Jones & Stokes
811 W. 7th Street, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: _____

* P10. Survey Type: (Describe)
Intensive Level

* P11. Report Citation: (Cite survey report/other sources or "none") Southern California International Gateway
California Department of Transportation Bridge Condition Sheet Union Pacific History Department, Omaha, Nebrask

* 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

Page 2 of 3

* NRHP Status Code CHRC - 3CS

* Resource Name or #: Willow Street Underpass

B1. Historic Name: Willow Street Underpass

B2. Common Name: Sepulveda/Willow Bridge

B3. Original Use: Bridge

B4. Present Use: Industrial

* B5. Architectural Style: Art Deco

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

Originally spanning Bitter Creek between Rock Springs and Green River, Wyoming

* B7. Moved? No Yes Unknown Date 1930 Original Location: Bitter Creek, Wyoming

* B8. Related Features:

Railroad tracks

B9a. Architect: Union Pacific Railroad b. Builder: Merritt, Chapman & Scott, Eng.

* B10. Significance: Theme Railroad Transportation Area Western United States

Period of Significance 1910 Property Type Bridge Applicable Criteria CRHR 1,3

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

The Willow Street/Sepulveda/Boulevard Underpass was previously surveyed by the California Department of Transportation and placed on the Historic Bridge Inventory List with a rating of 5: not eligible for the National Register of Historic Places. However, Caltrans has now revised this rating for railroad bridges to a Rating 4, which requires a determination of the importance of the bridge in the history of its parent railroad.

The foundations for the Willow Street Underpass were constructed in 1932, although the bridge itself had been built in 1910 for double-track main line use over Bitter Creek near Green River, Wyoming. Railroad expansion into western territory had been made profitable by extractive industries such as coal mining in the first years of the 20th century. In Wyoming the route required crossing creeks and chasms. Bitter Creek, an 80 mile stream passes through several Wyoming Counties and parallels the Union Pacific path, flowing through Rock Springs and Green River. The Union Pacific built several bridges across the creek along points between Rock Creek Springs and Green River in the first years of the 20th century. (See continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes): AH15

* B12. References:

United Pacific Railroad History Department, Omaha, Nebraska

Historic Los Angeles Times

B13. Remarks:

* B14. Evaluator: Portia Lee/David Greenwood

Date of Evaluation: September 20, 2007

(This space reserved for official comments.)

(Sketch map with north arrow required)



Page 3 of 3 Resource Name or #: **Willow Street/Sepulveda Boulevard Overcrossing: Bridge No. 53C0590.**

* Recorded by: **Portia Lee / David T. Greenwood**

Continuation Update

P3a. Curved vertical members brace the top chord beginning with a straight plate below the chord, increase gradually in width, then curving inward to meet the bottom chord, functioning as buttresses for the vertical members of the roadbed. Lacing is a prominent feature on the diagonal members.

B10. On December 15, 1932, in a story titled, "Union Pacific Cut Off Ready," the Los Angeles Times reported that the Union Pacific system would commission its new cut-off from Los Angeles into the Harbor District bound for Terminal Island. The new route, which replaced 1.7 miles of trackage through Long Beach, had six concrete and steel rail bridges including the Willow Street/E. Sepulveda grade separation. The new Union Pacific line, the result of a five-year program instituted by Los Angeles County in cooperation with the railroads, was intended to eliminate economic losses due to delays at grade crossings and to reduce accidents and fatalities.

The Willow Street/Sepulveda Boulevard Overcrossing is significant under Criterion 1 of the California Register as a contributing resource to the history of Union Pacific railroad bridges within the context of railroad expansion to further economic development of extractive industries in the western United States at the beginning of the 20th century. Although the bridge was moved to Long Beach, California 22 years later, it acquired new significance under Criterion 1 within the context of city planning and development. Rebuilt on a new line of the Union Pacific railroad, the bridge was instrumental in clearing the center of the city of Long Beach from train operations, a result demanded by citizens who wished to foster modern development patterns that favored business expansion and burgeoning automobile use.

The bridge is also significant under California Register Criterion 3 as an unusual example of truss bridge design utilizing curved vertical members. The underpass has retained substantial integrity despite its relocation. The Art Deco design of the abutments, which dates from the period of the bridge's placement in Long Beach, does not detract from the essential integrity of the 1910 bridge design and adds additional architectural features characteristic of the Art Deco Style.