

# Shoemaker Bridge Replacement Project



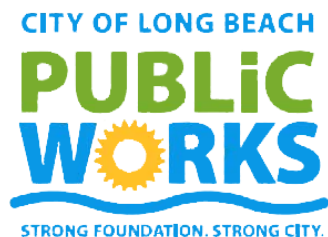
## Historic Property Survey Report

07-LA-710 PM6.0/6.4

EA: 27300

SCH No. 2016041007

June 2019



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# **Historic Property Survey Report**

## **Shoemaker Bridge Replacement Project**



**07-LA-710 PM 6.0/6.4**

**EA 27300/EFIS 0700021122**

**SCH No. 2016041007**

**City of Long Beach, Los Angeles County, California**

**California Department of Transportation, District 7**

**June 2019**

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**HISTORIC PROPERTY SURVEY REPORT****1. UNDERTAKING DESCRIPTION AND LOCATION**

District	County	Route	Post Mile(s)	EA	E-FIS Project Number
7	LA	710	PM 6.0/6.4	27300	0700021122

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA), as well as under Public Resources Code 5024 and pursuant to the January 2015 *Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92* (5024 MOU) as applicable.

**Project Description:**

The City of Long Beach (City), in cooperation with the California Department of Transportation (Caltrans), proposes to replace the existing Shoemaker Bridge (Bridge No. 53C0932), along with several associated improvements. The proposed Project is an Early Action Project of the Interstate 710 (I-710) Corridor Project and is located at the southern end of SR-710. The Project involves new right-of-way (ROW). The Project limits include construction and all proposed work areas. There are three alternatives under consideration as part of the proposed Project: one No-Build alternative (Alternative 1) and two build alternatives (Alternatives 2 and 3). For a more detailed project description refer to Attachment E of the Historic Property Survey Report (HPSR).

**Alternative 1 (No Build)**

Under Alternative 1, the proposed Project improvements would not be implemented; therefore, no construction activities would occur. The existing structure and highway facility would not meet current structural and geometric design standards and, thus, safety and connectivity would not be improved within the Project limits.

**Alternative 2**

Build Alternative 2 includes the replacement of the ramp structures that connect to the downtown Long Beach roadway system. This alternative would evaluate the roundabout design option (Design Option A) and the "Y" interchange design option (Design Option B) at the east end of the proposed bridge. The new bridge would consist of multiple structures, with numerous spans that cross the Los Angeles (L.A.) River Flood Control Channel, the northbound (NB) lanes of SR-710, and the LA River and Rio Hondo (LARIO) Trail. The new ramps would be located approximately 500 feet (measured from centerline) south of the existing Shoemaker Bridge. A portion of the existing bridge would be repurposed into a nonmotorized recreational public space maintained by the City. The bottom of the new river-spanning structures would exceed the existing 43-foot mean high water level (MHWL).

The deck of the new bridge would accommodate two through ramp lanes in each direction, shoulders, barriers, and a bicycle and pedestrian path on the south side of the bridge. Under Design Option B, the bridge would also include two turn lanes in the southbound (SB) direction.

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On the west side of the flood channel, the ramps would connect on the left side of the freeway, at approximately the same merge and diverge existing ramp locations. On the east side of the L.A. River Flood Control Channel, a roundabout or controlled intersection would be provided at the ramp termini. The ramp termini would be located at or near the eastern abutment of the river-spanning section of the new Shoemaker Bridge.

Alternative 2 would include modifications to the following local streets: 3rd, 6th, 7th, 9th, and 10th Streets, Broadway, Anaheim Street, West Seaside Way, Golden Shore Street, North Golden Avenue, Shoreline Drive, and Ocean Boulevard. It would also include new ramps and connectors, which would be operated and maintained by Caltrans. These would include: the new Shoemaker Bridge terminus east of the L.A. River Flood Control Channel, the main span over the Flood Control Channel to SR-710, the structure spanning the NB lanes of SR-710, and the roadbed connecting to SR-710.

***Alternative 3***

Similar to Alternative 2, Alternative 3 includes the replacement of the ramp structures that connect to the downtown Long Beach roadway system. It would also evaluate both Design Options A and B at the east end of the proposed bridge. In addition, similar to Alternative 2, the bridge under Alternative 3 with Design Option B would include two turn lanes in the SB direction. On the west side of the river, the ramps would connect on the left side of the freeway, at the same merge and diverge locations of the existing ramps. On the east side of the river, a roundabout (Design Option A) or a controlled intersection (Design Option B) would be provided at the ramp termini. The ramp termini are located at or near the eastern abutment of the river-spanning section of the new Shoemaker Bridge. Local street improvements described under Alternative 2 would also apply under Alternative 3. The difference between Alternatives 2 and 3 is the removal of the existing Shoemaker Bridge. The same ramp/connectors proposed under Alternative 2 would apply under Alternative 3.

Project Vicinity, Study Area, and Area of Potential Effects (APE) maps are attached to this HPSR in Attachment A, Maps 1, 2, and 3, respectively. A more detailed project description is included in Attachment E of this HPSR.

**2. AREA OF POTENTIAL EFFECTS**

To develop the APE for the undertaking, the project team started with the Project Limits boundary provided by the engineering team. We included the extent of the area within the Project Limits and added to that boundary as necessary to account for potential effects on adjacent properties. To determine potential effects, we analyzed the plans for the Project Design Features for all alternatives and design options, including areas of physical work, staging, ROW acquisition, and temporary construction easements. We also reviewed a list of all parcels intersected by the Project Limits boundary. All or portions of private parcels were included in the APE where the project involves partial or full acquisition and where staging and temporary construction easements would occur. Where such parcels included built environment resources, the entire parcel was included in the APE to account for indirect effects on the built environment. Where such parcels did not include built resources, the entire parcel was not included as the potential for effects would be limited to the areas of work, staging, permanent or temporary acquisition.



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In accordance with Section 106 PA Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established in consultation with Caprice “Kip” Harper, PQS Principal Architectural Historian and Principal Investigator—Prehistoric Archaeology, and John M. Vassiliades, Project Manager, on June 27, 2018. The APE maps are located in Attachment A (Map 3) in this HPSR.

The Project’s APE was delineated to include all cultural resources that could potentially be directly or indirectly affected by the Project. The areas of potential direct effects, or Direct APE, include the areas where physical impacts will occur. These are generally limited to the proposed and existing ROW and include the horizontal and vertical areas (ranging from a maximum height of approximately 50 feet to a maximum depth of 150 feet) associated with ground disturbing activities. In the area of the proposed new bridge abutments, excavation will be approximately 15 feet below current surface and piles may extend to a depth of 150 feet. In the area between the L.A. River Flood Control Channel and Golden Avenue excavation will be approximately zero to five feet below current surface except where existing elevated roadways are being re-profiled or removed (6th Street, 7th Street, and Shoreline Drive), where excavation will be up to 23 feet deep. Between Golden Avenue and Magnolia Avenue excavation will be approximately zero to three feet below current surface except along portions of Broadway, 6th Street, and 7th Street where excavation will be approximately 12 feet below current surface (street re-profiling). East of Magnolia Avenue there will be spot locations within the streets with one to three feet of excavation below the current street surface. On Golden Shore on each side of Shoreline Drive (where the grade separation is being removed) there will be up to 23 feet of excavation below the current surface. In the median of SR-710 where the new Shoemaker Bridge will join the freeway there will be approximately 3 to 8 feet of excavation below the current surface.

The areas of indirect effects, or Indirect APE, extend beyond those of the direct effects and incorporate areas that may be indirectly affected by visual, noise, or other effects. The areas of indirect effects generally include all properties that are adjacent to the proposed ROW unless they are undeveloped or if Project elements are minor and contained within the existing public ROW. The APE extends around the entirety of those parcels where the built environment will be indirectly affected. The APE includes areas under the jurisdiction of the U.S. Army Corps of Engineers, specifically this includes the L.A. River Flood Control Channel. All direct permanent and temporary Project effects as well as potential indirect effects for all alternatives under consideration will occur within the boundaries delineated on the APE Map.

More specifically, the horizontal APE includes: portions of 3rd, 6th, 7th, 9th, and 10th Streets, Broadway Avenue, Anaheim Street, West Seaside Way, Golden Shore Street, North Golden Avenue, Shoreline Drive, Ocean Boulevard, Long Beach Boulevard, Atlantic Avenue, Pacific Avenue, Daisy Avenue, Maine Avenue, Magnolia Avenue, and Santa Fe Avenue, and parcels where ROW acquisition, staging, or temporary construction easements (TCEs) will occur. The APE includes several parcels of open space and modern park space (see HPSR Attachment A Map 3, APE Map Sheet 8) associated with Cesar E. Chavez Park, a City facility. These park-related parcels are included because the Project involves relocating the current northbound W. Shoreline Drive over to the area of southbound W. Shoreline Drive, making it a two way roadway. These improvements will take place within Cesar E. Chavez Park. No other work is proposed within Cesar E. Chavez Park, and there will be a net increase of usable park space after the construction of the proposed project with no change to the existing amenities. The APE crosses over the L.A. River Flood Control Channel.

**HISTORIC PROPERTY SURVEY REPORT****3. CONSULTING PARTIES / PUBLIC PARTICIPATION**☒ Native American Heritage Commission

The Native American Heritage Commission (NAHC) conducted a search of Sacred Lands File (SLF) and provided a list of Native Americans on April 11, 2016 and March 16, 2018. No cultural resources were identified on the SLF within or adjacent to the Project. The NAHC recommended contacting the 10 Native American groups/individuals listed below.

☒ Native American Tribes, Groups and Individuals

Consultation efforts to date are included in Attachment D of this HPSR. In summary, the following Native American groups/individuals were contacted based on the lists provided by the NAHC and the City of Long Beach.

- Gabrieleno/Tongva San Gabriel Band of Mission Indians- Anthony Morales
- Gabrielino/Tongva Nation- Sam Dunlap and Sandonne Goad
- Gabrielino Tongva Indians of California Tribal Council- Robert Dorame
- Gabrielino-Tongva Tribe- Linda Candelaria, Bernie Acuna, and Charles Alvarez,
- Ti'At Society/Inter-Tribal Council of Pima- Cindi Alvitre
- Soboba Band of Luiseño Indians- Joseph Ontiveros
- Gabrieleño Band of Mission Indians-Kizh Nation- Andrew Salas
- LA City/County Native American Indian Commission- Ron Andrade
- Tongva Ancestral Territorial Tribal Nation- John Tommy Rosas

For AB 52, the City sent letters via U.S. certified mail on April 11, 2016, December 20, 2016, and May 4, 2017, and follow-up emails on April 5, 2018 and April 23, 2018. Phone calls were also attempted on April 23, 2018 and April 26, 2018.

Caltrans' Section 106 Native American consultation policy is that Caltrans consults only with the tribes and tribal representatives who are on the NAHC list for the area. Therefore, for the purposes of Section 106, Caltrans letters were sent via U.S. certified mail on March 28, 2018 to the groups/representatives listed on the NAHC Section 106 list for the Long Beach area. Phone calls were attempted along with follow-up emails on April 23, 2018 and April 26, 2018.

As of June 2019, responses have been received from Anthony Morales, Andrew Salas, and Robert Dorame regarding the AB52 and Section 106 consultation. Their responses are below.

- In April and November 2018, Mr. Morales expressed a concern for the Project's location near the ocean and the cultural significance the area holds for his people. He wishes to be consulted and prefers to have a native monitor on-site. A draft ASR was forwarded to Mr. Morales on December 3, 2018 for comment and a meeting is being set up to facilitate consultation with the lead agencies. In January 2019, he stated that he would like to be consulted if the lead agencies will allow a Native American monitor or if any human remains are discovered. On June 11, 2019 a digital version of the ASR and Native American consultation summary letter detailing Caltrans' recommendations, were sent via email to Mr. Morales.

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- In April 2018, Mr. Salas stated that the area is sensitive for cultural resources and would like to consult with the City and Caltrans regarding this project. A draft ASR was forwarded to Mr. Salas on December 3, 2018 for comment. Several attempts were made to consult with Mr. Salas in January and February 2019; however, no comments were received. On June 11, 2019 a digital version of the ASR and Native American consultation summary letter detailing Caltrans' recommendations were sent via email to Mr. Salas.
- In April 2018, Mr. Dorame expressed his concern for the cultural sensitivity of the general area. He requested to have a native monitor present on-site and would like to be consulted by the agencies involved. On November 14, 2018, Mr. Dorame stated he would decline to meet with the lead agencies unless he was paid for his time. Mr. Dorame previously forwarded his recommended language pertaining to post-review discoveries for consideration in October 2018.
  - In October 2018, Mr. Dorame provided Caltrans with a number of documents that outline the Gabrielino Tongva Indians of California's recommendations for Native American monitoring, treatment and disposition of human remains and associated grave goods, and recovery and reburial procedures. Caltrans staff understand that this information is confidential and that these can be included in confidential appendices to our technical reports only. We are very appreciative of the information Mr. Dorame shared with us.
  - On December 3, 2018, this draft report was forwarded to Mr. Dorame for comment. A follow-up email was sent on April 19, 2019, to date there been no response from him.

As of April 24, 2018, responses have been received from John Tommy Rosas and Joseph Ontiveros regarding AB52 consultation.

- On April 24, 2018 Mr. Rosas responded to the City via email regarding AB52 stating he would contact the City directly for further consultation. To date there has been no additional consultation with Mr. Rosas.
- Mr. Ontiveros responded to the City's AB2 consultation letter that the Soboba Band "does not have any specific concerns regarding known cultural resources," "requests that approved Native American Monitor(s) be present during any future ground disturbing proceedings," and "wishes to defer to Gabrieleño Tribal Consultants."

☒ Local Historical Society / Historic Preservation Group

The following groups were contacted by letter on April 2, 2018:

- Historical Society of Long Beach
- Long Beach Heritage
- Long Beach Public Library
- Willmore City Heritage Association
- California State University, Long Beach Library
- Long Beach City College Library

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- Long Beach Police Historical Society

No responses were received, so a follow-up email was sent to each party on April 25, 2018. An email response was received by Kathleen Irvine, President of the Willmore Heritage Association. Ms. Irvine stated that the Willmore Heritage Association supports the project. More details are included in the HRER included as Attachment B of this HPSR.

☒ Other

Due to the presence of the L.A. River Flood Control Channel in the Project's APE, Caltrans has assumed eligibility of the L.A. River Flood Control Channel for the purposes of this project only. On September 13, 2018 Caprice "Kip" Harper, emailed Meg McDonald, Archaeologist with the U.S. Army Corps of Engineers (ACOE), Los Angeles District. Ms. McDonald responded on September 14, 2018 stating that she is the contact for this Project, but that she would need to consult with her supervisor, Danielle Storey. On October 16, 2018 Ms. Harper called Ms. Storey; they discussed geotechnical borings for the Project. Ms. Harper explained that Caltrans screened the borings as an undertaking as allowed under the Section 106 PA. On October 19, 2018 Ms. Harper emailed the Screened Undertaking Memorandum for the geotechnical borings, the email to Caltrans Cultural Studies Office regarding the request for and approval of the assumption of eligibility of the L.A. River Flood Control Channel, and the DPR 523 form prepared for the L.A. River Flood Control Channel. In a telephone conversation between Ms. Harper and Ms. Storey on November 1, 2018 Ms. Storey stated that she did not have the ability to discuss the Project. A draft of the HPSR was emailed to Ms. Storey on June 11, 2019.

### 4. SUMMARY OF IDENTIFICATION EFFORTS

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> National Register of Historic Places (NRHP)        | <input checked="" type="checkbox"/> California Points of Historical Interest                   |
| <input checked="" type="checkbox"/> California Register of Historical Resources (CRHR) | <input checked="" type="checkbox"/> California Historical Resources Information System (CHRIS) |
| <input checked="" type="checkbox"/> National Historic Landmark (NHL)                   | <input checked="" type="checkbox"/> Caltrans Historic Bridge Inventory                         |
| <input checked="" type="checkbox"/> California Historical Landmarks (CHL)              | <input checked="" type="checkbox"/> Caltrans Cultural Resources Database (CCRD)                |
- ☒ Other Sources consulted:
- A records search was conducted at the South Central Coastal Information Center (SCCIC) on April 6th, 2016 by Matthew Stever, M.A. Additional records searches were conducted on April 13th, 2017 and March 28, 2018 by Sarah Nava, B.A.
- ☒ • General and specific research was conducted at the City of Long Beach Development Services Department
- General and specific research was conducted at the Long Beach Public Library
  - General and specific research was conducted at the Los Angeles Public Library
- ☒ Results:
- The records search identified four archaeological resources (two prehistoric and



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two historical) and 89 built environment historic resources within ½ mile of the project APE. There are no previously recorded cultural resources within the project APE. Twenty cultural resource reports included a portion of the project Direct APE.

**5. PROPERTIES IDENTIFIED**

- ☒ Laura O'Neill (GPA Consulting), consultant architectural historian, who meets the Professionally Qualified Staff (PQS) Standards in Section 106 PA Attachment 1 and as applicable PRC 5024 MOU Attachment 1 as a(n) Principal Architectural Historian, has determined that the only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (**Properties Exempt from Evaluation**) and as applicable PRC 5024 MOU Stipulation VIII.C.1 and Attachment 4.
- ☒ Caltrans, in accordance with Section 106 PA Stipulation VIII.C.5 and as applicable PRC 5024 MOU Stipulation VIII.C.5 has determined there are cultural resources within the APE that were **previously determined not eligible** for inclusion in the NRHP and/or not eligible for registration as a CHL with SHPO concurrence and those determinations remain valid. Copy of SHPO/Keeper correspondence is attached. (See Below)
- ☒ Bridges listed as **Category 5** (previously determined not eligible for listing in the NRHP) in the Caltrans Historic Bridge Inventory are present within the APE and those determinations remain valid. Appropriate pages from the Caltrans Historic Bridge Inventory are attached (HPSR, Attachment B in HRER, Appendix D).

LOCAL AGENCY BRIDGES				
Bridge No.	Location	Year Built	Description	Historic Bridge Category
53C0932	0.2 MI S/O ANAHEIM ST.	1959	LA RIV, UP, HARBOR SCENIC (Shoemaker Bridge)	5
53C0018	0.1 MI E/O I-710	1952	LA RIV/DEFOREST AVE	5
53C0817	0.1 MI S/O OCEAN BLVD.	1970	GOLDEN SHORE BLVD	5
53C0931	0.3 MI S/O ANAHEIM ST.	1957	710 FWY/HARBOR SCENIC DRIVE/10TH ST/ FASHION AVE	5
53C0930	0.5 MI E/O SANTA FE AVE.	1960	10TH ST RAMP/10TH ST/HARBOR	5

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			SCENIC DRIVE	
53C0885	0.1 MI W/O LOS ANGELES RIV	1954	LONG BEACH FREEWAY	5
53C0933	0.4 MI W/O MAGNOLIA AVE	1956	RTD PARKING LOT UC	5
53C0934	0.2 MI W/O MAGNOLIA AVE	1956	SAN FRANCISCO AND GOLDEN	5
53C0640	0.4 MI W/O PACIFIC AVE	1958	MAINE AVENUE POC	5
53C0658	0.4 MI W/O MAGNOLIA AVE	1958	MAINE AVE POC	5
53C0832	0.25 MI W/O MAGNOLIA	1958	BROADWAY OC	5
53C0903	0.2 MI N/O BROADWAY	1961	7TH STREET WESTBOUND ON RAMP UC	5
53C1806	0.1 MI E/O GOLDEN SHORE BL	1983	SEASIDE WAY	5
53C0892L	0.1 MI S/O OCEAN BLVD	1967	SHORELINE DRIVE AND SEASIDE P	5
<b>STATE-OWNED BRIDGES</b>				
53 2785S	07-LA-710-5.98-LBCH	1994	PICO AVENUE ON- RAMP OVERHEAD	5
53 2786K	07-LA-710-6.00-LBCH	1994	PICO AVENUE OFF- RAMP OVERHEAD	5
53 2934	07-LA-710-5.95-LBCH	1970	HARBOR SCENIC DRIVE OVERHEAD	5

- ☒ Caltrans has determined there are cultural resources within the APE that were evaluated as a result of this project and are **not eligible** for inclusion in the NRHP/CHL. Under Section 106 PA Stipulation VIII.C.6 and as applicable PRC 5024 MOU Stipulation VIII.C.6, Caltrans requests SHPO's concurrence in this determination.

Map Ref. #	Address/Name	Year Built	Description	OHP Status Code
1	620 San Francisco Avenue	1950	One-story industrial warehouse	6Y, 6Z
2	621 Golden Avenue	1956	One-story industrial warehouse	6Y, 6Z

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3	400 Oceangate	1975	14-story office building	6Y, 6Z
4	SCE Seabright Substation	1950-51	Electrical substation near the Long Beach Freeway at W. 5 <sup>th</sup> Street	6Y, 6Z

- ☒ The following properties within the APE are **considered eligible** for inclusion in the NRHP and/or CHLs for the purposes of this project only because evaluation was not possible, in accordance with Section 106 PA Stipulation VIII.C.4 and as applicable PRC 5024 MOU Stipulation VIII.C.4.

Map Ref. #	Name	Year Built	Description	OHP Status Code
5	LA River Flood Control Channel	1938-60	Trapezoidal reinforced concrete channel	3D, 3CD

The LA River Flood Control Channel is presumed eligible for the NRHP for the purposes of this undertaking only; full evaluation of the entire line is precluded by the resource's large size and the limited potential for effects. Presumption of eligibility was approved after consultation with CSO on April 16, 2018, pursuant to Stipulation VIII.C.4 of the Section 106 PA (see Attachment B, HRER, Appendix E).

**6. FINDING FOR THE UNDERTAKING**

- ☒ Caltrans, pursuant to Section 106 PA Stipulation IX.B and if applicable PRC 5024 MOU Stipulation IX.B has determined that there are historic properties within the APE that may be affected by the undertaking. **Effects are still undetermined**, so in accordance with Section 106 PA Stipulation X and if applicable PRC 5024 MOU Stipulation X, Caltrans will continue consultation with CSO and/or SHPO in the future on the assessment of effects.

**7. CEQA CONSIDERATIONS**

- ☒ Not applicable; **Caltrans is not the lead agency under CEQA.**

**8. LIST OF ATTACHED DOCUMENTATION**

- ☒ Project Vicinity, Location, and APE Maps - Attachment A
- ☒ Historical Resources Evaluation Report (HRER) – Attachment B  
Laura O'Neill, Amanda Yoder Duane, and Emily Rinaldi (GPA Consulting),  
September, 2018
- ☒ Caltrans Historic Bridge Inventory Sheet – See Attachment B, HRER, Appendix D
- ☒ Archaeological Survey Report (ASR) – Attachment C  
Curt Duke, Dean Duryea, and Sarah Nava (DUKE CRM), June, 2019
- ☒ Native American Consultation – Attachment D
- ☒ Project Description – Attachment E

**HISTORIC PROPERTY SURVEY REPORT****9. HPSR PREPARATION AND CALTRANS APPROVAL**

Prepared by:



6/11/2019

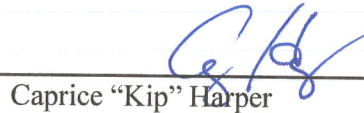
Curt Duke, DUKE CRM, Irvine, CA

Date

PQS Equivalence: Principal Investigator, Prehistoric Archaeology

Reviewed for

Approval by:

District 7

Caprice "Kip" Harper

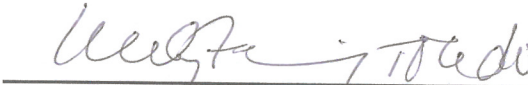
PQS Principal Investigator-Prehistoric Archaeology and

PQS Principal Architectural Historian

6/11/2019

Date

Approved by:

District 7

EBC Kelly Ewing-Toledo

6/11/2019

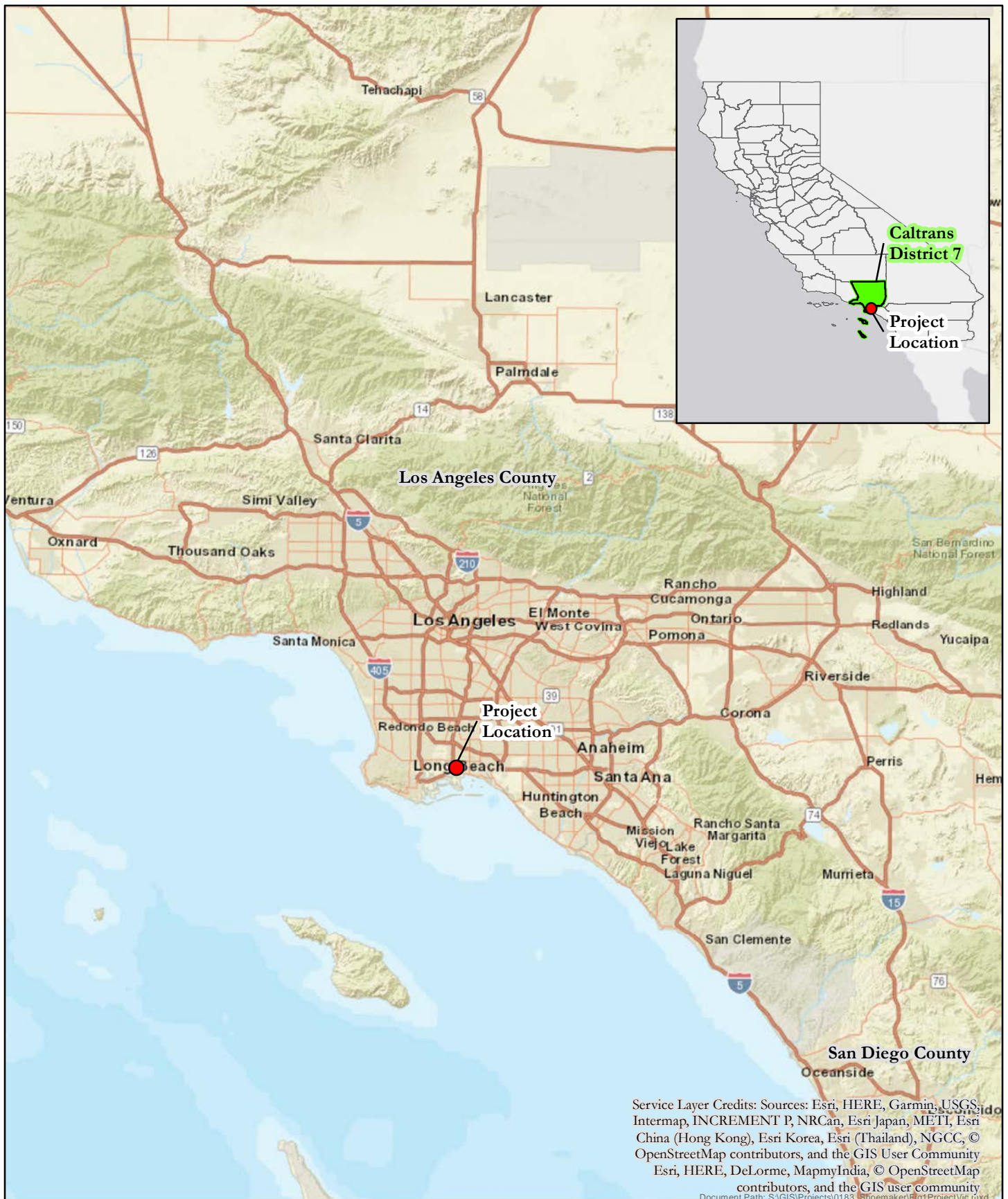
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## **HISTORIC PROPERTY SURVEY REPORT**

# **ATTACHMENT A**

## **Project Maps**



### Map 1: Vicinity Map

Shoemaker Bridge Replacement Project

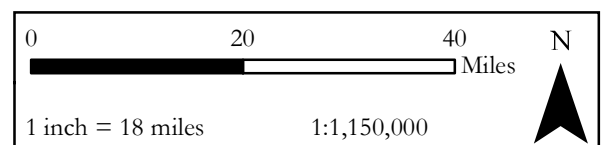
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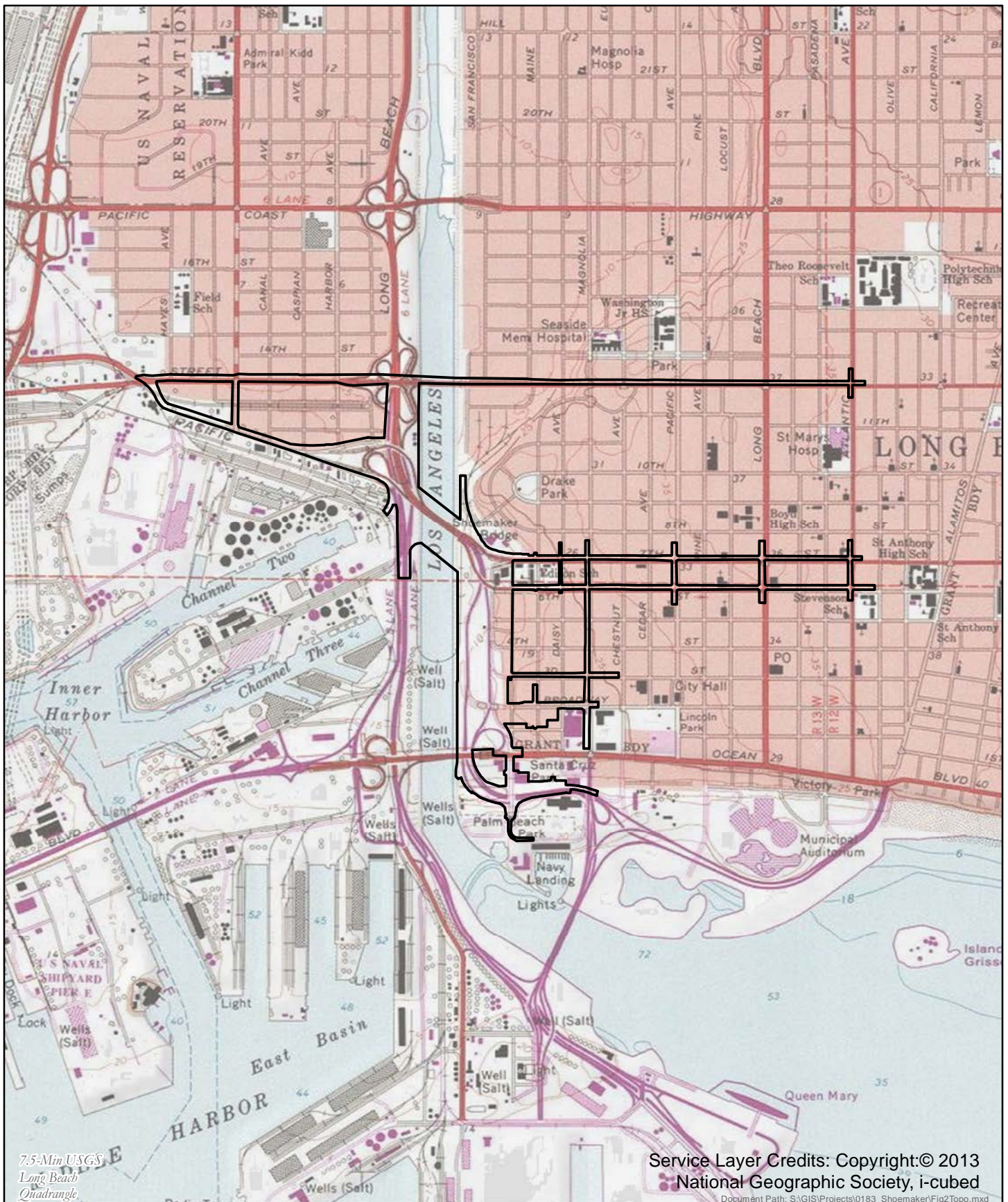
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City of Long Beach

Los Angeles County, California







## Map 2: Location Map

Shoemaker Bridge Replacement Project

07-LA-710 PM 6.0/6.4

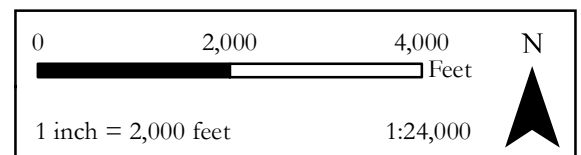
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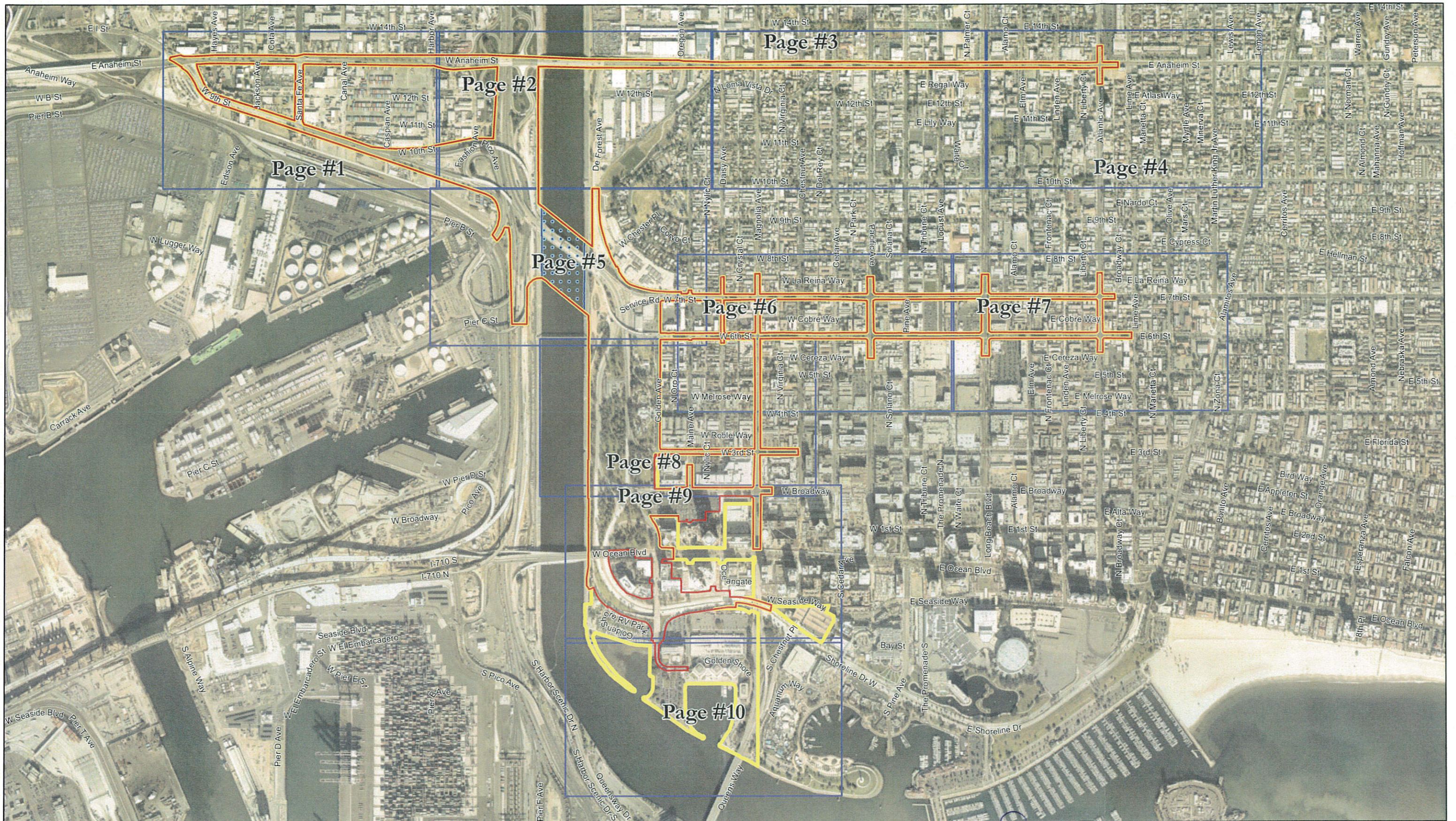
City of Long Beach

Los Angeles County, California

 Project Limits







**Map 3: APE Map** Index Map  
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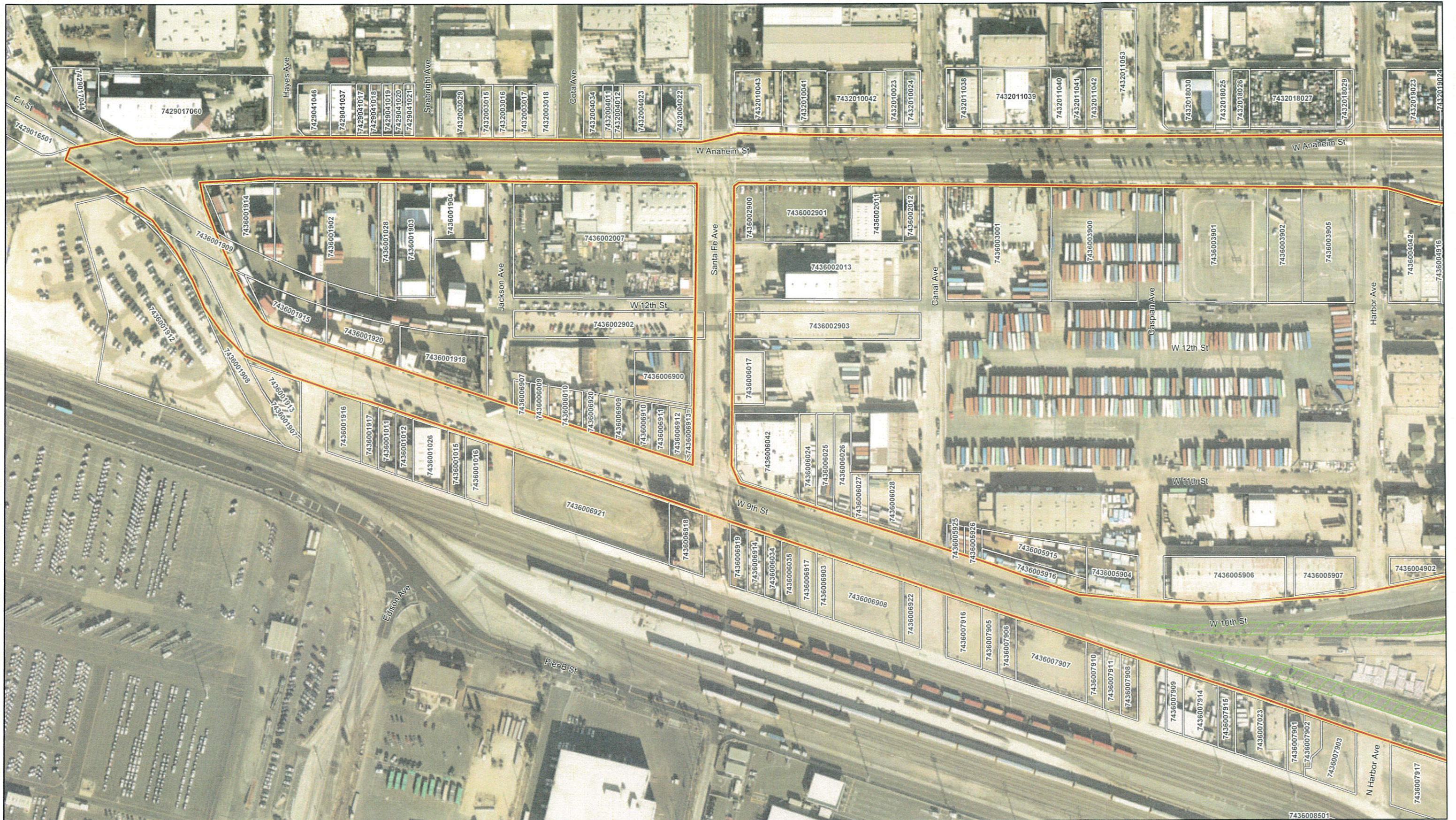
- Direct APE
- Indirect APE
- APE Pages
- US Army Corps Jurisdiction

*GA*  
 Caprice "Kip" Harper, PQS - Principal Investigator  
 Prehistoric Archaeology, Principal Architectural Historian, Caltrans District 7  
 Date 6/27/2018

*John M. Vassiliades*  
 John M. Vassiliades, PE  
 Caltrans Project Manager  
 Date 6-27-18

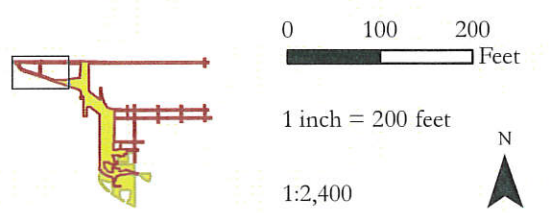
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**Map 3: APE Map** Page 1  
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- Direct APE
- Indirect APE
- Parcel Boundary
- Road Removal

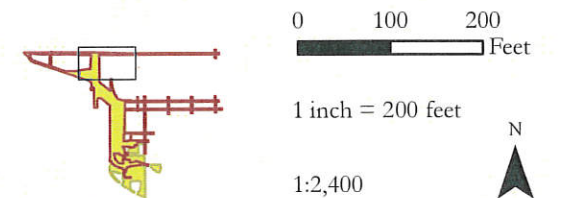






**Map 3: APE Map** Page 2  
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- Direct APE
- Indirect APE
- Parcel Boundary
- Roadway Improvements
- Limits of Roadway Improvements
- Road Removal
- Local Bridge Location





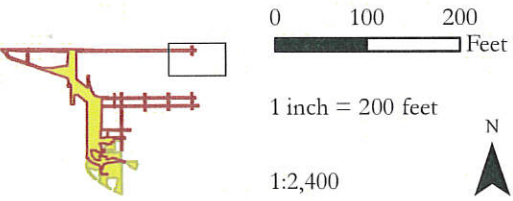




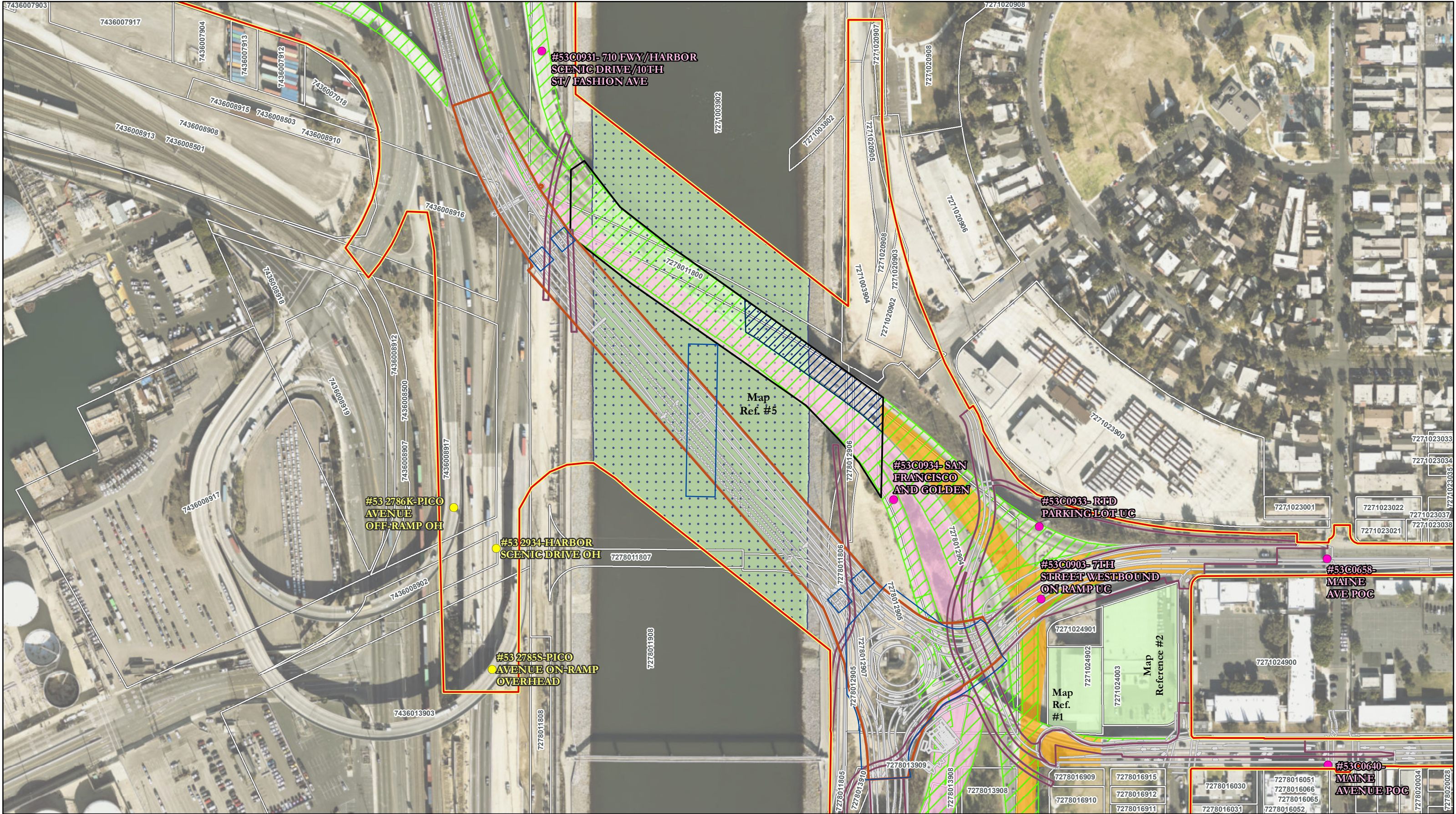


**Map 3: APE Map** Page 4  
 Shoemaker Bridge Replacement Project  
 07-LA-710 PM 6.0/6.4  
 EA 27300/EFIS 0700021122  
 SCH No. 2016041007  
 May 2018

- Direct APE
- Indirect APE
- Parcel Boundary

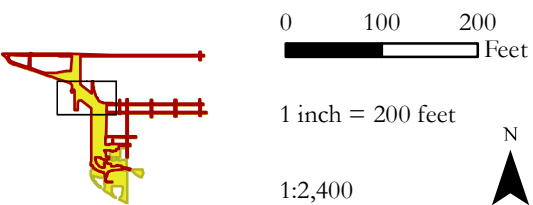




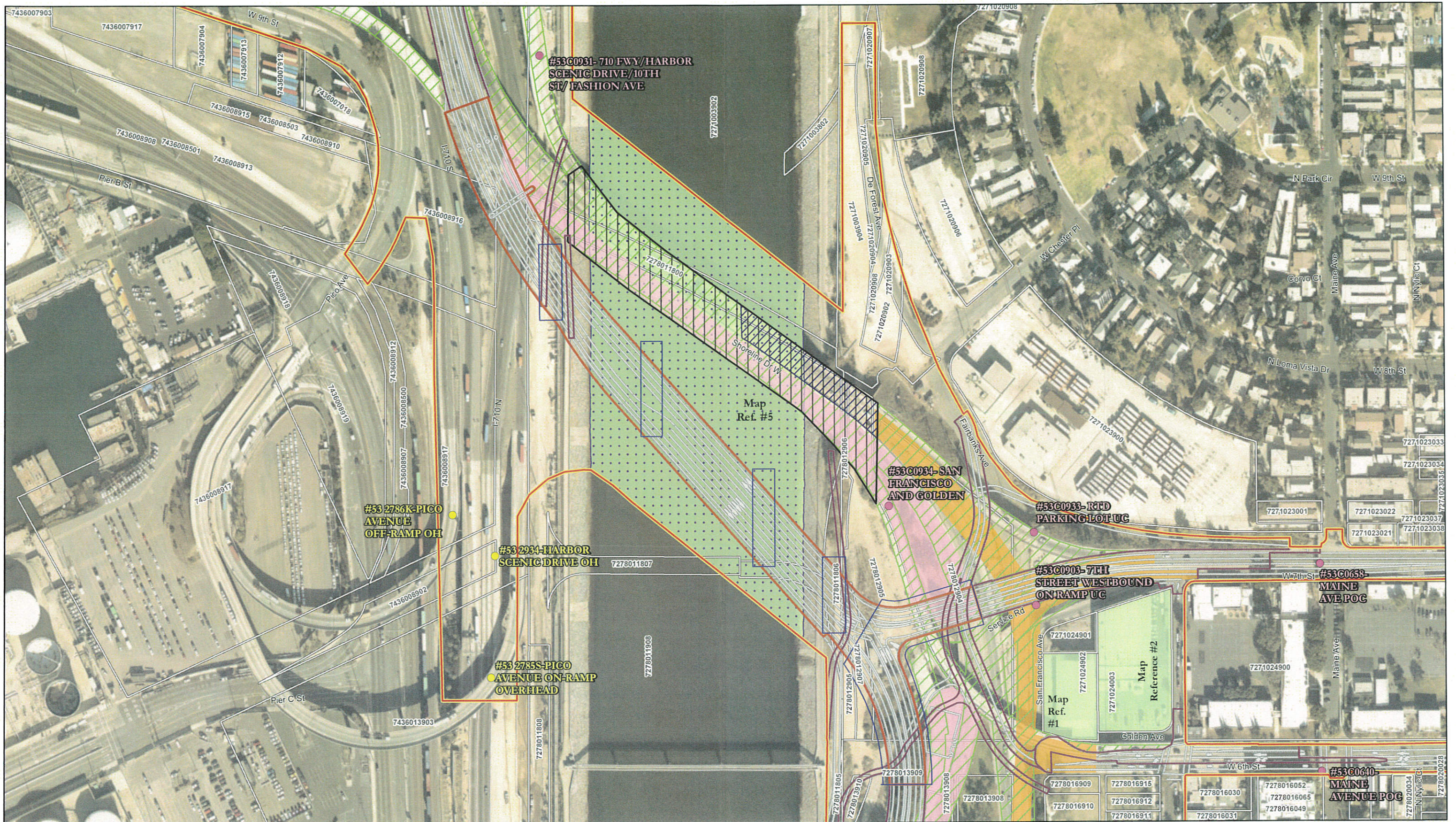


**Map 3: APE Map** Page 5  
Shoemaker Bridge Replacement Project  
07-LA-710 PM 6.0/6.4  
EA 27300/EFIS 0700021122  
SCH No. 2016041007  
May 2018

- |                      |  |                             |
|----------------------|--|-----------------------------|
| Direct APE           | Proposed Right-of-Way                    | Road Removal                |
| Indirect APE         | Roadway Improvements                     | Temporary Road Construction |
| Parcel Boundary      | Limits of Roadway Improvements           | Staging Area                |
| Evaluated Properties | Proposed Shoemaker Bridge                | US Army Corps Jurisdiction  |
|                      | Existing Shoemaker Bridge                | Local Bridge Location       |
|                      | Repurpose of Existing Bridge Under Alt 2 | State Bridge Location       |

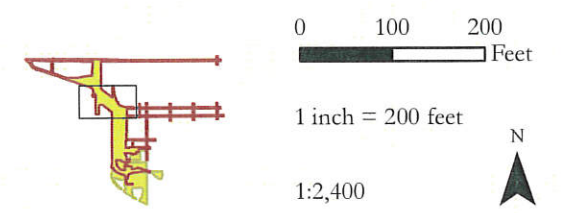




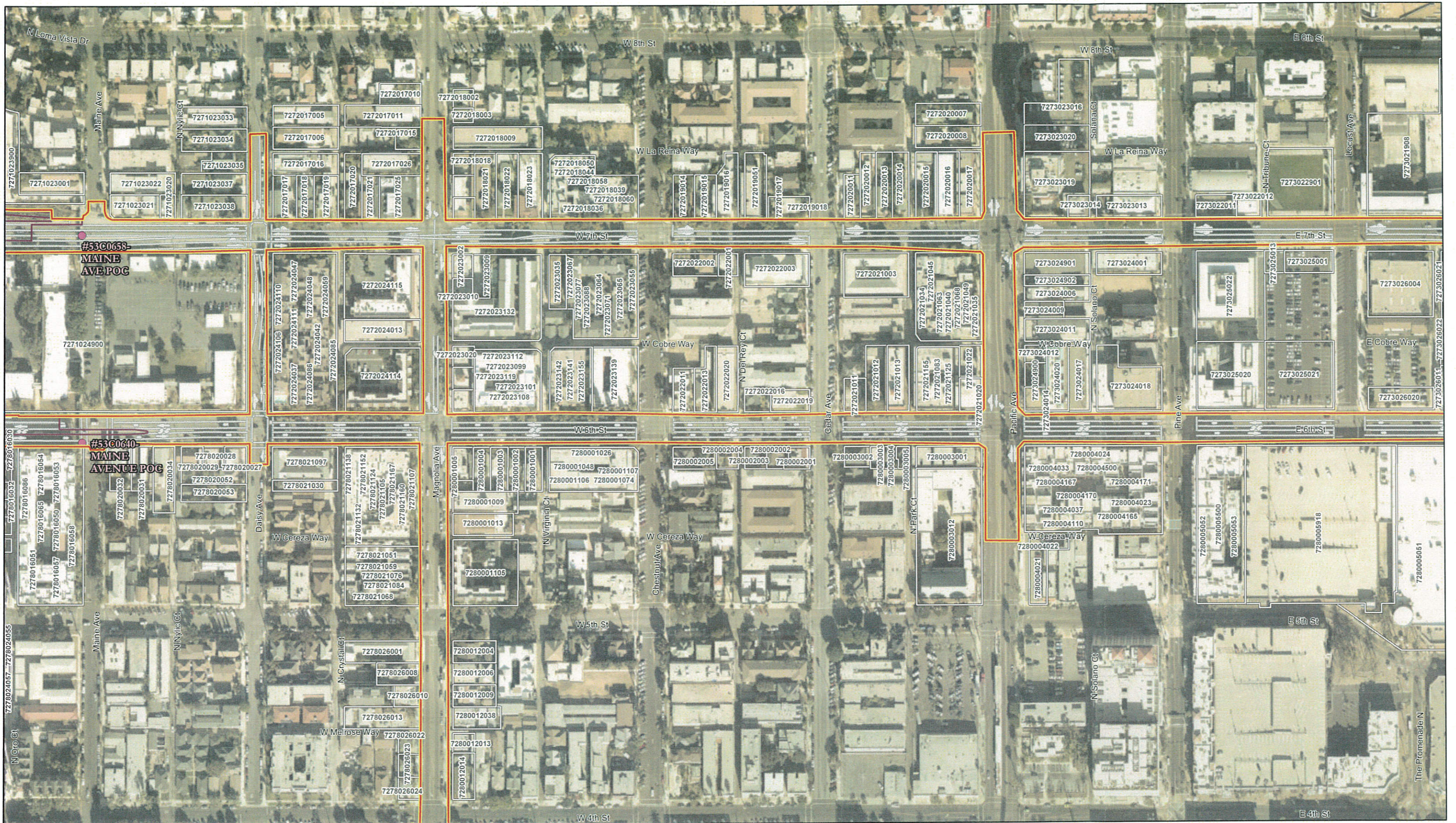


**Map 3: APE Map** Page 5b - Design Option B: Wye Interchange  
 Shoemaker Bridge Replacement Project  
 07-LA-710 PM 6.0/6.4  
 EA 27300/EFIS 0700021122  
 SCH No. 2016041007  
 May 2018

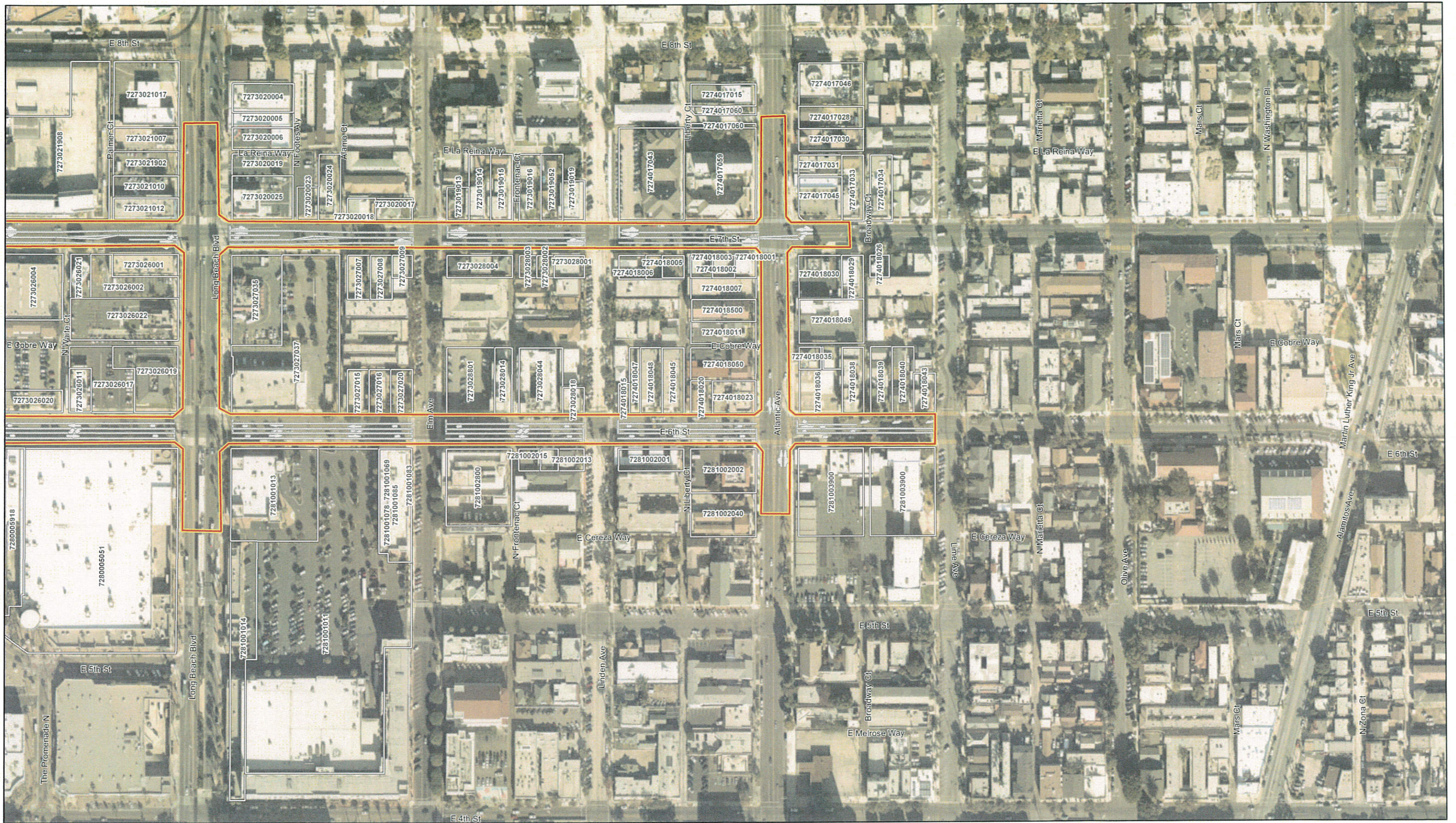
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| <span style="border: 1px solid yellow; display: inline-block; width: 15px; height: 10px;"></span> Indirect APE             | <span style="border-bottom: 1px solid gray; display: inline-block; width: 15px;"></span> Roadway Improvements                            | <span style="background-color: orange; display: inline-block; width: 15px; height: 10px;"></span> Temporary Road Construction |
| <span style="border: 1px solid gray; display: inline-block; width: 15px; height: 10px;"></span> Parcel Boundary            | <span style="border: 1px solid brown; display: inline-block; width: 15px; height: 10px;"></span> Limits of Roadway Improvements          | <span style="background-color: pink; display: inline-block; width: 15px; height: 10px;"></span> Staging Area                  |
| <span style="background-color: lightgreen; display: inline-block; width: 15px; height: 10px;"></span> Evaluated Properties | <span style="border: 1px solid brown; display: inline-block; width: 15px; height: 10px;"></span> Proposed Shoemaker Bridge               | <span style="border: 1px dashed blue; display: inline-block; width: 15px; height: 10px;"></span> US Army Corps Jurisdiction   |
|  | <span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Existing Shoemaker Bridge               | <span style="color: purple;">●</span> Local Bridge Location   |
|  | <span style="border: 1px solid blue; display: inline-block; width: 15px; height: 10px;"></span> Repurpose of Existing Bridge Under Alt 2 | <span style="color: yellow;">●</span> State Bridge Location   |
|  | <span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Removal of Existing Bridge Under Alt 3  |   |





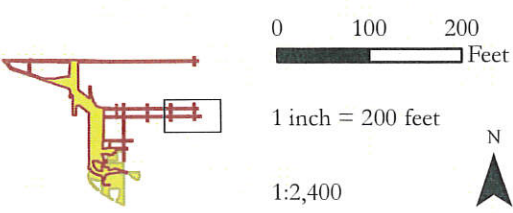




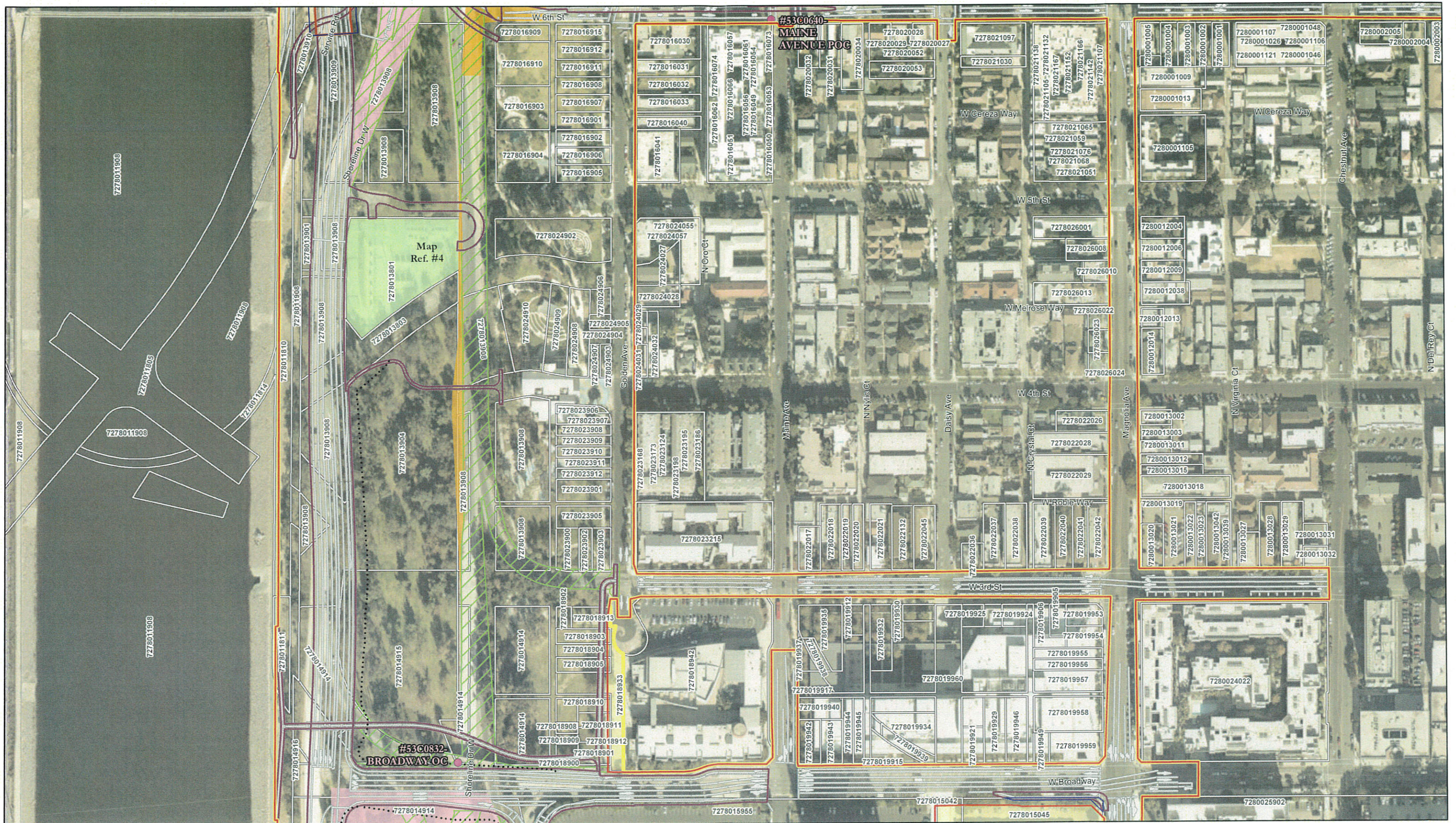


**Map 3: APE Map** Page 7  
 Shoemaker Bridge Replacement Project  
 07-LA-710 PM 6.0/6.4  
 EA 27300/EFIS 0700021122  
 SCH No. 2016041007  
 May 2018

- Direct APE
- Indirect APE
- Parcel Boundary
- Roadway Improvements

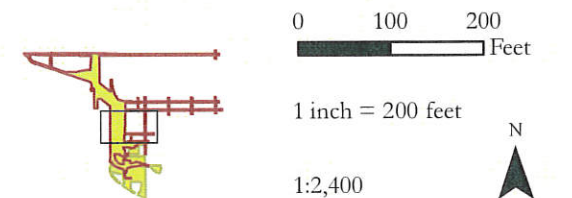




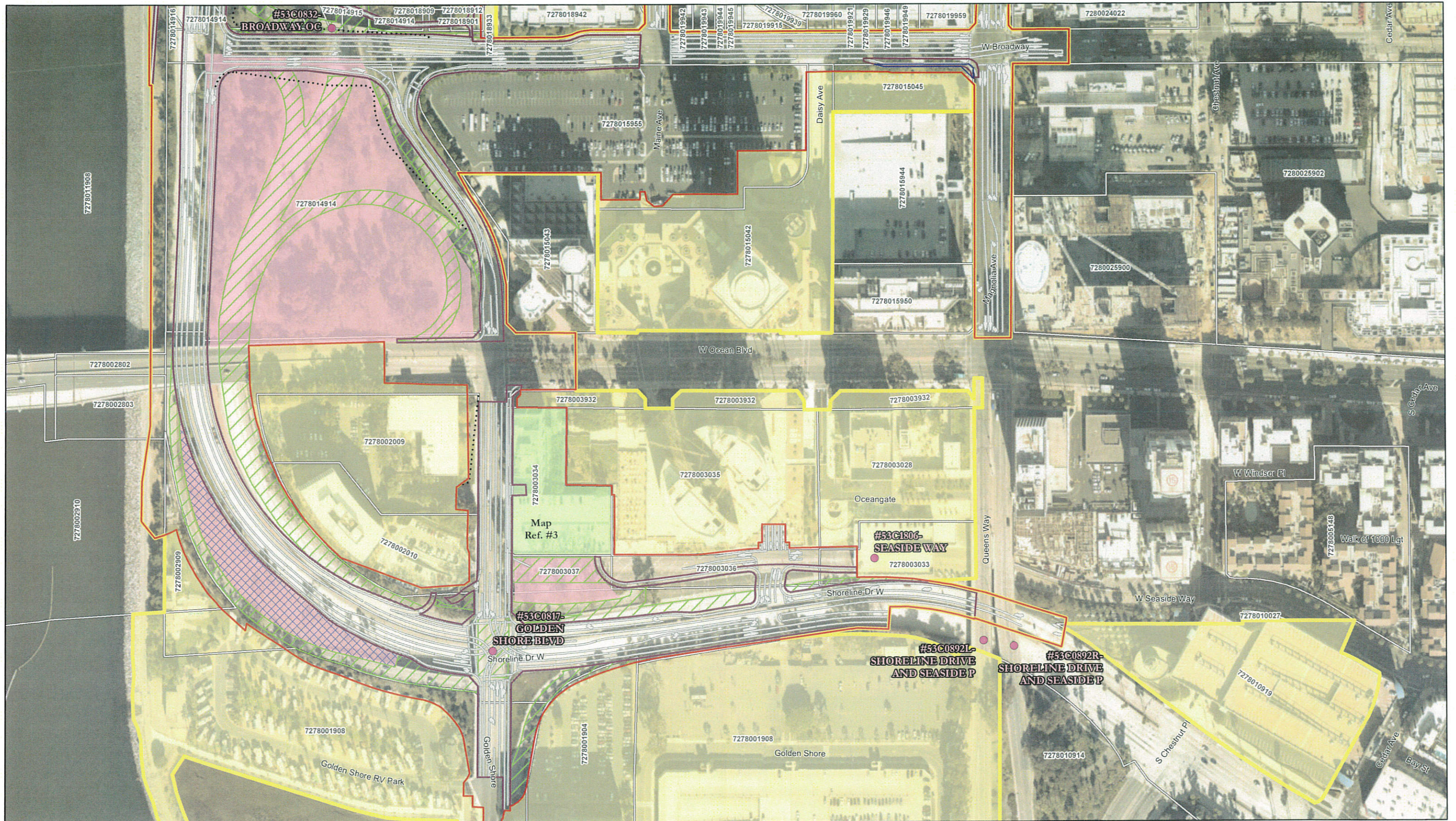


**Map 3: APE Map** Page 8  
 Shoemaker Bridge Replacement Project  
 07-LA-710 PM 6.0/6.4  
 EA 27300/EFIS 0700021122  
 SCH No. 2016041007  
 May 2018

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| <span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> Direct APE                  | <span style="border-bottom: 2px solid blue; display: inline-block; width: 20px;"></span> Proposed Right-of-Way                 | <span style="border: 2px dashed green; display: inline-block; width: 15px; height: 10px;"></span> Road Removal                |
| <span style="border: 1px solid yellow; display: inline-block; width: 15px; height: 10px;"></span> Indirect APE             | <span style="border-bottom: 1px solid grey; display: inline-block; width: 20px;"></span> Roadway Improvements                  | <span style="background-color: orange; display: inline-block; width: 15px; height: 10px;"></span> Temporary Road Construction |
| <span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Parcel Boundary           | <span style="border: 1px solid grey; display: inline-block; width: 20px; height: 10px;"></span> Limits of Roadway Improvements | <span style="background-color: pink; display: inline-block; width: 15px; height: 10px;"></span> Staging Area                  |
| <span style="background-color: lightgreen; display: inline-block; width: 15px; height: 10px;"></span> Evaluated Properties | <span style="border: 2px solid red; display: inline-block; width: 20px; height: 10px;"></span> Proposed Shoemaker Bridge       | <span style="border-bottom: 1px dotted black; display: inline-block; width: 20px;"></span> Permanent Slope Easement           |
|  | <span style="color: red;">●</span> Local Bridge Location   |   |

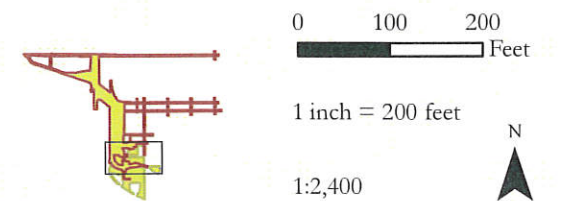






**Map 3: APE Map** Page 9  
 Shoemaker Bridge Replacement Project  
 07-LA-710 PM 6.0/6.4  
 EA 27300/EFIS 0700021122  
 SCH No. 2016041007  
 May 2018

- |  |   |  |
|--|---|--|
| <span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> Direct APE                  | <span style="border-bottom: 2px solid blue; display: inline-block; width: 20px;"></span> Proposed Right-of-Way                  | <span style="border: 2px dashed green; display: inline-block; width: 15px; height: 10px;"></span> Road Removal                           |
| <span style="border: 1px solid yellow; display: inline-block; width: 15px; height: 10px;"></span> Indirect APE             | <span style="border-bottom: 1px solid gray; display: inline-block; width: 20px;"></span> Roadway Improvements                   | <span style="background-color: pink; display: inline-block; width: 15px; height: 10px;"></span> Staging Area                             |
| <span style="border: 1px solid gray; display: inline-block; width: 15px; height: 10px;"></span> Parcel Boundary            | <span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Limits of Roadway Improvements | <span style="background-color: lightblue; border: 1px solid blue; display: inline-block; width: 15px; height: 10px;"></span> Water Basin |
| <span style="background-color: lightgreen; display: inline-block; width: 15px; height: 10px;"></span> Evaluated Properties |   | <span style="border-top: 1px dotted black; display: inline-block; width: 20px;"></span> Permanent Slope Easement                         |
|  |   | <span style="color: red;">●</span> Local Bridge Location   |







**Map 3: APE Map** Page 10  
 Shoemaker Bridge Replacement Project  
 07-LA-710 PM 6.0/6.4  
 EA 27300/EFIS 0700021122  
 SCH No. 2016041007  
 May 2018

- Direct APE
- Indirect APE
- Parcel Boundary
- Roadway Improvements
- Limits of Roadway Improvements

Road Removal



0 100 200  
 Feet

1 inch = 200 feet

1:2,400





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## **HISTORIC PROPERTY SURVEY REPORT**

# **ATTACHMENT B**

## **HRER**

**HISTORICAL RESOURCES EVALUATION REPORT**

**FOR THE**

**SHOEMAKER BRIDGE REPLACEMENT PROJECT**

**LONG BEACH, CALIFORNIA**

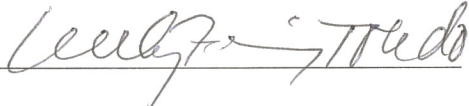
Project ID: 07-LA-710 PM 6.0/6.4  
EA 27300/ EFIS 0700021122

Prepared by: 

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Reviewed by: 

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Los Angeles, CA 90012

Approved by: 

Kelly Ewing-Toledo  
Environmental Branch Chief, Cultural Studies  
Caltrans District 7  
100 S Main St  
Los Angeles, CA 90012

September 2018

The environmental review, consultation, and any other actions required by applicable  
Federal environmental laws for this project are being, or have been, carried out by  
Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated  
December 23, 2016, and executed by FHWA and Caltrans.

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## SUMMARY OF FINDINGS

The City of Long Beach (City), in cooperation with the California Department of Transportation (Caltrans), proposes to replace the Shoemaker Bridge (Bridge No. 53C0932, West Shoreline Drive) in the City of Long Beach, Los Angeles County, California (See Historic Property Survey Report, Attachment A, Maps 1 and 2). The Shoemaker Bridge Replacement Project (Project) is an Early Action Project (EAP) of the Interstate 710 (I-710) Corridor Project and is located at the southern end of State Route 710 (SR-710, also known as the Long Beach Freeway). There are three alternatives under consideration as part of the proposed Project: one No-Build alternative and two build alternatives. Both build alternatives include replacing the Shoemaker Bridge, providing pedestrian and bicycle access, ramp alterations, and associated street improvements and reconfigurations along 3<sup>rd</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 9<sup>th</sup>, and 10<sup>th</sup> Streets, Broadway Avenue, Anaheim Street, West Seaside Way, Golden Shore Street, North Golden Avenue, Shoreline Drive, and Ocean Boulevard.

The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA).

The Project will receive federal funding and is therefore an undertaking subject to review by Caltrans under the Section 106 PA. This HRER addresses all aspects of federal compliance as governed by the Section 106 PA for compliance with Section 106 of the National Historic Preservation Act (NHPA). Properties located within the Area of Potential Effects (APE) were identified and evaluated for inclusion in the National Register of Historic Places (NRHP). This HRER also addressed compliance under California state law for the proposed project in accordance with the California Environmental Quality Act (CEQA) guidelines located at Title 14 California Code of Regulations (CCR) § 15064.5 and Public Resources Code (PRC) 5024, using the criteria for inclusion in the California Register of Historical Resources (CRHR). The City is the lead agency under CEQA and Caltrans is the designated lead agency for the National Environmental Policy Act (NEPA) under delegation from the Federal Highway Administration (FHWA).

There were five properties located within the APE that required formal evaluation for the NRHP and CRHR. See Table 1, below. All are located within the Direct APE. See Historic Property Survey Report (HPSR), Attachment A, Map 3, for the full APE Map. See Appendix A, Figure 1, of this HRER for an overview of the APE. See Appendix B of this HRER for Department of Parks and Recreation (DPR) forms with complete evaluations.



TABLE 1: EVALUATED PROPERTIES					
Figure 1 Ref. No.*	Full APE Map Sheet No.**	Address/Name	APN	Year Built	Description
1	5	620 San Francisco Avenue	7271-024-902	1950	One-story industrial warehouse
2	5	621 Golden Avenue	7271-024-003	1956	One-story industrial warehouse
3	10	400 Oceangate	7178-003-034	1975	14-story office building
4	8	SCE Seabright Substation	7278-013-801	1950-1951	Electrical substation near the Long Beach Freeway at W 5 <sup>th</sup> Street
5	5	Los Angeles River Flood Channel	N/A	1938-1960	Trapezoidal reinforced concrete channel

\*Located in HRER, Appendix A, Figure 1

\*\*Located in HPSR, Attachment A, Map 3. Reference Number the same as on Figure 1.

There are seventeen bridges in the Direct APE: fourteen local agency bridges and three state-owned bridges. All are listed in the Caltrans Historic Bridge Inventory as Category 5, indicating that they are not eligible for listing in the NRHP (See Appendix D, Caltrans Historic Bridge Inventory Sheets). Therefore, they were not re-evaluated in this report.

TABLE 2: BRIDGES WITHIN THE APE				
LOCAL AGENCY BRIDGES				
Bridge No.	Location	Year Built	Description	Historic Bridge Category
53C0932	0.2 MI S/O ANAHEIM ST.	1959	LA RIV, UP, HARBOR SCENIC (Shoemaker Bridge)	5
53C0018	0.1 MI E/O I-710	1952	LA RIV/DEFOREST AVE	5
53C0817	0.1 MI S/O OCEAN BLVD.	1970	GOLDEN SHORE BLVD	5
53C0931	0.3 MI S/O ANAHEIM ST.	1957	710 FWY/HARBOR SCENIC DRIVE/10TH ST/ FASHION AVE	5
53C0930	0.5 MI E/O SANTA FE AVE.	1960	10TH ST RAMP/10TH ST/HARBOR SCENIC DRIVE	5
53C0885	0.1 MI W/O LOS ANGELES RIV	1954	LONG BEACH FREEWAY	5
53C0933	0.4 MI W/O MAGNOLIA AVE	1956	RTD PARKING LOT UC	5
53C0934	0.2 MI W/O MAGNOLIA AVE	1956	SAN FRANCISCO AND GOLDEN	5

53C0640	0.4 MI W/O PACIFIC AVE	1958	MAINE AVENUE POC	5
53C0658	0.4 MI W/O MAGNOLIA AVE	1958	MAINE AVE POC	5
53C0832	0.25 MI W/O MAGNOLIA	1958	BROADWAY OC	5
53C0903	0.2 MI N/O BROADWAY	1961	7TH STREET WESTBOUND ON RAMP UC	5
53C1806	0.1MI E/O GOLDEN SHORE BL	1983	SEASIDE WAY	5
53C0892L	0.1MI S/O OCEAN BLVD	1967	SHORELINE DRIVE AND SEASIDE P	5
<b>STATE-OWNED BRIDGES</b>				
53 2785S	07-LA-710-5.98-LBCH	1994	PICO AVENUE ON-RAMP OVERHEAD	5
53 2786K	07-LA-710-6.00-LBCH	1994	PICO AVENUE OFF- RAMP OVERHEAD	5
53 2934	07-LA-710-5.95-LBCH	1970	HARBOR SCENIC DRIVE OVERHEAD	5

Laura O'Neill, qualified consultant architectural historical, who meets the Professionally Qualified Staff (PQS) Standards in Section 106 PA Attachment 1 as an Architectural Historian or above, has determined that the only other properties present within the APE, including state-owned resources, meet the criteria for Section 106 PA/5024 MOU Attachment 4 (Properties Exempt from Evaluation).

The Los Angeles River Flood Channel (Appendix A, Figure 1: Map Reference [Map Ref.] #5) is presumed eligible for the NRHP only for the purposes of this undertaking; full evaluation of the entire line is precluded by the resource's large size and the limited potential for effects. Presumption of eligibility was approved after consultation with Caltrans Cultural Studies Office (CSO) on April 16, 2018, pursuant to Stipulation VIII.C.4 of the FHWA Section 106 PA (see Appendix E). The other four resources evaluated in this HRER were determined not eligible for listing in the either the NRHP or CRHR (Appendix A, Figure 1: MR #1–4).

Thus, there is one resource in the APE, a 1,000-foot-long segment of the Los Angeles River Flood Channel that is presumed eligible for inclusion in the NRHP only for the purposes of this undertaking. One resource, therefore, is a presumed historic property for the purposes of Section 106 compliance. In addition, this resource is presumed eligible for the CRHR based on its presumed NRHP eligibility; therefore, it is also a presumed historical resource for the purposes of CEQA compliance.

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### Appendix A: Map

Figure 1: Overview of Area of Potential Effects Map

### Appendix B: DPR 523 Form Sets

620 San Francisco Avenue (Map Ref. #1)

621 Golden Avenue (Map Ref. #2)

400 Oceangate (Map Ref. #3)

SCE Seabright Substation (Map Ref. #4)

Los Angeles River Flood Channel (Map Ref. #5)

### Appendix C: Consultation with the Public

Sample Outreach Letter

Correspondence Log

### Appendix D: Caltrans Historic Bridge Inventory Sheets

### Appendix E: Consultation with the Cultural Studies Office (CSO) re: the Los Angeles River Flood Channel

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## I. INTRODUCTION

This Historical Resources Evaluation Report (HRER) was prepared by Amanda Duane (Associate Architectural Historian) and Emily Rinaldi (Associate Architectural Historian) and peer-reviewed by Laura O'Neill (Senior Architectural Historian) of GPA Consulting on behalf of the City of Long Beach (City). The City, in coordination with the California Department of Transportation (Caltrans), proposes to replace the Shoemaker Bridge (Bridge No. 53C0932, West Shoreline Drive) in the City of Long Beach, California and to perform associated ramp alterations, pedestrian and bicycle improvements, street reconfigurations, and street improvements (See Historic Property Survey Report, Attachment A, Maps 1 and 2). The Shoemaker Bridge Replacement Project (Project) is an Early Action Project (EAP) of the Interstate 710 (I-710) Corridor Project and is located at the southern end of State Route 710 (SR-710), also known as the Long Beach Freeway. There are three alternatives under consideration as part of the proposed Project: one No-Build alternative and two Build alternatives. Both Build alternatives include replacing the Shoemaker Bridge, providing pedestrian and bicycle access, ramp alterations, and associated street improvements and reconfigurations along 3<sup>rd</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 9<sup>th</sup>, and 10<sup>th</sup> Streets, Broadway, Anaheim Street, West Seaside Way, Golden Shore Street, North Golden Avenue, Shoreline Drive, and Ocean Boulevard.

Because the City will be receiving federal funds for the undertaking, this report is subject to review by Caltrans on behalf of the Federal Highway Administration (FHWA) to comply with Section 106 of the NHPA. The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA).

The report also addresses compliance under California state law for the proposed Project in accordance with the California Environmental Quality Act (CEQA) guidelines at Title 14 California Code of Regulations (CCR) §15064.5 and Public Resources Code (PRC) 5024. The City is the lead agency under CEQA and Caltrans is the designated lead agency for the National Environmental Policy Act (NEPA) under delegation from the Federal Highway Administration (FHWA). Both federal and state level cultural resources compliance includes resource identification, evaluation for significance, determination of effects, and mitigation, when necessary.

## II. DESCRIPTION OF UNDERTAKING

The proposed Project involves replacing the Shoemaker Bridge, along with several associated improvements. The proposed Project is an EAP of the I-710 Corridor Project and is located at the southern end of I-710. There are three alternatives under consideration as part of the proposed Project: one No-Build alternative (Alternative 1) and two build alternatives (Alternatives 2 and 3). A more complete Project Description is

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in the HPSR, Attachment E, Project Description. The following paragraphs provide a summary.

#### Alternative 1 (No Build)

Under Alternative 1, the proposed Project improvements would not be implemented; therefore, no construction activities would occur. The existing structure and highway facility would not meet current structural and geometric design standards and, thus, safety and connectivity would not be improved within the Project limits.

#### Alternative 2

Build Alternative 2 includes the replacement of the ramp structures that connect to the downtown Long Beach roadway system. This alternative would evaluate the roundabout design option (Design Option A) and the “Y” interchange design option (Design Option B) at the east end of the proposed bridge. The new bridge would consist of multiple structures, with numerous spans that cross the Los Angeles River Flood Channel, the northbound (NB) lanes of SR-710, and the Los Angeles River and Rio Hondo (LARIO) Trail. The new ramps would be located approximately 500 feet (measured from centerline) south of the existing Shoemaker Bridge. A portion of the existing bridge would be repurposed into a nonmotorized recreational public space maintained by the City. The bottom of the new river-spanning structures would exceed the existing 43-foot mean high water level (MHWL).

The deck of the new bridge would accommodate two through ramp lanes in each direction, shoulders, barriers, and a bicycle and pedestrian path on the south side of the bridge. Under Design Option B, the bridge would also include two turn lanes in the southbound (SB) direction. On the west side of the flood channel, the ramps would connect on the left side of the freeway, at approximately the same merge and diverge existing ramp locations. On the east side of the Los Angeles River (LA River), a roundabout or controlled intersection would be provided at the ramp termini. The ramp termini would be located at or near the eastern abutment of the river-spanning section of the new Shoemaker Bridge.

Alternative 2 would include modifications to the following local streets: 3<sup>rd</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 9<sup>th</sup>, and 10<sup>th</sup> Streets, Broadway, Anaheim Street, West Seaside Way, Golden Shore Street, North Golden Avenue, Shoreline Drive, and Ocean Boulevard. It would also include new ramps and connectors, which would be operated and maintained by Caltrans. These would include: the new Shoemaker Bridge terminus east of the Los Angeles River Flood Channel, the main span over the Flood Channel to SR-710, the structure spanning the NB lanes of SR-710, and the roadbed connecting to SR-710.

#### Alternative 3

Similar to Alternative 2, Alternative 3 includes the replacement of the ramp structures that connect to the downtown Long Beach roadway system. It would also evaluate both Design Options A and B at the east end of the proposed bridge. In addition, similar to

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Alternative 2, the bridge under Alternative 3 with Design Option B would include two turn lanes in the SB direction. On the west side of the river, the ramps would connect on the left side of the freeway, at the same merge and diverge locations of the existing ramps. On the east side of the river, a roundabout (Design Option A) or a controlled intersection (Design Option B) would be provided at the ramp termini. The ramp termini are located at or near the eastern abutment of the river-spanning section of the new Shoemaker Bridge. Local street improvements described under Alternative 2 would also apply under Alternative 3. The difference between Alternatives 2 and 3 is the removal of the existing Shoemaker Bridge. The same ramp/connectors proposed under Alternative 2 would apply under Alternative 3.

For a more detailed Project Description, refer to the Project Description attachment to the Historic Property Survey Report (HPSR) for the undertaking.

### ***APE Delineation***

To develop the APE for the undertaking, the project team started with the Project Limits boundary provided by the engineering team. We included the extent of the area within the Project Limits and added to that boundary as necessary to account for potential effects on adjacent properties. To determine potential effects, we analyzed the plans for the Project Design Features for all alternatives and design options, including areas of physical work, staging, right-of-way (ROW) acquisition, and temporary construction easements. We also reviewed a list of all parcels intersected by the Project Limits boundary. All or portions of private parcels were included in the APE where the project involves partial or full acquisition and where staging and temporary construction easements would occur. Where such parcels included built environment resources, the entire parcel was included in the APE to account for indirect effects on the built environment. Where such parcels did not include built resources, the entire parcel was not included as the potential for effects would be limited to the areas of work, staging, permanent or temporary acquisition.

In accordance with Section 106 PA Stipulation VIII.A, the Area of Potential Effects (APE) for the Project was established in consultation with Caprice "Kip" Harper, Caltrans District 7, PQS Principal Architectural Historian and Principal Investigator--Prehistoric Archaeology, and John M. Vassiliades, Caltrans District 7, Project Manager, on June 27, 2018 (see HPSR, Attachment A, Map 3, APE Map). The Project's APE was delineated to include all cultural resources that could potentially be directly or indirectly affected by the Project. The areas of potential direct effects, or Direct APE, include the areas where physical impacts will occur. These are generally limited to the proposed and existing ROW and include the horizontal and vertical areas (ranging from a maximum height of approximately 50 feet to a maximum depth of 150 feet) associated with ground disturbing activities. For more details on the vertical APE, excavation, and ground-disturbing activities, refer to the Archaeological Survey Report (ASR) for the undertaking.

The areas of indirect effects, or Indirect APE, extend beyond those of the direct effects and incorporate areas that may be indirectly affected by visual, noise, or other effects. The areas of indirect effects generally include properties that are adjacent to the

proposed ROW unless they are undeveloped or if Project elements are minor and contained within the existing public ROW, such as striping, signal improvements, sidewalk improvements, and the like. The APE extends around the entirety of those parcels where the built environment might be indirectly affected by the Project. The APE includes areas under the jurisdiction of the U.S. Army Corps of Engineers, specifically a segment of the Los Angeles River Flood Channel. All direct permanent and temporary Project effects as well as potential indirect effects for all alternatives under consideration will occur within the boundaries delineated on the APE Map.

More specifically, the horizontal APE includes: segments of 3<sup>rd</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 9<sup>th</sup>, and 10<sup>th</sup> Streets, Broadway Avenue, Anaheim Street, West Seaside Way, Golden Shore Street, North Golden Avenue, Shoreline Drive, Long Beach Boulevard, Atlantic Avenue, Pacific Avenue, Daisy Avenue, Maine Avenue, Magnolia Avenue, Santa Fe Avenue, and Ocean Boulevard, and parcels where ROW acquisition, staging, or temporary construction easements (TCEs) will occur. The APE includes several parcels of open space and modern park space (see HPSR, Attachment 1, Map 3--APE Map Sheet 8) associated with Cesar Chavez Park and Golden Park, both City facilities. These park-related parcels are included, because the Project involves removing segments of Shoreline Drive which crosses between the parks, and introducing some new road improvements within the parks. No other work in the parks is proposed and they will remain public facilities with their existing amenities.

The APE crosses over the Los Angeles River Flood Channel. It also includes all or segments of a total of fourteen local agency bridges and three state-owned bridges. All are listed in the Caltrans Historic Bridge Inventory as Category 5, indicating that they are not eligible for listing in the NRHP (See Appendix D, Caltrans Historic Bridge Inventory Sheets). Therefore, they were not re-evaluated in this report.

TABLE 3: BRIDGES WITHIN THE APE				
LOCAL AGENCY BRIDGES				
Bridge No.	Location	Year Built	Description	Historic Bridge Category
53C0932	0.2 MI S/O ANAHEIM ST.	1959	LA RIV, UP, HARBOR SCENIC (Shoemaker Bridge)	5
53C0018	0.1 MI E/O I-710	1952	LA RIV/DEFOREST AVE	5
53C0817	0.1 MI S/O OCEAN BLVD.	1970	GOLDEN SHORE BLVD	5
53C0931	0.3 MI S/O ANAHEIM ST.	1957	710 FWY/HARBOR SCENIC DRIVE/10TH ST/ FASHION AVE	5
53C0930	0.5 MI E/O SANTA FE AVE.	1960	10TH ST RAMP/10TH ST/HARBOR SCENIC DRIVE	5
53C0885	0.1 MI W/O LOS ANGELES RIV	1954	LONG BEACH FREEWAY	5
53C0933	0.4 MI W/O MAGNOLIA AVE	1956	RTD PARKING LOT UC	5

53C0934	0.2 MI W/O MAGNOLIA AVE	1956	SAN FRANCISCO AND GOLDEN	5
53C0640	0.4 MI W/O PACIFIC AVE	1958	MAINE AVENUE POC	5
53C0658	0.4 MI W/O MAGNOLIA AVE	1958	MAINE AVE POC	5
53C0832	0.25 MI W/O MAGNOLIA	1958	BROADWAY OC	5
53C0903	0.2 MI N/O BROADWAY	1961	7TH STREET WESTBOUND ON RAMP UC	5
53C1806	0.1 MI E/O GOLDEN SHORE BL	1983	SEASIDE WAY	5
53C0892L	0.1 MI S/O OCEAN BLVD	1967	SHORELINE DRIVE AND SEASIDE P	5
<b>STATE-OWNED BRIDGES</b>				
53 2785S	07-LA-710-5.98-LBCH	1994	PICO AVENUE ON-RAMP OVERHEAD	5
53 2786K	07-LA-710-6.00-LBCH	1994	PICO AVENUE OFF-RAMP OVERHEAD	5
53 2934	07-LA-710-5.95-LBCH	1970	HARBOR SCENIC DRIVE OVERHEAD	5

The APE crosses through the locally designated Drake Park/Willmore City Historic District along 6<sup>th</sup> and 7<sup>th</sup> Streets between Magnolia Avenue and Park Court, approximately 2.5 blocks on each street. This district was evaluated for the NRHP and CRHR as part of the Daisy Avenue Bicycle Boulevard Project in 2016. That evaluation determined that the district was not eligible for the NRHP or CRHR and assigned status codes of 6Y and 5S1. Because the district has already been determined ineligible for the NRHP and CRHR, it was not re-evaluated in this document, nor was its entire boundary included in the APE. Furthermore, the work proposed along these streets within the district boundary is minimal and limited to the public ROW. The City prepared a CEQA Technical Memo in June 2017 to analyze the impact of the Project on the local district and concluded that the Project would have no impact.

The APE boundary along 7<sup>th</sup> Street west of Magnolia Avenue is located just south of the southern boundary of the Drake Park Historic District. This district was previously determined eligible for the NRHP in 1987 and is therefore listed in the CRHR. Work along 7<sup>th</sup> Street in the area adjacent to the Drake Park Historic District southern boundary is minimal and limited to the public ROW. It consists of converting the one-way street to two-way traffic and related signage and signal improvements. Because the work would be completed within the public ROW, just outside the district boundary, and would be minor in scope, it was determined that the Project has no potential to affect the district, either directly or indirectly; therefore, the Drake Park Historic District is not included within the APE boundary.

The APE includes five properties requiring evaluation for both the NRHP and CRHR: All are located within the Direct APE:



TABLE 4: PROPERTIES WITHIN THE APE REQUIRING EVALUATION					
Figure 1 Map Ref. No	APE	Address/Name	APN	Year Built	Description
1	Direct	620 San Francisco Avenue	7271-024-902	1950	One-story industrial warehouse
2	Direct	621 Golden Avenue	7271-024-003	1956	One-story industrial warehouse
3	Direct	400 Oceangate	7178-003-034	1975	Fourteen-story office building
4	Direct	SCE Seabright Substation	7278-013-801	1950-1951	Electrical substation near the Long Beach Freeway at W. 5 <sup>th</sup> Street
5	Direct	Los Angeles River Flood Channel	N/A	1938-1960	Trapezoidal reinforced concrete channel

Laura O'Neill, qualified consultant architectural historical, who meets the PQS Standards in Section 106 PA Attachment 1 as an Architectural Historian or above, has determined that the only other properties present within the APE, including state-owned resources, meet the criteria for Section 106 PA/5024 MOU Attachment 4 (Properties Exempt from Evaluation).

### III. RESEARCH METHODS

A records search was conducted by the South Central Coastal Information Center (SCCIC) at California State University, Fullerton on April 21, 2017. The purpose of this search was to determine the proximity of previously documented cultural resources to the APE and to help establish a context for the potential significance of historic properties. The records search included a review of all recorded historic and prehistoric archeological sites, and historic-era built environment resources situated within a ½-mile radius of the APE, as well as a review of known cultural resource surveys and excavation reports. Sources consulted included the NRHP, CRHR, the California Inventory of Historic Resources, the California Historical Landmarks list, the California Points of Historical Interest list, and records from the Office of Historic Preservation (OHP).

The records search identified 45 cultural resource studies conducted within a ½-mile radius of the undertaking's APE. (See Table 5 below.)

TABLE 5: RECORDS SEARCH RESULTS – CULTURAL RESOURCE STUDIES			
Resource No.	Report No.	Author(s) and Year	Type of Study
1	LA-00503	Dixon 1974	Archaeological Resources and Policy Recommendations of Long Beach

TABLE 5: RECORDS SEARCH RESULTS – CULTURAL RESOURCE STUDIES			
Resource No.	Report No.	Author(s) and Year	Type of Study
2	LA-00083	Rosen 1975	Evaluation of the Archaeological Resources and Potential Impact of the Joint Outfall System's Improvements on Sewer Treatment Plants and Installation Routes for New Large Diameter Sewers, Los Angeles County
3	LA-00358	Stickel 1976	An Archaeological and Paleontological Resource Survey of the Los Angeles River, Rio Hondo River and the Whittier Narrows Flood Control Basin, Los Angeles, California
4	LA-02399	Weinman and Stickel 1978	Los Angeles-long Beach Harbor Areas Cultural Resource Survey
5	LA-02910	Stickel 1981	A Literature Search for Shipwrecks in the Los Angeles - Long Beach Harbors and at the US Naval Facility at Terminal Island
6	LA-03508	Van Wormer 1985	Historical Resource Overview and Survey for the Los Angeles County Drainage Area Review Study
7	LA-02665	Cottrell et al. 1985	Cultural Resource Overview and Survey for the Los Angeles County Drainage Area Review Study
8	LA-03384	Bell and Riess 1989	Final Report: Marine Archaeological Investigations of Berth 60 & 61, Port of Long Beach
9	LA-03385	Farnsworth 1990	A History of the Procter and Gamble Plant Long Beach, California 1931-1988
10	LA-02862	Hector et al. 1993	Historic and Archaeological Inventory and Eligibility Survey of Savannah and Cabrillo Family Housing, Naval Station Long Beach, California Contract
11	LA-02900	Demcak 1993	Report on Limited Test Investigations at 408 Elm Avenue, City of Long Beach, California
12	LA-03102	McCawley et al. 1994	The Los Angeles County Drainage Area Subsequent Environmental Impact Report
13	LA-05403	Moffatt 1994	Environmental Impact Report Queensway Bay Master Plan State Clearinghouse
14	LA-04625	Starzak 1994	Historic Property Survey Report for the Proposed Alameda Corridor from the Ports of Long Beach and Los Angeles to Downtown Los Angeles in Los Angeles County, California
15	LA-06065	Bryceson 2000	Draft- Inventory and Evaluation of NRHP Eligibility of California Army National Guard Armories

TABLE 5: RECORDS SEARCH RESULTS – CULTURAL RESOURCE STUDIES			
Resource No.	Report No.	Author(s) and Year	Type of Study
16	LA-06062	Sylvia 2001	Highway Project to Cold Plane and Overlay with Rubberized Asphalt Concrete Type G on the Mainline and Ramps Along Route 710 Between the Pico Avenue Northbound Onramp and the Route 1 Separation
17	LA-10404	Mason 2001	Cultural Resources Record Search and Literature Review Report for an AT&T Telecommunications Facility: Number D189 Ocean Center Building in the City of Long Beach, Los Angeles, California
18	LA-11047	Unknown 2002	Draft Historic Preservation Treatment Plan for Six Pre-World War II National Register of Historic Places - Eligible California Army National Guard Armories
19	LA-12029	Lassell 2002	Final Inventory and Evaluation of National Register of Historic Places Eligibility of California Army National Guard Armories
20	LA-08475	Bonner 2004	Cultural Resources Survey and Direct APE and Indirect APE Historic Architectural Assessments for Sprint Telecommunications Facility Candidate LA60XC351A (Refrigerated Services), 625 West Anaheim Street, Long Beach, Los Angeles County, California
21	LA-08150	Bonner and Crawford 2005	Cultural Resources Records Search Results, Site Visit, and Direct APE Historic Architectural Assessment for Sprint Candidate LA70XC701A
22	LA-08469	Bonner 2005	Cultural Resources Records Search Results and Site Visit for Cingular Wireless EI-082-02 (Long Beach Senior Center), 1150 East 4 <sup>th</sup> Street, Long Beach, Los Angeles County, California
23	LA-07984	Michalsky and McLean 2005	Cultural Resource Assessment Seaside Park, City of Long Beach, Los Angeles County, California
24	LA-08485	Tibbet and Jacquemain 2005	Historic-period Building Survey: Downtown and Central Long Beach Redevelopment Plans Master EIR Project
25	LA-08255	Arrington and Sikes 2006	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II
26	LA-08724	Bonner and Crawford 2006	Cultural Resources Records Search and Site Visit Results for Royal Street Communications, LLC Candidate LA2807A (Superfreezers), 625 West Anaheim Street, Long Beach, Los Angeles County, California

TABLE 5: RECORDS SEARCH RESULTS – CULTURAL RESOURCE STUDIES			
Resource No.	Report No.	Author(s) and Year	Type of Study
27	LA-08729	Bonner and Crawford 2006	Cultural Resources Records Search and Site Visit Results for Royal Street Communications, LLC Candidate LA0668C (First Baptist Church), 1000 Pine Avenue, Long Beach, Los Angeles County, California
28	LA-09129	Strudwick 2007	Cultural Resources Analysis for the Shoemaker Street Bridge Project in the City of Long Beach, Los Angeles County, California
29	LA-09832	Losee 2009	Cultural Resources Analysis for T-Mobile Site Number LA33749A, "Holiday Inn" 1133 Atlantic Avenue, Long Beach, Los Angeles County, CA
30	LA-10587	Hatoff 2010	Verizon Cellular Communications Tower Site - LTE Long Beach Convention Center, 110 W. Ocean Blvd., Long Beach, CA 90802
31	LA-11029	Wlodarski 2011	Record Search and Proposed AT&T Wireless Telecommunications Site LAC072, located at 800 West 15th Street, Long Beach, California 90813
32	LA-11392	Wlodarski 2011	Long Beach Senior Center - EL0082, 1150 East 4th Street, Long Beach, CA 90802
33	LA-11466	Supernowicz 2011	Cultural Resources Study of the AT&T Mobility Site No. LAD189, 101 Seaside Way, Long Beach, Los Angeles County, California 90802
34	LA-11570	Supernowicz 2011	Cultural Resources Study of the Downtown Project, AT&T Mobility Site No. LAC473, 200 Pine Avenue, Long Beach, Los Angeles County, California 90802
35	LA-11993	O'Neill 2012	Finding of No Adverse Effect for the Proposed Interstate 710 Corridor Project Between Ocean Boulevard and the State Route 60 Interchange
36	LA-11827	Ostashay 2012	HABS-Like Recordation Document, Written Historical and Descriptive Data with Large-Format Photographs, Theodore Roosevelt Elementary School
37	LA-11950	Bonner 2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02244A (LA244 Medical Clinic), 306 East Pacific Coast Highway, Long Beach, Los Angeles County, California
38	LA-12001	Bonner 2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA03621D (LA3621 Store N Save) 755 East 3rd Street, Long Beach, Los Angeles County, California

TABLE 5: RECORDS SEARCH RESULTS – CULTURAL RESOURCE STUDIES			
Resource No.	Report No.	Author(s) and Year	Type of Study
39	LA-12228	Bonner et al. 2013	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02671A [LA243 Anaheim & Daisy (Fish Market)], 625 West Anaheim Street, Long Beach, Los Angeles County, California
40	LA-12389	Chasteen 2012	Identification and Evaluation of Smokehouses Port of Long Beach Long Beach, Los Angeles County, California
41	LA-12225	Bonner et al. 2013	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA03061D (TM061 Scottish Rite Rt) 855 Elm Avenue, Long Beach, California
42	LA-12391	Bonner and Crawford 2013	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02674A (LA247 Atlantic & Ocean Apt.) 10 Atlantic Avenue, Long Beach, Los Angeles County, California
43	LA-12329	Gibson et al. 2013	Archaeological Assessment for the New Long Beach Courthouse Project, City of Long Beach, California
44	LA-12808	Chasteen et al. 2014	Cultural Resources Study of the Wilmington Oil and Gas Field, Los Angeles County, California in Support of Analysis of Oil and Gas Well Stimulation Treatments in California Environmental Impact Report
45	LA-12959	Carmack and Hunt 2015	City of Long Beach Civic Center Project, Cultural Resources Study

Within these studies, a total of 94 resources were recorded within a ½-mile radius of the APE. Eighty-nine historic-era built environment resources are included in the total. They are listed in Table 6 below.

TABLE 6: RECORDS SEARCH RESULTS - RESOURCES			
Resource No.	Record No.	Site Type	Name/Description
1	P-19-000693	Archaeological	Shell midden site with reported burials and associated artifacts
2	P-19-000694	Archaeological	Shell midden site with lithic debitage
3	P-19-000695	Archaeological	Large shell midden, possible site of village named "Ahaungna"

TABLE 6: RECORDS SEARCH RESULTS - RESOURCES			
Resource No.	Record No.	Site Type	Name/Description
4	P-19-002660	Historic-era Archaeological	Trash and possible structure "Casa Corazon"
5	P-19-004313	Historic-era Archaeological	Long Beach courthouse, features and trash scatters
6	P-19-150345	Built Environment	Victorian style home, 701 Elm Avenue, Long Beach
7	P-19-150346	Built Environment	Victorian style home, 1027 Chestnut Ave, Long Beach
8	P-19-150347	Built Environment	Victorian style home, 743 Chestnut Ave, Long Beach
9	P-19-150348	Built Environment	Mediterranean style home, 726 Maine Ave, Long Beach
10	P-19-150349	Built Environment	Craftsman style home, 1202 Magnolia Ave, Long Beach
11	P-19-150350	Built Environment	Craftsman style home, 530 Chestnut Ave, Long Beach
12	P-19-150351	Built Environment	Craftsman style home, 803 Cedar Ave, Long Beach
13	P-19-150352	Built Environment	Victorian style home, 535 Chestnut Ave, Long Beach
14	P-19-150353	Built Environment	Spanish Revival style home, 310 W. 8 <sup>th</sup> Street, Long Beach
15	P-19-150354	Built Environment	Eclectic style home, 546 Chestnut Ave, Long Beach
16	P-19-150355	Built Environment	Craftsman style home, 726 Chestnut Ave, Long Beach
17	P-19-150356	Built Environment	Victorian style home, 520 Chestnut Ave, Long Beach
18	P-19-150394	Built Environment	Bungalow style home, 1602 Pine Ave., Long Beach
19	P-19-150395	Built Environment	Bungalow style home, 1045 Olive Ave., Long Beach
20	P-19-178683	Built Environment	Neoclassical revival style, Second Church of Christ Scientist, 655 Cedar Ave., Long Beach
21	P-19-178699	Built Environment	Victorian style home, Bembridge House, 953 Park Circle Dr., Long Beach
22	P-19-178702	Built Environment	Renaissance revival style, First National Bank of Long Beach, 101-125 Pine Ave., Long Beach
23	P-19-178703	Built Environment	110 West Ocean Blvd., Long Beach

TABLE 6: RECORDS SEARCH RESULTS - RESOURCES			
Resource No.	Record No.	Site Type	Name/Description
24	P-19-178955	Built Environment	U.S. Post Office, 300 Long Beach Blvd., Long Beach
25	P-19-178967	Built Environment	Revival Eclectic architecture, Cooper Arms, 455 E. Ocean Blvd., Long Beach
26	P-19-179099	Built Environment	Beaux-Arts architectural style, 234 W. 5 <sup>th</sup> St., Long Beach
27	P-19-187005	Built Environment	Art Deco style, 117 East 8 <sup>th</sup> St., Long Beach
28	P-19-187051	Built Environment	"The Willmore", Italian Renaissance style, 315 W. Third St., Long Beach
29	P-19-187126	Built Environment	Eclectic style building, 723 E. 10 <sup>th</sup> St., Long Beach
30	P-19-187128	Built Environment	Bungalow style home, 242-46 W. 14 <sup>th</sup> St., Long Beach
31	P-19-187165	Built Environment	Craftsman style home, 921 Locust Ave., Long Beach
32	P-19-187166	Built Environment	Craftsman style home, Kathy Boone House, 1155 Locust Ave., Long Beach
33	P-19-187167	Built Environment	Bungalow style home, 1100 Linden Ave., Long Beach
34	P-19-187171	Built Environment	Victorian style home, 830-32 E. 8 <sup>th</sup> St., Long Beach
35	P-19-187184	Built Environment	Craftsman style home, 1811 Lime Ave., Long Beach
36	P-19-187187	Built Environment	Victorian style home, 1140 Cedar Ave., Long Beach
37	P-19-187190	Built Environment	805 Cerritos Ave., Long Beach
38	P-19-187193	Built Environment	Craftsman style home, 1015 Alamitos Ave., Long Beach
39	P-19-187194	Built Environment	Bungalow style home, 1142-44-46-48 Myrtle Ave., Long Beach
40	P-19-187198	Built Environment	Bungalow style home, 1142-44-46-48 Myrtle Ave., Long Beach
41	P-19-187199	Built Environment	Bungalow style home, 517 W. 9 <sup>th</sup> St., Long Beach
42	P-19-187200	Built Environment	Bungalow style home, 517 W. 9 <sup>th</sup> St., Long Beach
43	P-19-187214	Built Environment	Studio housing style home, 1028 Brenner Place, Long Beach

TABLE 6: RECORDS SEARCH RESULTS - RESOURCES			
Resource No.	Record No.	Site Type	Name/Description
44	P-19-187216	Built Environment	Victorian style home, 1544-1546 Locust Ave., Long Beach
45	P-19-187218	Built Environment	Bungalow style home, 1122 Crystal Court/1123 Magnolia Ave., Long Beach
46	P-19-187239	Built Environment	Bungalow style home, 1557-63 Pine Ave., Long Beach
47	P-19-187246	Built Environment	Bungalow style home, 1135 E. 12 <sup>th</sup> St., Long Beach
48	P-19-187289	Built Environment	Bungalow style home, 1515 E. 9 <sup>th</sup> St., Long Beach
49	P-19-187293	Built Environment	Bungalow style home, 1116-1120 ½ E. 16 <sup>th</sup> St., Long Beach
50	P-19-187296	Built Environment	Bungalow style home, 1169 E. 10 <sup>th</sup> St., Long Beach
51	P-19-187318	Built Environment	Center Gable Cottage style, 2003 ½ a Brea Terrace, Long Beach
52	P-19-187971	Built Environment	Modern style, 1150 E. 4 <sup>th</sup> St., Long Beach
53	P-19-188864	Built Environment	Pump Building, 1238 W. 16 <sup>th</sup> Street, Long Beach
54	P-19-188865	Built Environment	Storage Yard, 1258 W. 16 <sup>th</sup> Street, Long Beach
55	P-19-188866	Built Environment	Commercial building, 1590 Fashion Ave, Long Beach
56	P-19-188867	Built Environment	Commercial building, 1570 Fashion Ave, Long Beach
57	P-19-188906	Built Environment	Modern style, 1000 Pine Ave., Long Beach
58	P-19-189318	Built Environment	1162-1164 E. 10 <sup>th</sup> St., Long Beach
59	P-19-189874	Built Environment	Modern style commercial building, 200 Pine Ave., Long Beach
60	P-19-190040	Built Environment	"Middough Brothers/Insurance Exchange Building" 205 E. Broadway Ave. Long Beach
61	P-19-190080	Built Environment	Commercial building, 755 E. Third St., Long Beach
62	P-19-190081	Built Environment	Commercial building, 306 E. PCH, Long Beach
63	P-19-190112	Built Environment	Art Deco style, 854 E. 7 <sup>th</sup> St., Long Beach



TABLE 6: RECORDS SEARCH RESULTS - RESOURCES			
Resource No.	Record No.	Site Type	Name/Description
64	P-19-190362	Built Environment	Colonial Revival home, 1025 Locust Ave, Long Beach
65	P-19-190588	Built Environment	Port of LB Smokehouses, 925 Harbor Plaza, Long Beach
66	P-19-190716	Built Environment	1350 Daisy Ave., Long Beach
67	P-19-190717	Built Environment	551 W. Anaheim St., Long Beach
68	P-19-190718	Built Environment	Spanish Colonial Revival style, 625 W. Anaheim St., Long Beach
69	P-19-190719	Built Environment	Minimal Traditional style, 122 Elm Ave., Long Beach
70	P-19-190720	Built Environment	Neoclassical style, 124 Elm Ave., Long Beach
71	P-19-190721	Built Environment	Minimal Traditional style, 128 Elm Ave., Long Beach
72	P-19-190722	Built Environment	Art Deco style, 138 Elm Ave., Long Beach
73	P-19-190723	Built Environment	Neoclassical style, 226 W. 5 <sup>th</sup> St., Long Beach
74	P-19-190724	Built Environment	Terry's Camera, 232 Long Beach Blvd, Long Beach
75	P-19-190725	Built Environment	Commercial building, 233-235 W. 4 <sup>th</sup> St., Long Beach
76	P-19-190726	Built Environment	Commercial building, 234 E. Broadway
77	P-19-190727	Built Environment	Commercial building, 301 Pine Ave, Long Beach
78	P-19-190728	Built Environment	Commercial building, 309 Pine Ave, Long Beach
79	P-19-190729	Built Environment	Commercial building, 311-315 Pine Ave, Long Beach
80	P-19-190731	Built Environment	Commercial building, 338 E. 3 <sup>rd</sup> St, Long Beach
81	P-19-190733	Built Environment	Commercial building, 344-346 E. Third St., Long Beach
82	P-19-190738	Built Environment	Modern style apartment building, 436-438 Cedar Ave., Long Beach
83	P-19-190739	Built Environment	Spanish Eclectic style home, 442 Cedar Ave, Long Beach
84	P-19-190740	Built Environment	Commercial building, 458 Cedar Ave., Long Beach

TABLE 6: RECORDS SEARCH RESULTS - RESOURCES			
Resource No.	Record No.	Site Type	Name/Description
85	P-19-190741	Built Environment	Modern style apartment building, 633 E. First St., Long Beach
86	P-19-190742	Built Environment	Modern office building, 100 Long Beach Blvd., Long Beach
87	P-19-190743	Built Environment	Vernacular style, 40 Atlantic Ave., Long Beach
88	P-19-190744	Built Environment	Streamline Moderne-influence, 6454 E. Ocean Blvd., Long Beach
89	P-19-190745	Built Environment	Vernacular style, 635 E. Ocean Blvd., Long Beach
90	P-19-192292	Built Environment	Pike Parking Structure, 65 Cedar Ave, Long Beach
91	P-19-192293	Built Environment	City Hall/ Library, 333 W. Ocean Blvd, Long Beach
92	P-19-192294	Built Environment	Pacific Park/ Lincoln Park, Pacific Ave at Broadway
93	P-19-192295	Built Environment	Courthouse building, 415 W. Ocean Blvd., Long Beach
94	P-19-192296	Built Environment	Public Safety Building, 400 W. Broadway, Long Beach

Of the resources listed above, none is located within the undertaking's APE.

In addition to the records search, the project team conducted general and specific research on the Project area in order to identify significant historical events, personages, development patterns, and architectural types and styles. Research was conducted at the following locations:

- **City of Long Beach Development Services** (333 W. Ocean Boulevard, Long Beach, CA 90802) – Ms. Rinaldi viewed the department's historic district files and building permit records on May 25, 2017.
- **Long Beach Public Library** (101 Pacific Avenue, Long Beach, CA 90822) – Sources consulted included the digital archive and the local history collection on May 25, 2017.
- **Los Angeles Public Library** (630 W. 5<sup>th</sup> Street, Los Angeles, CA 90071) – Sources consulted included Sanborn Maps, newspaper articles, and the California Index (online) in May 2017.

Letters were sent to organizations and interested parties that were identified as having a potential interest in the undertaking on April 2, 2018. The purpose of the letters was to inform each group of the proposed undertaking and to solicit information on known historic properties near the area of the Project. Parties contacted include:

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**California State University, Long Beach Library**

Greg Armento, History Librarian  
University Library  
CSU-Long Beach  
1250 Bellflower Blvd.  
Long Beach, CA 90840-1901  
greg.armento@csulb.edu

**Historical Society of Long Beach**

Julie Bartolotto, Executive Director  
4260 Atlantic Avenue  
Long Beach, CA 90807  
562-424-2220  
Julieb@hslb.org

**Long Beach City College Library**

Ramchandran Sethuraman, Ph.D., Library  
Department Head  
1305 E. Pacific Coast Highway  
LL-118  
Long Beach, CA 90806  
(562) 938-3115  
rsethuraman@lbcc.edu

**Long Beach Heritage**

Cheryl Perry, President  
P.O. Box 92521  
Long Beach, CA 90809  
562-493-7019  
preservation@lbheritage.org

**Long Beach Police Historical Society**

Lieutenant Michael Lewis  
2865 Temple Avenue  
Long Beach, CA 90755  
562-426-1201  
Michael.Lewis@longbeach.gov

**Long Beach Public Library**

101 Pacific Avenue  
Long Beach, CA 90822  
(562) 570-7500  
LBPL\_comments@lbpl.org

**Willmore City Heritage Association**

Kathleen Irvine, President  
P.O. Box 688  
Long Beach, CA 90801  
562-342-6146  
Kathleen@willmorecity.org

Non-responsive parties were contacted by email on April 25, 2018. Kathleen Irvine, President of the Willmore Heritage Association, responded via email on April 26, 2018, indicating the Association's support for the Project as it will improve bike and pedestrian transportation in the area. Ms. Irvine also requested that the Project include traffic calming measures, improved access to Cesar Chavez Park, and the greening of the existing Shoemaker Bridge. A copy of her email is included in Appendix C.

No other responses have been received as of the date of this report. A full correspondence log is included in Appendix C.

#### **IV. FIELD METHODS**

A field survey was conducted by Amanda Duane and Emily Rinaldi on April 21, 2017. The purpose of this initial field survey was to identify buildings and/or structures located within the APE that were more than 45 years of age or properties that have possibly achieved exceptional significance within the last 45 years and would require evaluation for historic significance. Ms. Duane and Ms. Rinaldi photographed and took notes on the buildings and structures that appear to be more than 45 years of age or are less than 45 years of

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age and appear to be of exceptional significance. Any photographs were taken from the public ROW, as access was not granted to private property.

## **V. HISTORICAL OVERVIEW**

This section provides contextual information for understanding the historical setting and potential significance of the evaluated properties. Information prior to the 20<sup>th</sup> century is only included as background; there are no extant built resources in the APE from this time period. The contexts identified as relevant to the evaluated properties are Postwar Development in the West Village and Downtown Neighborhoods, the Los Angeles River Flood Channel, and New Formalist Architecture. Information on the development of the City through World War II and the Port of Long Beach (POLB) are included for background and because they relate to the limits of the APE as a whole.

### **Development of the City of Long Beach through World War II<sup>1</sup>**

During the Spanish and subsequent Mexican control over California, the southern portion of the present-day County of Los Angeles was held in a variety of land grants.<sup>2</sup> In 1834, the majority of the area that comprises what is now the City of Long Beach was divided into two ranchos, the 28,500-acre Rancho Los Alamitos on the east and 27,000-acre Rancho Los Cerritos on the west. By the late 1870s, both ranchos were under the control of Jotham Bixby and his family, who had settled in the area in 1866. The first attempt at establishing a residential subdivision in the Long Beach area came in 1880, at the urging of William E. Willmore, southern district manager for the California Immigrants Union, an organization formed to encourage settlement in California. Jotham Bixby agreed to Willmore's proposal for "The American Colony," which would be a 10,000 acre subdivision of Rancho Los Cerritos, including a 350-acre "Willmore City" townsite.<sup>3</sup> Despite his best efforts, however, Willmore could not keep pace with his mounting debts, failed to make his payments to Bixby, and was forced to abandon the project in May 1884.<sup>4</sup>

Within weeks after Willmore's failure, the Long Beach Land and Water Company formed and purchased the unsold lots in Wilmore City and the American Colony, plus additional acres from Bixby. The town's name was changed to Long Beach and construction soon began on the five-story Long Beach Hotel, which was completed in September 1885 and was located right on the bluffs. Long Beach grew steadily throughout the 1880s, as did land values, resulting from stiff competition between the Southern Pacific and Santa Fe railroads that brought ever more passengers from the east coast to southern California. Long Beach township residents petitioned the County of Los Angeles for incorporation in 1887. Long Beach became the fifth incorporated city in the county in January 1888.

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<sup>1</sup> Adapted from GPA Consulting, *Historical Resources Evaluation Report for the Daisy Corridor Bike Boulevard Project, City of Long Beach, Los Angeles County, California* (Los Angeles: California Department of Transportation, January 2016).

<sup>2</sup> Sapphos Environmental, Inc., *City of Long Beach Historic Context Statement* (Long Beach: City of Long Beach, 2009), 32.

<sup>3</sup> Richard DeAtley, *Long Beach: The Golden Shore* (Houston, Texas: Pioneer Publications, Inc., 1988), 30-31.

<sup>4</sup> Larry L. Meyer and Patricia L. Kalayjian, *Long Beach: Fortune's Harbor* (Tulsa, Oklahoma: Continental Heritage Press), 37-38.



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Following a local disagreement among the citizens of Long Beach over the City's temperance laws, the City was incorporated once again in 1897 with new boundaries. Farming properties to the north, between Anaheim and Hill, were excluded from the new boundaries and portions of the Alamitos Colony to the east, up to Descanso Street (now Orange Avenue) were incorporated.<sup>5</sup> The majority of the project area on both the east and west sides of what is now the Los Angeles River Flood Channel (originally a natural body of water) was part of the City's 1897 incorporation.

As the real estate boom of the 1880s came to a close, the new city spent much of the 1890s developing its tourist trade. Developers heavily invested in infrastructure and commercial ventures, expanding railway lines and constructing tourist attractions along the waterfront.<sup>6</sup> The City's early investments in the tourist industry during the late 19<sup>th</sup> century began to flourish in the early 20<sup>th</sup> century. New capital was subsequently attracted to the area, accelerating residential and commercial growth.<sup>7</sup> Seaside facilities also remained a focal point of development. The construction of several street car lines and Colonel Charles Drake's Salt War Plunge brought many visitors to Long Beach and the pleasure wharf in the early 1900s.<sup>8</sup>

The City grew exponentially in the early 20<sup>th</sup> century, tripling in population between 1902 and 1905 from approximately 4,000 to 12,000 residents.<sup>9</sup> Starting in 1905, a series of annexations also added to the physical boundaries of the City. Single-family residential neighborhoods had developed within the original town site and in adjacent annexed areas. The rapid growth in early 20<sup>th</sup> century Long Beach also resulted in multiple family residential development, especially in the City's downtown and coastal areas. The portion of the undertaking located east of the present-day Los Angeles River Channel was mostly comprised of single-family and multiple family residential development by the first decade of the 20<sup>th</sup> century.<sup>10</sup> The area was just west of downtown and the City's main tourist attractions, which made it a desirable neighborhood for residential development.

At the same time that the City was growing in acreage and population, new industries were added as well, the majority of which were located west of the LA River and the City's residential neighborhoods. The development of Long Beach Harbor and the extension of the Southern Pacific line into the City led to the commercialization and industrialization of this part of the City west of the LA River.<sup>11</sup> In 1891, the Los Angeles Terminal Railroad Company installed a new rail line along Ocean Avenue connecting the City with Los Angeles, improving the regional transportation of people and goods. Starting in 1906, the Los Angeles Dock and Terminal Company began dredging the 800 acres of marsh west of downtown Long Beach to create a turning basin and three channels. The Craig Shipbuilding Company subsequently relocated from Ohio to Long

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<sup>5</sup> Meyer and Kalayjian, 46.

<sup>6</sup> Sapphos, 36-37.

<sup>7</sup> Sapphos, 68.

<sup>8</sup> Sapphos, 39.

<sup>9</sup> Heather Gibson, Linda Kry, and Adela Amaral, *Archaeological Assessment for the New Long Beach Courthouse Project* (Long Beach: City of Long Beach, 2013), 12.

<sup>10</sup> Sanborn Company Map, *Long Beach*, 1914.

<sup>11</sup> Sapphos, 74-75, 80.

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Beach the following year.<sup>12</sup> Other early industries in the City included fish canneries, packing houses, maintenance yards, and manufacturing plants.<sup>13</sup> Because of its proximity to the harbor and the railroad, the portion of the project located west of the present-day Los Angeles River Channel was comprised of industrial and commercial development by the first decade of the 20<sup>th</sup> century.<sup>14</sup>

The establishment of the POLB in 1911, the designation of the City as the headquarters for the US Navy's Pacific Fleet in 1919, and the discovery of oil in Signal Hill in 1921, catalyzed growth in the City through the first few decades of the 20<sup>th</sup> century. During the 1920s, the ownership, production, and sale of oil became the City's primary economic industry.<sup>15</sup> The oil industry soon became dependent on the port to export its resources. As a result, the City continued to develop its harbor, and in 1925, work began on the Long Beach Inner and Outer Harbors, including the dredging of the channels and construction of a breakwater, docks, landings, and warehouses.<sup>16</sup>

A massive commercial and residential building expansion occurred during the 1920s resulting from the wealth brought by the oil and shipping industries.<sup>17</sup> Many new luxury high-rise apartment towers were constructed in downtown Long Beach and along the shore line. In addition to these grand towers, construction of single-family and low-rise multiple-family residences was at an all-time high in the 1920s as the number of middle class residents increased. New banks, retail shops, restaurants, and other commercial buildings were also constructed. The construction of large-scale commercial buildings, up to 10 to 12 stories, was concentrated downtown, while new smaller scale commercial buildings were dispersed throughout the City, creating new neighborhood-based commercial activities. By 1920, the City's population was 55,593, and by 1930, it had ballooned to 142,032 residents.<sup>18</sup>

The enormous growth of residential, commercial, and industrial development in the 1910s and 1920s resulted in a huge increase in energy demand. Southern California Edison (SCE) subsequently expanded their electrical infrastructure, constructing the region's first high-pressure steamturbine-operated electric generating station in 1910 at the eastern end of Terminal Island.<sup>19</sup> SCE completed additions to the 1910 complex at the Long Beach Harbor in 1924 with Plant No. 2, and in 1927 with Plant No. 3.

The Great Depression that followed the stock market crash of 1929 began to put the brakes on the City's rapid growth. Then, on March 10, 1933, a devastating 6.4-magnitude earthquake caused substantial damage to the City's building stock and infrastructure. The immediate rebuilding efforts were primarily funded by the federal government. The discovery of oil in the Wilmington oil field in 1936, followed by the location of the Roosevelt

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<sup>12</sup> Sapphos, 41.

<sup>13</sup> Sapphos, 75.

<sup>14</sup> Sanborn, 1914.

<sup>15</sup> Sapphos, 45.

<sup>16</sup> Sapphos, 46.

<sup>17</sup> Sapphos, 45.

<sup>18</sup> Gibson et al., 12, 14.

<sup>19</sup> Sapphos, 75.

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Naval Base and Douglas Aircraft Company production plant in the City during the early 1940s, further aided the City's recovery.<sup>20</sup> With the onset of World War II, Long Beach experienced another population boom due to the relocation of military personnel and defense workers to the area. By 1945, the military and wartime defense industries had revived employment and economic resources in Long Beach.<sup>21</sup>

### **Postwar Development in the West Village Neighborhood & Downtown**

Following the end of World War II, the City experienced another period of extraordinary growth in both population and size. A series of 69 annexations between 1950 and 1956 added 9.8 square miles at the northeast portion of the City. Returning veterans eager to purchase homes and begin families spurred residential development, most especially in the northeast. During the postwar period, developers constructed large-scale suburban subdivisions of single-family tract homes outside the city center. This rapid residential development in the City resulted in the addition of 41,000 electric meters to the SCE system between 1945 and 1952.<sup>22</sup> During this period, SCE constructed nine new distribution substations in the Long Beach area to administer services to the City's expanding residential developments. The largest substation was the Sunnyside Substation located in north Long Beach adjacent to the areas experiencing the most growth in new residential development. One of the SCE substations constructed in this immediate postwar period is located within the project limits.

In the postwar period, the geographic area located east of the Los Angeles River Flood Channel in the West Village Neighborhood and Downtown was greatly impacted by construction of the Shoemaker Bridge and the W. Shoreline Drive interchange in 1959 as well as redevelopment undertaken by the City beginning in the 1960s.<sup>23</sup> Following World War II, the City's downtown and waterfront experienced a sharp decline. The expansion of the suburbs in and around the City drove the residential population away from the city center, and new tourist attractions outside the City drew visitors away. As a result of this economic downturn, portions of the project limits were redeveloped from residential to commercial and industrial in the 1950s.<sup>24</sup> In 1959, the construction of the W. Shoreline Drive interchange and Shoemaker Bridge resulted in the demolition of residential properties adjacent to the Los Angeles River Flood Channel. In the late 1960s, the construction of new roadway along the waterfront on W. Shoreline Drive led to the demolition of more residential properties. Following this road construction in the 1950s and 1960s, a majority of the parcels adjacent to the Los Angeles River Flood Channel were vacant.<sup>25</sup>

The City established the Long Beach Redevelopment Agency in 1962 with the goal of demolishing and redeveloping areas of the City that were perceived as having fallen into

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<sup>20</sup> Gibson et al., 14.

<sup>21</sup> Sapphos, 49.

<sup>22</sup> "Edison Company Expanding Constantly as Area Grows," *Long Beach Press Telegram*, October 21, 1952, DD3.

<sup>23</sup> Historic aerials, *Long Beach*, 1923, 1928, 1953, 1963, and 1972; and Sapphos, 50-51.

<sup>24</sup> Sanborn Company Map, *Long Beach*, 1914, revised 1950.

<sup>25</sup> Historic aerial, *Long Beach*, 1972.

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disrepair and decrepitude. In 1964, the City embarked on its first redevelopment project aimed at revitalizing the city's downtown called the West Beach or Oceangate Redevelopment Project. This redevelopment project coincided with the arrival of the Queen Mary and the City's effort to revitalize seaside tourism. In 1975, the City incorporated the Oceangate project into its Downtown Redevelopment Project Area that covered 421 acres of land and included the City's central business district, City/County Civic Center Complex, the Convention and Entertainment Center, and the Tidelands development area. Numerous high-rise office, hotel, and residential buildings were constructed in downtown Long Beach between the 1970s and 1990s, including 100 Oceangate (1972), 400 Oceangate (1975), 11 Golden Shore (1982), 200 Oceangate (1983), and Catalina Landing (1985-1986). In 1997, construction began on the conversion of a disused boat launching ramp located at Golden Shore and W. Shoreline Drive into an intertidal and sub tidal wetlands habitat called the Golden Shore Marine Biological Reserve Park. Also as part of the City's revitalization effort, the northeastern portion of the West Village Neighborhood was redeveloped into a new city park. A temporary park created in 1977 and Willmore Park constructed in 1987 became Cesar E. Chavez Park in 1999.

### **Postwar Development of the Port of Long Beach**

In the postwar period, the portion of the geographic area located west of the Los Angeles River Flood Channel at the POLB remained primarily commercial and industrial. Following World War II, Long Beach Harbor continued to be an important West Coast port for transporting goods around the world.<sup>26</sup> Growth in the manufacturing sector in the postwar period also resulted in the further expansion of commercial and industrial development. Many types of industrial and commercial enterprises established businesses in the area, including welders, upholsterers, fabricators, furniture makers, boat and auto repair, and various manufacturing plants.<sup>27</sup>

### **Los Angeles River Flood Channel<sup>28</sup>**

During the early 20th century, the LA River would swell and flood after heavy winter rains, often changing course and sweeping increasingly larger debris—mud, rocks, trees, animals, even dwellings—into its path as it raced down the San Gabriel Mountains. When enough of this debris gathered, it would flood and swamp along the LA River, halting travel and causing millions of dollars in damage and repair costs to properties along the riverbank. The combination of an unpredictable river and an increase in development along the LA River created a perfect storm of flood danger: the increased development along the LA River resulted in less surface area for run-off water to be absorbed in a heavy storm.<sup>29</sup> In response to a series of devastating floods in 1914, the Los Angeles County Flood

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<sup>26</sup> Sapphos, 77.

<sup>27</sup> Sapphos, 81.

<sup>28</sup> Amanda Duane, GPA Consulting, "California Department of Parks and Recreation Form Set, California High-Speed Rail Authority Burbank to Los Angeles, Los Angeles River Channel (segments of), P-19-190897 (Update)," April 21, 2017, 3.

<sup>29</sup> Portia Lee, Andrew Johnston, and Elizabeth Watson, "Los Angeles River Bridges," HAER No. CA-271, Historic American Engineering Record (HAER), National Park Service, Department of the Interior, 7.

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Control District (LACFCD) was formed and began developing a plan to manage flood risk in the region. Some of the earliest flood control efforts included sections of river channelization and the creation of reservoirs. The Arroyo Seco was determined to be one of the primary contributors to flooding in the downtown Los Angeles area; as such, the first LACFCD flood control project was the completion of the Devil's Gate Dam northeast of Pasadena in 1920.<sup>30</sup> The majority of the Arroyo Seco was channelized between 1934 and 1940. Taxpayers funded some of these early flood projects through bonds issued in 1917 and 1924, but they were unwilling to fund other more substantial infrastructure.<sup>31</sup>

In the 1930s, another series of destructive floods prompted officials to request federal assistance. The City of Los Angeles received assistance from the U.S. Army Corps of Engineers to channelize the LA River. The undertaking began in 1938 and would not be completed until 1960, portions of the river through the City were channelized beginning in the late 1940s.<sup>32</sup> In all, fifty-one miles of the LA River were eventually channelized.<sup>33</sup> Only three portions of the river remain unlined: a portion near Griffith Park and the Elysian Valley, another within the Sepulveda Flood Control Basin in the San Fernando Valley, and a third in Long Beach where the river empties into the Pacific Ocean. Ultimately, the channelization of the LA River was successful in providing effective and predictable flood control and facilitated the continued development in river-adjacent areas during and after World War II.<sup>34</sup>

## **New Formalist Architecture**

New Formalism emerged in the 1960s and continued into the early 1970s as a reaction against the rigid conventions of Modernism and the International style.<sup>35</sup> It was popularized by Edward Durrell Stone, Minoru Yamasaki, Philip Johnson, Wallace Harrison, Max Abramovitz, and others. The style embraced many attributes of Classical architecture and was utilized primarily for high profile cultural, institutional, and civic buildings.

Character-defining features of New Formalist-style architecture include: incorporation of classical precedents, such as arches, colonnades, classical columns, podiums, and entablatures, smooth wall surfaces, formal landscapes with pools, fountains, and sculpture, and use of traditionally rich materials, including travertine, marble, and granite.

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<sup>30</sup> EDAW, Inc. Department of Parks and Recreation (DPR) Form Set: Arroyo Seco Flood Control Channel, P-19-186859, 2003, 6.

<sup>31</sup> Galvin Preservation Associates. *City of Burbank Citywide Historic Context Report*. Report prepared for the Burbank Heritage Commission and City of Burbank Planning Division. September 2009, 18.

<sup>32</sup> "Los Angeles River Channel Work to Begin," *Long Beach Press Telegram*, August 15, 1948, 17.

<sup>33</sup> Historic Resources Group and Galvin Preservation Associates, *Northeast Los Angeles River Revitalization Area Historic Resources Survey Report* (Los Angeles: City of Los Angeles Community Redevelopment Agency, June 2012), 18.

<sup>34</sup> Ibid.

<sup>35</sup> Marcus Wiffen and Frederick Koeper, *American Architecture Volume 2: 1860-1976* (Cambridge: The MIT Press, 1981), 384.



## VI. DESCRIPTION OF CULTURAL RESOURCES

The APE spans multiple neighborhoods in the City. The City is an urban city with a dense, metropolitan core to the southwest, near the POLB and abutting the shore. The downtown core is surrounded by residential neighborhoods, arranged on a generally orthogonal grid and commercial properties are generally concentrated along major thoroughfares such as Long Beach Boulevard, Atlantic Avenue, Willow Street, and Pacific Avenue. The majority of the residential neighborhoods are relatively low-density, comprised of single-family residences and smaller, multi-family residential properties such as duplexes or four-plexes. Many of the homes date from two of the largest building booms in the City: the 1920s following the discovery of oil, and the postwar era. Larger, multi-family properties such as apartment complexes or condo buildings are often concentrated at intersections or surrounding the dense commercial corridors. Shipping, transportation, and industrial development is primarily concentrated in and adjacent to the POLB on the west side of the LA River. The five resources within the APE are in keeping with their surroundings. Two resources are postwar light-industrial properties. One resource is an office building, and another is a postwar infrastructural property. The last is the Los Angeles River Flood Channel.

There are seventeen bridges in the APE that are listed in the Caltrans State Historic Bridge Inventory as Category 5, not eligible for listing in the NRHP (see Table 7).

TABLE 7: BRIDGES WITHIN THE APE				
LOCAL AGENCY BRIDGES				
Bridge No.	Location	Year Built	Description	Historic Bridge Category
53C0932	0.2 MI S/O ANAHEIM ST.	1959	LA RIV, UP, HARBOR SCENIC (Shoemaker Bridge)	5
53C0018	0.1 MI E/O I-710	1952	LA RIV/DEFOREST AVE	5
53C0817	0.1 MI S/O OCEAN BLVD.	1970	GOLDEN SHORE BLVD	5
53C0931	0.3 MI S/O ANAHEIM ST.	1957	710 FWY/HARBOR SCENIC DRIVE/10TH ST/ FASHION AVE	5
53C0930	0.5 MI E/O SANTA FE AVE.	1960	10TH ST RAMP/10TH ST/HARBOR SCENIC DRIVE	5
53C0885	0.1 MI W/O LOS ANGELES RIV	1954	LONG BEACH FREEWAY	5
53C0933	0.4 MI W/O MAGNOLIA AVE	1956	RTD PARKING LOT UC	5
53C0934	0.2 MI W/O MAGNOLIA AVE	1956	SAN FRANCISCO AND GOLDEN	5
53C0640	0.4 MI W/O PACIFIC AVE	1958	MAINE AVENUE POC	5
53C0658	0.4 MI W/O MAGNOLIA AVE	1958	MAINE AVE POC	5
53C0832	0.25 MI W/O MAGNOLIA	1958	BROADWAY OC	5

53C0903	0.2 MI N/O BROADWAY	1961	7TH STREET WESTBOUND ON RAMP UC	5
53C1806	0.1 MI E/O GOLDEN SHORE BL	1983	SEASIDE WAY	5
53C0892L	0.1 MI S/O OCEAN BLVD	1967	SHORELINE DRIVE AND SEASIDE P	5
<b>STATE-OWNED BRIDGES</b>				
53 2785S	07-LA-710-5.98-LBCH	1994	PICO AVENUE ON-RAMP OVERHEAD	5
53 2786K	07-LA-710-6.00-LBCH	1994	PICO AVENUE OFF- RAMP OVERHEAD	5
53 2934	07-LA-710-5.95-LBCH	1970	HARBOR SCENIC DRIVE OVERHEAD	5

There were five properties located within the APE that required formal evaluation for the NRHP and CRHR (Table 8) and were recorded using DPR 523 forms:

<b>TABLE 8: PROPERTIES WITHIN THE APE REQUIRING EVALUATION</b>				
<b>Figure 1 Map Ref. No.</b>	<b>Address/Name</b>	<b>APN</b>	<b>Year Built</b>	<b>Description</b>
1	620 San Francisco Avenue	7271-024-902	1950	One-story industrial warehouse
2	621 Golden Avenue	7271-024-003	1956	One-story industrial warehouse
3	400 Oceangate	7178-003-034	1975	14-story office building
4	SCE Seabright Substation	7278-013-801	1950-1951	Electrical substation near the Long Beach Freeway at W 5 <sup>th</sup> Street
5	Los Angeles River Flood Channel	N/A	1938-1960	Trapezoidal reinforced concrete channel

Four of the five evaluated properties (620 San Francisco Avenue [Map Ref. #1], 621 Golden Avenue [Map Ref. #2], 400 Oceangate [Map Ref. #3], and SCE Seabright Substation [Map Ref. #4]) were determined not eligible for listing in the NRHP. Likewise, the four properties were determined not eligible for listing in the CRHR. The properties are not significant under any of the established NRHP and CRHR criteria, regardless of integrity. See Appendix A, Figure 1 Overview of Area of Potential Effects Map for the locations of the map reference numbers.

One property, the Los Angeles River Flood Channel (Map Ref. #5), is presumed to be eligible for listing in the NRHP for the purposes of this undertaking only. Presumption of eligibility was approved after consultation with CSO on April 16, 2018, pursuant to Stipulation VIII.C.4 of the Section 106 PA (see Appendix E).

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The DPR 523 forms in Appendix B include complete descriptions and evaluations for each evaluated property. The following paragraphs summarize the conclusions of the evaluations.



### **620 San Francisco Avenue**

The property at 620 San Francisco Avenue is a utilitarian warehouse developed in 1950. It was determined not eligible for the NRHP or CRHR. Although it retains some aspects of integrity, it is not significant under any of the established criteria. The recommended status code for the property is 6Y and 6Z.



### **621 Golden Avenue**

The property at 621 Golden Avenue is a utilitarian-style warehouse developed in 1956. It was determined eligible for the NRHP or CRHR. Although it retains some aspects of integrity, it is not significant under any of the established criteria. The recommended status code for the property is 6Y and 6Z.



### **400 Oceangate**

The property at 400 Oceangate is a New Formalist office building developed in 1975. Although it is not yet 45 years of age, the project team determined that it was appropriate to evaluate it due to its architectural style and highly visible location. It was evaluated using Criteria Consideration G. It was determined not eligible for the NRHP or CRHR. Although it retains some aspects of integrity, it is not significant under any of the established criteria and does not meet Criteria Consideration G. The recommended status code for the property is 6Y and 6Z.



### **SCE Seabright Substation**

The SCE Seabright Substation is located along the Long Beach Freeway at W 5<sup>th</sup> Street. It is an astylistic electrical substation developed by the SCE Company in 1950-1951. It was determined not eligible for the NRHP or CRHR. Although it retains some aspects of integrity, it is not significant under any of the established criteria. The recommended status code for the property is 6Y and 6Z.



▲ Property boundary highlighted in red.  
Base image courtesy of Google Maps.

### Los Angeles River Flood Channel (segment within APE)

The segment of the Los Angeles River Flood Channel within the APE is an approximately 1,000-foot long portion of the larger 51-mile resource that passes beneath the Shoemaker Bridge. Like other portions of the river, the channel generally follows the historic-era natural river path. At this segment, it is approximately 480 feet wide, and has sloped banks that form a trapezoidal shape. The banks are covered almost entirely with rocks and various small plantings, grasses, and mosses that have been left to grow wild.

A concrete parapet wall borders the channel on the east and west banks. This segment of the Los Angeles River Flood Channel is part of one of only three portions of the channel with an earthen bottom.<sup>36</sup>

The 1,000-foot-long segment located within the APE for the proposed undertaking was individually determined not eligible for listing in the NRHP. However, for the purposes of this undertaking only, this segment does appear to be a contributing feature to a potential district that includes the larger 51-mile resource of the Los Angeles River Flood Channel. The Los Angeles River Flood Channel has not been recorded and evaluated as a whole. Segments of the channel have been previously evaluated as contributing to a potential district that appears to be significant under Criterion A for its association with flood control in the region and its role in the development of river-adjacent areas in the greater Los Angeles area as well as under Criterion C as representing a significant and distinguishable entity whose components may lack individual distinction.<sup>37</sup> Full evaluation of the entire channel is beyond the scope of a reasonable level of effort for this undertaking due to its large size and the limited potential for effects as a result of the Project. Therefore, for the purposes of this undertaking only, the subject segment of the Los Angeles River Flood Channel is presumed to be eligible for listing in the NRHP as a contributor to a potential district.

<sup>36</sup> County of Los Angeles Department of Public Works. "History of the Los Angeles River." Accessed May 17, 2017. <http://ladpw.org/wmd/watershed/LA/history.cfm>.

<sup>37</sup> Duane, Amanda. GPA Consulting. "California Department of Parks and Recreation Form Set, California High-Speed Rail Authority Burbank to Los Angeles, Los Angeles River Channel (segments of), P-19-190897 (Update)." April 21, 2017.



## VII. FINDINGS AND CONCLUSIONS

### A. Findings

This study found that one presumed historic property is present within the APE. Five properties requiring evaluation were documented using California DPR 523 form sets and evaluated for listing in the NRHP and CRHR, using the applicable criteria. The DPR 523 forms in Appendix B include complete descriptions and evaluations for each evaluated property. The following is a summary of resources within the APE that were evaluated for the proposed undertaking:

- 1) Historic properties listed in the NRHP.  
**None.**
- 2) Historic properties previously determined eligible for the NRHP.  
**None.**
- 3) Resources previously determined *not* eligible for the NRHP.  
**Seventeen.**

LOCAL AGENCY BRIDGES				
Bridge No.	Location	Year Built	Description	Historic Bridge Category
53C0932	0.2 MI S/O ANAHEIM ST.	1959	LA RIV, UP, HARBOR SCENIC (Shoemaker Bridge)	5
53C0018	0.1 MI E/O I-710	1952	LA RIV/DEFOREST AVE	5
53C0817	0.1 MI S/O OCEAN BLVD.	1970	GOLDEN SHORE BLVD	5
53C0931	0.3 MI S/O ANAHEIM ST.	1957	710 FWY/HARBOR SCENIC DRIVE/10TH ST/ FASHION AVE	5
53C0930	0.5 MI E/O SANTA FE AVE.	1960	10TH ST RAMP/10TH ST/HARBOR SCENIC DRIVE	5
53C0885	0.1MI W/O LOS ANGELES RIV	1954	LONG BEACH FREEWAY	5
53C0933	0.4 MI W/O MAGNOLIA AVE.	1956	RTD PARKING LOT UC	5
53C0934	0.2 MI W/O MAGNOLIA AVE	1956	SAN FRANCISCO AND GOLDEN	5
53C0640	0.4 MI W/O PACIFIC AVE	1958	MAINE AVENUE POC	5
53C0658	0.4 MI W/O MAGNOLIA AVE	1958	MAINE AVE POC	5
53C0832	0.25 MI W/O MAGNOLIA	1958	BROADWAY OC	5
53C0903	0.2 MI N/O BROADWAY	1961	7TH STREET WESTBOUND ON RAMP UC	5
53C1806	0.1 MI E/O GOLDEN SHORE BL	1983	SEASIDE WAY	5

53C0892L	0.1 MI S/O OCEAN BLVD	1967	SHORELINE DRIVE AND SEASIDE P	5
<b>STATE-OWNED BRIDGES</b>				
53 2785S	07-LA-710-5.98-LBCH	1994	PICO AVENUE ON-RAMP OVERHEAD	5
53 2786K	07-LA-710-6.00-LBCH	1994	PICO AVENUE OFF-RAMP OVERHEAD	5
53 2934	07-LA-710-5.95-LBCH	1970	HARBOR SCENIC DRIVE OVERHEAD	5

- 4) Historic properties determined eligible for the NRHP as a result of the current study  
**One.** (Refer to Appendix B).

<b>Figure 1 Map Ref. No.</b>	<b>Name</b>	<b>Year Built</b>	<b>Description</b>	<b>OHP Status Code</b>
5	Los Angeles River Flood Channel	1938-1960	Trapezoidal reinforced concrete channel	3D, 3CD

The Los Angeles River Flood Channel is presumed eligible for the NRHP only for the purposes of this undertaking; full evaluation of the entire line is precluded by the resource's large size and the limited potential for effects. Presumption of eligibility was approved after consultation with CSO on April 16, 2018, pursuant to Stipulation VIII.C.4 of the Section 106 PA (see Appendix E).

- 5) Resources determined *not* eligible for the NRHP as a result of the current study.  
**Four.** (Refer to Appendix B).

<b>Figure 1 Map Ref. No.</b>	<b>Address/Name</b>	<b>Year Built</b>	<b>Description</b>	<b>OHP Status Code</b>
1	620 San Francisco Avenue	1950	One-story industrial warehouse	6Y, 6Z
2	621 Golden Avenue	1956	One-story industrial warehouse	6Y, 6Z
3	400 Oceangate	1975	14-story office building	6Y, 6Z
4	SCE Seabright Substation	1950-1951	Electrical substation near the Long Beach Freeway at W 5 <sup>th</sup> Street	6Y, 6Z

- 6) Resources for which further study is needed because evaluation was not possible (e.g., archaeological sites that require a test excavation to determine eligibility).  
**None known. See archaeological report for an analysis of the archaeological sensitivity.**

- 7) Historical resources for the purposes of CEQA [resources in this category would include CRHR listed or eligible resources (per State Historical Resources Commission

determination), resources identified as significant in surveys that meet State Office of Historic Preservation standards, resources that are designated landmarks under local ordinances, and resources that meet the CRHR criteria as outlined in PRC §5024.1.]

**One.** (Refer to Appendix B).

<b>Figure 1 Map Ref. No.</b>	<b>Name</b>	<b>Year Built</b>	<b>Description</b>	<b>OHP Status Code</b>
5	Los Angeles River Flood Channel	1938-1960	Trapezoidal reinforced concrete channel	3D, 3CD

The Los Angeles River Flood Channel is presumed eligible for the CRHR only for the purposes of this undertaking; full evaluation of the entire line is precluded by the resource's large size and the limited potential for effects. Presumption of eligibility was approved after consultation with CSO on April 16, 2018, pursuant to Stipulation VIII.C.4 of the Section 106 PA (see Appendix E).

- 8) Resources that are not historical resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the CRHR criteria outlined in PRC §5024.1.

**Four.** (Refer to Appendix B).

<b>Figure 1 Map Ref. No.</b>	<b>Address/Name</b>	<b>Year Built</b>	<b>Description</b>	<b>OHP Status Code</b>
1	620 San Francisco Avenue	1950	One-story industrial warehouse	6Y, 6Z
2	621 Golden Avenue	1956	One-story industrial warehouse	6Y, 6Z
3	400 Oceangate	1975	14-story office building	6Y, 6Z
4	SCE Seabright Substation	1950-1951	Electrical substation near the Long Beach Freeway at W. 5 <sup>th</sup> Street	6Y, 6Z

Laura O'Neill, qualified consultant architectural historical, who meets the PQS Standards in Section 106 PA Attachment 1 as an Architectural Historian or above, has determined that the only other properties present within the APE, including state-owned resources, meet the criteria for Section 106 PA/5024 MOU Attachment 4 (Properties Exempt from Evaluation).

## **B. Conclusions**

The Los Angeles River Flood Channel (Figure 1, MR #5) is presumed eligible for the NRHP only for the purposes of this undertaking; full evaluation of the entire line is precluded by the resource's large size and the limited potential for effects. Presumption of eligibility was approved after consultation with CSO on April 16, 2018, pursuant to Stipulation VIII.C.4 of

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the Section 106 PA (see Appendix E). The other four resources evaluated in this HRER were determined not eligible for listing in either the NRHP or CRHR.

Thus, there is one resource in the APE, a segment of the Los Angeles River Flood Channel that is presumed eligible for inclusion in the NRHP for the purposes of this undertaking only. One resource, therefore, is a presumed historic property for the purposes of Section 106 compliance. In addition, this resource is presumed eligible for the CRHR based on its presumed NRHP eligibility; therefore, it is also a presumed historical resource for the purposes of CEQA compliance.

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## VIII. BIBLIOGRAPHY

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Lee, Portia, Andrew Johnston, and Elizabeth Watson. "Los Angeles River Bridges." HAER No. CA-271, Historic American Engineering Record (HAER). National Park Service, U.S. Department of the Interior.

"Los Angeles River Channel Work to Begin." *Long Beach Press Telegram*. August 15, 1948.

Meyer, Larry L. and Patricia L. Kalayjian. *Long Beach: Fortune's Harbor*. Tulsa, Oklahoma: Continental Heritage Press, 1983.



---

Sanborn Company Map. *Long Beach, California*. Various dates. Accessed May 30, 2017, <http://www.lapl.org/>.

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Wiffen, Marcus and Frederick Koeper. *American Architecture Volume 2: 1860-1976*. Cambridge: The MIT Press, 1981.

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## **IX. PREPARERS' QUALIFICATIONS**

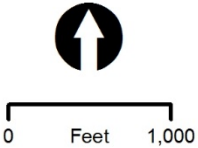
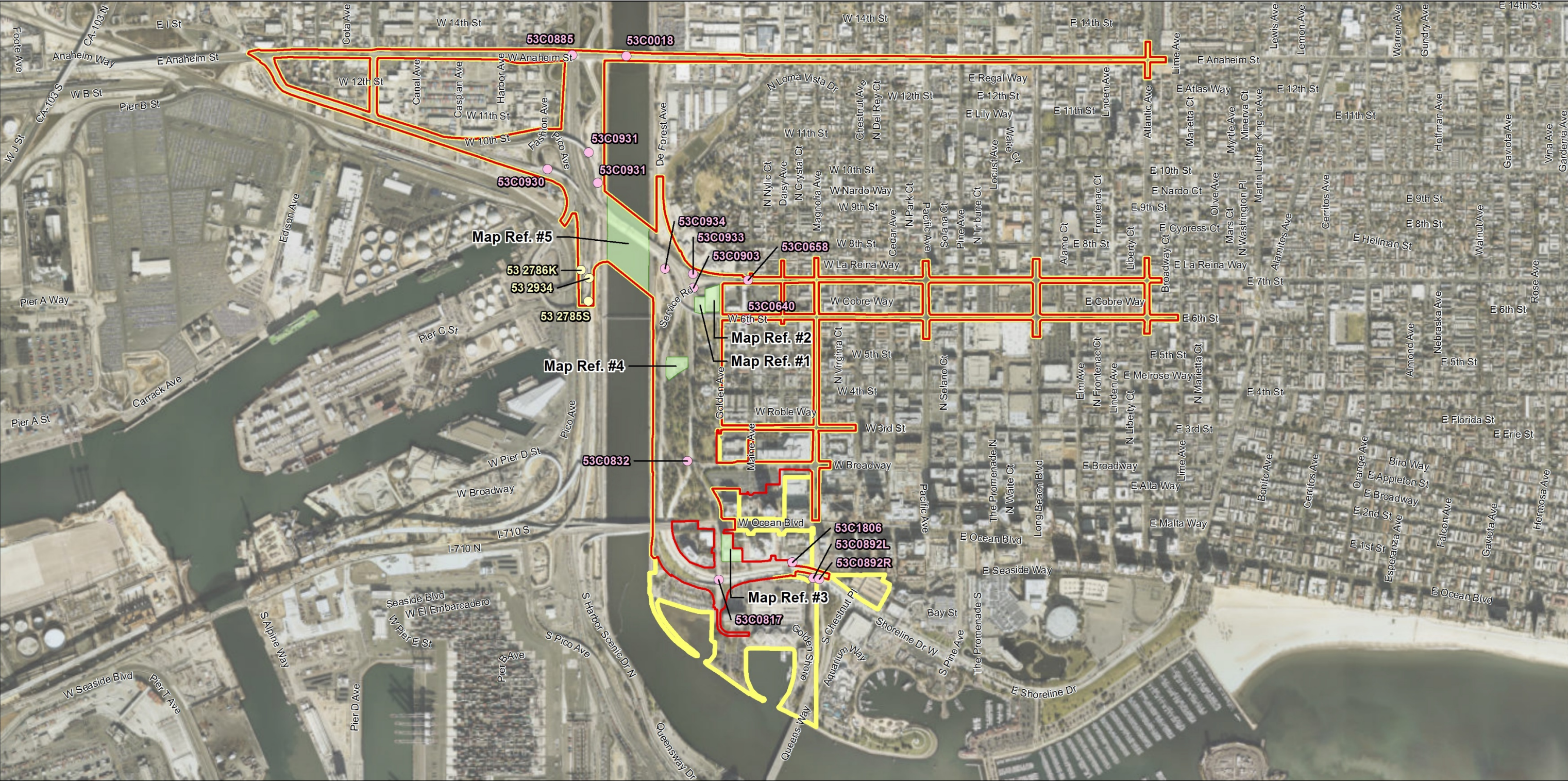
This HRER was prepared by consultants, Amanda Duane, Emily Rinaldi, and Laura O'Neill of GPA, who each meet the PQS Standards in Section 106 PA Attachment 1 as consultant Architectural Historian or above. Ms. Duane and Ms. Rinaldi conducted the field survey and site-specific research. Ms. Duane prepared the DPR 523 forms and the HRER. Ms. O'Neill peer-reviewed the HRER.

Ms. Duane, Associate Architectural Historian, has been practicing in California since 2011. She earned her Bachelor of Fine Arts degree in Historic Preservation from the Savannah College of Art and Design in Savannah, Georgia. She has seven years of experience conducting historical resource surveys, Caltrans Section 106 documentation, mitigation documentation, CEQA technical reports, and Federal Rehabilitation Tax Credit applications, among other project types.

Ms. Rinaldi, Associate Architectural Historian, has been practicing in California since 2017. She previously practiced in New York from 2015 to 2017. She earned her Bachelor of Arts degree in History and Political Science from New York University, and her Master of Science degree in Historic Preservation from Columbia University. She has three years of experience conducting historical resource surveys, preparing Section 106 documentation, and consulting on rehabilitation and materials conservation projects, among other project types.

Ms. O'Neill, Senior Architectural Historian, has been practicing in California since 2008. She earned her Bachelor of Arts degree in Political Science from Lehigh University in Bethlehem, Pennsylvania and her Master of Architecture degree from the California State Polytechnic University, Pomona. She has ten years of experience conducting historical resource surveys, Caltrans Section 106 documentation, mitigation documentation, CEQA technical reports, and Federal Rehabilitation Tax Credit applications, among other project types.





- LEGEND**
- Direct APE
  - Indirect APE
  - Evaluated Properties
  - Local Bridge Location
  - State Bridge Location

07-LA-710: PM 6.0/6.4  
EA No. 27300

Shoemaker Bridge Replacement Project

Appendix A, Figure 1: Overview of Area of Potential Effects Map  
(See HPSR, Attachment 1, Map 3 for complete APE Map)



## Appendix B: DPR 523 Form Sets

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Y, 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 5 \*Resource Name or #: (Assigned by recorder) 620 San Francisco Avenue

P1. Other Identifier: Map Reference # 1

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

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

\*b. USGS 7.5' Quad Long Beach Date 2015 T    ; R    ; ☐ of     ☐ of Sec    ; B.M.

c. Address 620 San Francisco Avenue City Long Beach Zip 90802

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

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

APN 7271-024-902

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

The property at 620 San Francisco Avenue is a utilitarian warehouse developed in 1950. The parcel is irregular in plan and is located on San Francisco Avenue between W. 7th and W. 6th Streets. The warehouse faces west onto San Francisco Avenue and has a moderate setback. It is surrounded by asphalt paving and a chain link fence. The warehouse is irregular in plan and one story in height. It has a concrete foundation and a barrel roof covered in rolled asphalt surrounded by a brick parapet with brick coping. The exterior is red brick that in areas has been painted. The warehouse has two loading bays with roll down metal doors on the west elevation and a door opening on the north elevation. There is one intact metal multi-light window on the east elevation. Alterations include the insertion of infill into window openings on the east and west elevations.

\*P3b. Resource Attributes: (List attributes and codes) HP8. Industrial 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, accession #) 620 San Francisco Avenue, looking N, 4/21/2017

\*P6. Date Constructed/Age and

Source: ☒ Historic ☐ Prehistoric  
☐ Both

1950, Los Angeles County Assessor

\*P7. Owner and Address:

Long Beach City

333 W Ocean Blvd

Long Beach, CA 90802

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

Emily Rinaldi

GPA Consulting

617 S. Olive Street, Suite 910

Los Angeles, CA 90014

\*P9. Date Recorded: 5/17/2017

\*P10. Survey Type: (Describe)

Section 106/Intensive Survey

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

Laura O'Neill, Amanda Yoder Duane and Emily Rinaldi, GPA Consulting, "Historical Resources Evaluation Report for the Shoemaker Bridge Replacement Project, Long Beach, Los Angeles County, California," 2018

\*Attachments: ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List): \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 620 San Francisco Avenue \*NRHP Status Code 6Y, 6Z  
Page 2 of 5

B1. Historic Name: None  
B2. Common Name: None  
B3. Original Use: Warehouse B4. Present Use: Vacant  
\*B5. Architectural Style: Utilitarian  
\*B6. Construction History: (Construction date, alterations, and date of alterations)  
1950: Constructed; Unknown Date: Infill inserted into window openings. No building permits available after 1950.  
\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
\*B8. Related Features: \_\_\_\_\_  
B9a. Architect: Unknown b. Builder: Unknown  
\*B10. Significance: Theme Postwar Development in the West Village Neighborhood Area Long Beach  
Period of Significance 1950 Property Type Industrial Applicable Criteria N/A  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

## National Register of Historic Places

### Criterion A

The property was evaluated for its association with events that have made a significant contribution on the broad patterns of our history. The context considered in this evaluation was postwar development in the West Village Neighborhood.

Prior to World War II, this area east of the Los Angeles River and north of the Long Beach waterfront, currently known as the West Village Neighborhood, was a primarily residential neighborhood comprised of single-family and multiple family residential development. Historic aerial photographs reveal that the area immediately adjacent to 620 San Francisco Avenue had several industrial and warehouse buildings beginning in the 1920s most likely due to this area's proximity to a freight line that bisected the property prior to the building's construction. Following the end of World War II, Long Beach experienced a period of extraordinary growth in suburban development on the outskirts of the city that drove the residential population away from the city center. As a result, Long Beach's downtown and waterfront experienced a sharp economic decline that led to parts of this area east of the Los Angeles River to be further redeveloped from residential to commercial and industrial in the 1950s.

(Continued on Page 3)

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

### \*B12. References:

See associated report for full list of references.

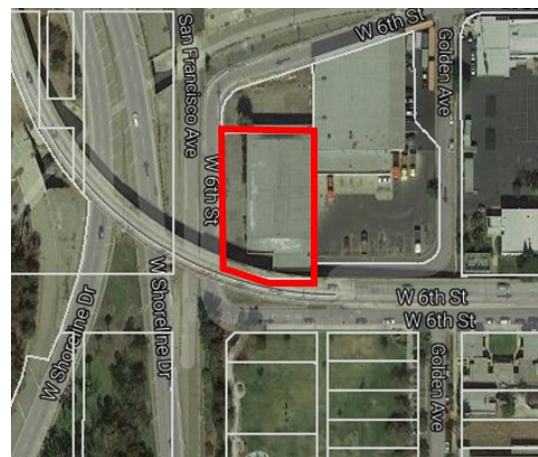
B13. Remarks:

\*B14. Evaluator: Emily Rinaldi

\*Date of Evaluation: 5/17/2017

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



Property boundary highlighted in red.  
Base image courtesy of Google Maps.



## CONTINUATION SHEET

Page 3 of 5 \*NRHP Status Code 6Y, 6Z \*Resource Name or # (Assigned by recorder) 620 San Francisco Avenue

\*Recorded by: Emily Rinaldi \*Date 5/17/2017 ☒ Continuation ☐ Update

B10. Significance (Continued from Page 2):

### Criterion A

620 San Francisco Avenue is a utilitarian warehouse constructed for the United Parcel Service (UPS) in 1950. UPS was founded in 1907 in Seattle as the American Messenger Company, a message and parcel delivery service. In 1919, the company expanded beyond Seattle to Oakland, California and changed the company name to United Parcel Service. By the end of the 1920s, UPS had expanded its delivery service to all major cities along the western coastline, including Long Beach. It was operating out of a warehouse on 417 Alamitos Avenue by 1927. After World War II, UPS further expanded its delivery services, which likely led to the construction of a new warehouse at 620 San Francisco Avenue.

Although the property is associated with the trend of postwar development in this area of Long Beach, *National Register Bulletin #15* states that a "mere association with historic events or trends is not enough [...] a property's specific association must be considered important as well." 620 San Francisco Avenue does not appear to have an important association with development in this area of Long Beach in the postwar period. The property represents the continuation of an established trend only in the industrialization of this area immediately adjacent to the property. The property also does not appear to be associated with other important events in local, state, or national history; therefore, it is not eligible for listing on the National Register of Historic Places under Criterion A.

### Criterion B

A building is significant under Criterion B if it is associated with the lives of significant persons in our past. UPS occupied 620 San Francisco Avenue from 1950 to at least 1964. There are no other known occupants of this property. UPS was founded by James E. Casey (1888-1983) and Claude Ryan (1888-1969) as the American messenger Company in 1907. Ryan sold his company shares in 1917. Casey served as the chief executive of the company from its founding to 1962. Under Casey's leadership, UPS grew from a small Seattle delivery service into the world's largest package delivery company. After Casey, George D. Smith (1898-1972) served as the chief executive from 1962-1972. *Nation Register Bulletin #15* states that a property is not eligible under Criterion B if "there is insufficient perspective whether those activities or contributions were historically important." While Smith rose to prominence within the company, it does not appear that he was historically important. Because of his role as founder and chief executive of UPS, Casey appears to be individually significant within national history; however, this small warehouse would not be the best representation of his productive life. His contributions would be better reflected by other built resources, such as the building where he kept his office, his personal residences, or by other major buildings or structures with which he was directly associated. Many individuals have likely worked at the property since its construction in 1950; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property is not eligible for listing on the National Register of Historic Places under Criterion B.

### Criterion C

A building is significant under this criterion if it embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

The brick construction and unornamented, functional design make 620 San Francisco Avenue a typical example of a utilitarian warehouse. The design of utilitarian buildings was dictated by their function, and as a result, such structures were usually constructed with inexpensive materials and exhibit limited applied detail. Utilitarian warehouses and industrial buildings are commonly constructed out of brick or concrete, and have large window openings often with metal multi-light windows, large ground floor openings for the loading and unloading of goods, and a relatively open interior floor plan with widely spaced columns. *National Register Bulletin #15* states that "a structure is eligible as a specimen of its type or period of construction if it is an important example (within its context)." Long Beach's history of industrial development spans more than 100 years, and there are many extant properties that reflect this history. As a modest, unornamented warehouse, 620 San Francisco Avenue does not stand out among these as an important example for any aspect of its design. It is a common

## CONTINUATION SHEET

Page 4 of 5 \*NRHP Status Code 6Y, 6Z \*Resource Name or # (Assigned by recorder) 620 San Francisco Avenue

\*Recorded by: Emily Rinaldi \*Date 5/17/2017 ☒ Continuation ☐ Update

type of an industrial building built from the late 19<sup>th</sup> through the 20<sup>th</sup> century and does not demonstrate any innovative, important, or outstanding design features. Therefore, it is not significant under this aspect of Criterion C.

No original building permit was found; however, it is unlikely, given the property's utilitarian appearance, that it is representative of the work of a master or that it possesses high artistic value. There are no buildings or structures in the vicinity of the property, besides 621 N. Golden Avenue, that are from the same period or possess similar visual characteristics to form a historic district. Therefore, the property does not represent a significant and distinguishable entity whose components may lack individual distinction.

In conclusion, the property is not significant under Criterion C.

### Criterion D

Criterion D generally applies to archeological resources and so was not considered part of this evaluation.

### Integrity

The property was analyzed against the seven aspects of integrity: location, setting, design, materials, workmanship, feeling, and association. The building has not been moved, so it retains integrity of location. The surrounding setting has been greatly affected by the later construction of the Shoemaker Bridge and W. 6<sup>th</sup> Street overpass in 1959. After the building's construction in 1950, the surrounding buildings that previously existed to the west of the property were demolished, and the W. 6<sup>th</sup> Street overpass to the Shoemaker Bridge was constructed immediately adjacent; therefore, 620 San Francisco Avenue no longer retains its integrity of setting. Despite the insertion of infill into window openings, the property retains its integrity of design, materials, and workmanship. It retains integrity of feeling, as it still feels like a utilitarian warehouse building. It was not found to be significant for its association with events or trends under Criterion A, with an individual under Criterion B, or an architectural type or style under Criterion C, so there is no relevant association to evaluate.

### Conclusion

The property does not meet any of the four National Register of Historic Places (NRHP) criteria. It also no longer retains integrity of setting. The property is not eligible for the NRHP.

### California Register of Historical Resources

Because the four California Register of Historical Resources (CRHR) criteria are based upon the NRHP criteria, the property does not meet the criteria for listing in the CRHR based upon the information outlined above.

### Local Designation

The property was not evaluated for local designation.

#### B12. References:

"George D. Smith, 74, Chairman of United Parcel Service, Dies." The New York Times. March 2, 1972.

Gore, Robert. "Queen Mary chairs sold." Independent Press Telegram. February 17, 1974.

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## CONTINUATION SHEET

Page 5 of 5 \*NRHP Status Code 6Y, 6Z \*Resource Name or # (Assigned by recorder) 620 San Francisco Avenue

\*Recorded by: Emily Rinaldi \*Date 5/17/2017 ☒ Continuation ☐ Update

National Park Service. "Architecture: Utilitarian (1860 to the Present." Accessed May 17, 2017.  
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State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Y, 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 4 \*Resource Name or #: (Assigned by recorder) 621 Golden Avenue

P1. Other Identifier: Map Reference # 2

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

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

\*b. USGS 7.5' Quad Long Beach Date 2015 T   ; R   ; ☐ of ☐ of Sec   ; B.M.

c. Address 621 N. Golden Avenue City Long Beach Zip 90802

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

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

APN 7271-024-003

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

The property at 621 Golden Avenue is a utilitarian-style warehouse developed in 1956. The parcel is irregular in plan and is located on N. Golden Avenue between W. 7th and W. 6th Streets. The warehouse is to the northwest on the parcel, set back from N. Golden Avenue. It is surround by asphalt paving and a corrugated metal and chain link fence to the east and south. The warehouse faces east onto N. Golden Avenue. It is irregular in plan and one story in height. It has a flat roof covered in rolled asphalt. The exterior is concrete painted white. The east and south elevations have loading bays with roll down metal doors, metal slab doors, and windows covered by metal bars. The east elevation also has a loading platform and corrugated metal overhang. The west elevation has no garage, door, or window openings. Alterations include the insertion of infill into a row of window openings on the north elevation and the addition of a painted mural on the east elevation.

\*P3b. Resource Attributes: (List attributes and codes) HP8. Industrial 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, accession #) 621 Golden Avenue, looking NW, 4/21/2017

\*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both

1956. Los Angeles County

Assessor

\*P7. Owner and Address:

Ernest E. Belcher Trust

427 Onda

Newport Beach, CA 92660

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

Emily Rinaldi

GPA Consulting

617 S. Olive Street, Suite 910

Los Angeles, CA 90014

\*P9. Date Recorded: 5/17/2017

\*P10. Survey Type: (Describe)

Section 106/Survey Intensive

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

Laura O'Neill, Amanda Yoder Duane

and Emily Rinaldi, GPA Consulting, "Historical Resources Evaluation Report for the Shoemaker Bridge Replacement Project, Long Beach, Los Angeles County, California," 2018

\*Attachments: ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List): \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 621 Golden Avenue \*NRHP Status Code 6Y, 6Z  
Page 2 of 4

B1. Historic Name: United States Postal Service Parcel Post Annex  
B2. Common Name: None  
B3. Original Use: Warehouse B4. Present Use: Commercial  
\*B5. Architectural Style: Utilitarian  
\*B6. Construction History: (Construction date, alterations, and date of alterations)  
1955-1956: Constructed; Unknown date: Infill inserted into window openings on north elevation  
\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
\*B8. Related Features:  
B9a. Architect: Unknown b. Builder: Unknown  
\*B10. Significance: Theme Postwar Development in the West Village Neighborhood Area Long Beach  
Period of Significance 1956 Property Type Industrial Applicable Criteria N/A  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

## National Register of Historic Places

### Criterion A

The property was evaluated for its association with events that have made a significant contribution on the broad patterns of our history. The context considered in this evaluation was postwar development in the West Village Neighborhood.

Prior to World War II, this area east of the Los Angeles River and north of the Long Beach waterfront, currently known as the West Village Neighborhood, was a primarily residential neighborhood comprised of single-family and multiple family residential development. Historic aerial photographs reveal that the area immediately adjacent to 621 Golden Avenue had several industrial and warehouse buildings beginning in the 1920s most likely due to this area's proximity to a freight line that bisected the property prior to the building's construction. Following the end of World War II, Long Beach experienced a period of extraordinary growth in suburban development on the outskirts of the city that drove the residential population away from the city center. As a result, Long Beach's downtown and waterfront experienced a sharp economic decline that led to parts of this area east of the Los Angeles River to be further redeveloped from residential to commercial and industrial in the 1950s.

(Continued on Page 3)

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

### \*B12. References:

See associated report for full list of references.

B13. Remarks:

\*B14. Evaluator: Emily Rinaldi

\*Date of Evaluation: 5/17/2017

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



Property boundary highlighted in red.  
Base image courtesy of Google Maps.

## CONTINUATION SHEET

Page 3 of 4 \*NRHP Status Code 6Y, 6Z \*Resource Name or # (Assigned by recorder) 621 Golden Avenue

\*Recorded by: Emily Rinaldi \*Date 5/17/2017 ☒ Continuation ☐ Update

B10. Significance (Continued from Page 2):

### Criterion A

621 Golden Avenue is a utilitarian warehouse constructed for the United States Postal Service (USPS) in 1956. Long Beach's postal system was established in 1885 when W.W. Lowe was named the City's first postmaster by President Grover Cleveland. Since 1885, as the population and city boundaries of Long Beach grew, postal services increased, resulting in the construction of new facilities throughout Long Beach. The Long Beach Post Office commissioned the new parcel post annex facility and garage in 1955 to replace a garage facility slated to be demolished due to the construction of new freeway infrastructure. Parcel Post annexes are carrier facilities where mail is sorted and sent out for delivery. The USPS constructs parcel post annexes to support the expansion of delivery operations in a local community.

Although the property is associated with the trend of postwar development in this area of Long Beach, *National Register Bulletin #15* states that a "mere association with historic events or trends is not enough [...] a property's specific association must be considered important as well." 621 N. Golden Avenue does not appear to have an important association with development in this area of Long Beach in the postwar period. The property represents the continuation of an established trend only in the industrialization of this area immediately adjacent to the property. The property also does not appear to be associated with other important events in local, state, or national history; therefore, it is not eligible for listing on the National Register of Historic Places under Criterion A.

### Criterion B

A building is significant under Criterion B if it is associated with the lives of significant persons in our past. USPS occupied 621 Golden Avenue from its construction in 1956 to c. 1974. George J. McMillin served as the postmaster of Long Beach from 1954-1961. David Selcer then served as postmaster from 1962-1969. Following Selcer, John G. Chaffee was appointed to the position in 1970 and served until 1972. *Nation Register Bulletin #15* states that a property is not eligible under Criterion B if "there is insufficient perspective whether those activities or contributions were historically important." While all three men were appointed to a prominent position within the USPS, it does not appear that they were historically important. This parcel post annex would also not be the best representation of these individual's productive lives. Their contributions would be better reflected by other built resources, such as the building where they kept their office, their personal residences, or by other major buildings or structures with which they were directly associated. Many individuals have likely worked at the property since its construction in 1956; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property is not eligible for listing on the National Register of Historic Places under Criterion B.

### Criterion C

A building is significant under this criterion if it embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

The concrete construction and unornamented, functional design make 621 N. Golden Avenue a typical example of a utilitarian warehouse. The design of utilitarian buildings was dictated by their function, and as a result, such structures were usually constructed with inexpensive materials and exhibit limited applied detail. Utilitarian warehouses and industrial buildings are commonly constructed out of brick or concrete, and have large window openings often with metal multi-light windows, large ground floor openings for the loading and unloading of goods, and a relatively open interior floor plan with widely spaced columns. *National Register Bulletin #15* states that "a structure is eligible as a specimen of its type or period of construction if it is an important example (within its context)." Long Beach's history of industrial development spans more than 100 years, and there are many extant properties that reflect this history. As a modest, unornamented warehouse, 621 N. Golden Avenue does not stand out among these as an important example for any aspect of its design. It is a common type of an industrial building built throughout the 20<sup>th</sup> century and does not demonstrate any innovative, important, or outstanding design features. Therefore, it is not significant under this aspect of Criterion C.

No original building permit was found; however, it is unlikely, given the property's utilitarian appearance, that it is



## CONTINUATION SHEET

Page 4 of 4 \*NRHP Status Code 6Y, 6Z \*Resource Name or # (Assigned by recorder) 621 Golden Avenue

\*Recorded by: Emily Rinaldi \*Date 5/17/2017 ☒ Continuation ☐ Update

representative of the work of a master or that it possesses high artistic value. There are no buildings or structures in the vicinity of the property, besides 620 San Francisco Avenue, that are from the same period or possess similar visual characteristics to form a historic district. Therefore, the property does not represent a significant and distinguishable entity whose components may lack individual distinction.

In conclusion, the property is not eligible for listing on the National Register of Historic Places under Criterion C.

### Criterion D

Criterion D generally applies to archeological resources and so was not considered part of this evaluation.

### Integrity

The property was analyzed against the seven aspects of integrity: location, setting, design, materials, workmanship, feeling, and association. The building has not been moved, so it retains integrity of location. The surrounding setting has been greatly affected by the later construction of the Shoemaker Bridge and W. 6<sup>th</sup> Street overpass in 1959. After the building's construction in 1950, the surrounding buildings that previously existed to the west of the property were demolished, and the W. 6<sup>th</sup> Street overpass to the Shoemaker Bridge was constructed immediately adjacent; therefore, 621 Golden Avenue no longer retains its integrity of setting. Despite the insertion of infill into window openings, the property retains its integrity of design, materials, and workmanship. It retains integrity of feeling, as it still feels like a utilitarian warehouse building. It was not found to be significant for its association with events or trends under Criterion A, with an individual under Criterion B, or an architectural type or style under Criterion C, so there is no relevant association to evaluate.

### Conclusion

The property does not meet any of the four National Register of Historic Places criteria. It also no longer retains integrity of setting. The property is not eligible for the NRHP.

### California Register of Historical Resources

Because the four California Register of Historical Resources (CRHR) criteria are based upon the NRHP criteria, the property does meet the criteria for CRHR eligibility based upon the information outlined above.

### Local Designation

The property was not evaluated for local designation.

### B12. References:

Long Beach Public Library, "Digital Archive: Long Beach City Directories." Accessed May 17, 2017.  
<http://encore.lbpl.org/iii/cpro/app>.

"National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation." National Park Service, Cultural Resources. Edited by Patrick Andrus and Rebecca Shrimpton. Accessed May 17, 2017.  
<https://www.nps.gov/nr/publications/bulletins/nrb15/>.

"Post Office Will Lease New Annex and Garage." Long Beach Press Telegram. November 16, 1956.

United States Postal Service. "Postmaster Finder." Accessed May 17, 2017. <http://webpmt.usps.gov/pmt002.cfm>.

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Y, 6Z  
Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_  
Reviewer \_\_\_\_\_  
Date \_\_\_\_\_

Page 1 of 6 \*Resource Name or #: (Assigned by recorder) 400 Oceangate

P1. Other Identifier: Map Reference #3

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

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

\*b. USGS 7.5' Quad Long Beach Date 2015 T   ; R   ; ☐ of    of Sec   ;    B.M.

c. Address 400 Oceangate City Long Beach Zip 90802

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

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

APN 7178-003-034

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

The property at 400 Oceangate is an office building developed in 1975. It was designed by the architectural firm Francis R. Hoffman & Associates in the New Formalist style. The parcel is l-shaped in plan and is located on W. Ocean Boulevard between Golden Shore and Magnolia Streets. The building is slightly setback from W. Ocean Boulevard, and has a landscaped plaza to the east, a three-story parking garage to the south, and grassy lawns with landscaping consisting of small plantings and trees to the north and west. The building is rectangular in plan and 14 stories in height. It has a flat roof covered in rolled asphalt. The east and west elevations feature 14-story blind arcades of six masonry arches superimposed on grids of steel and glass. The steel grid holds panels of fixed tinted glass. Rows of lighter tinted glass panels alternate with rows of darker tinted glass panels. The north and south elevations feature 14-story blind arcades of two masonry arches also superimposed on grids of steel and glass. All four elevations have a masonry entablature with a sign that reads "Union Bank" and a slightly scalloped roofline. The main entrance is located on the center of the east elevation and faces the plaza. It consists of metal-and-glass double doors. Mechanical equipment is located on the roof. Alterations include the resurfacing of the exterior, the removal and replacement of exterior light features, and various alterations and improvements to the lobby and interior floors.

\*P3b. Resource Attributes: (List attributes and codes) HP6. Commercial Building, over 3 stories

\*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, accession #) 400 Oceangate, looking SW, 4/21/2017

\*P6. Date Constructed/Age and

Source: ☒ Historic ☐ Prehistoric

☐ Both

1975-1976, Los Angeles County

Assessor

\*P7. Owner and Address:

400 Oceangate Ltd

P.O. Box 1730

Long Beach, CA 90801

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

Emily Rinaldi

GPA Consulting

617 S. Olive Street, Suite 910

Los Angeles, CA 90014

\*P9. Date Recorded: 5/17/2017

\*P10. Survey Type: (Describe)

Section 106/Intensive Survey

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

Laura O'Neill, Amanda Roder Duane and Emily Rinaldi, GPA Consulting, "Historical Resources Evaluation Report for the Shoemaker Bridge Replacement Project, Long Beach, Los Angeles County, California," 2018

\*Attachments: ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List): \_\_\_\_\_

## BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 400 Oceangate \*NRHP Status Code 6Y, 6Z  
Page 2 of 6

B1. Historic Name: 400 Oceangate  
B2. Common Name: Union Bank Building  
B3. Original Use: Office building B4. Present Use: Office building  
\*B5. Architectural Style: New Formalism  
\*B6. Construction History: (Construction date, alterations, and date of alterations)  
1975-1976: Constructed; 1994: Exterior resurfaced; 2000: Removal and replacement of six exterior light fixtures; Various dates:  
various interior alterations, including alterations to interior partitions, materials, features, and fixtures on all floors  
\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
\*B8. Related Features: Plaza; three-story parking garage  
B9a. Architect: Francis R. Hoffman & Associates b. Builder: Keller & Grant, Inc.  
\*B10. Significance: Theme Postwar Development in the Downtown Neighborhood Area Long Beach  
Period of Significance 1975-1976 Property Type Office 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.)

### National Register of Historic Places

400 Oceangate was constructed within the last fifty years. Criteria Consideration G states that a property achieving significance within the past fifty years is eligible for the NRHP if it is of exceptional importance under at least one of the National Register Criteria. The evaluation below applies Criteria Consideration G to the analysis of the property's significance under Criterion A, B, C, and D.

#### Criterion A

The property was evaluated for its association with events that have made a significant contribution on the broad patterns of our history. The context considered in this evaluation was postwar development in the Downtown Neighborhood.

(Continued on Page 3)

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

#### \*B12. References:

See associated report for full list of references.

B13. Remarks:

\*B14. Evaluator: Emily Rinaldi

\*Date of Evaluation: 5/17/2017

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



▲ Property boundary highlighted in red.  
Base image courtesy of Google Maps.



## CONTINUATION SHEET

Page 3 of 6 \*NRHP Status Code 6Y, 6Z \*Resource Name or # (Assigned by recorder) 400 Oceangate

\*Recorded by: Emily Rinaldi \*Date 5/17/2017 ☒ Continuation ☐ Update

B10. Significance (Continued from Page 2):

### Criterion A

400 Oceangate is a 14-story office building that was constructed by the Gilbert Financial Corp in 1975-1976. It was built to house the regional head office of Union Bank as well as other business offices. Gilbert Financial Corp purchased the parcel from the Long Beach Redevelopment Agency as part of the West Beach or Oceangate Redevelopment Project, a city-led effort to create a new downtown financial business center. In 1964, Long Beach embarked on the Oceangate project, which encompassed the area bounded by Ocean Boulevard on the north, Queens Way on the east, the Los Angeles River on the west, and Seaside on the south. Oceangate was the city's first redevelopment project aimed at revitalizing the city's downtown. Citing conditions of blight, Long Beach demolished the residential buildings that previously existed on the Oceangate site, clearing the area for the construction of new commercial office towers. The first office tower constructed was 100 Oceangate in 1972, followed by 400 Oceangate in 1975-1976, 1 Golden Shore in 1977, 11 Golden Shore in 1982, and 200 Oceangate in 1983. Public plazas adjacent to 100 Oceangate and between 200 and 400 Oceangate were also constructed as part of this redevelopment project. In 1975, Long Beach incorporated the Oceangate project into its Downtown Redevelopment Project Area that covered 421 acres of land and included the city's central business district, City/County Civic Center Complex, the Convention and Entertainment Center, and the Tidelands development area. Long Beach's redevelopment efforts were part of a national trend in American cities to create redevelopment programs and undertake large scale urban renewal projects beginning in the late 1930s and early 1940s.

While the property is associated with the trend of postwar development in this area of Long Beach, *National Register Bulletin #15* states that a "mere association with historic events or trends is not enough [...] a property's specific association must be considered important as well." 400 Oceangate does not appear to have an important association with development in this area of Long Beach in the postwar period. Although further commercial, hotel and residential developed ensued in this area of the city, it does not appear to be because of the Oceangate redevelopment project, but rather a result of concurrent efforts by Long Beach's Redevelopment Agency to revitalize the city's downtown. The Oceangate redevelopment project also appears to have been unsuccessful by today's measures as the city is currently exploring new options to redevelop the site again into a new mixed-use development. Therefore, it is not significant under Criterion A nor does it meet Criteria Consideration G for its association with exceptionally important events or trends in local, state, or national history.

### Criterion B

A building is significant under Criterion B if it is associated with the lives of significant persons in our past. The City of Long Beach, the Long Beach Redevelopment Agency, Gilbert Financial Corp., and Union Bank are all associated with the construction of 400 Oceangate in 1975-1976. Mayor Edwin W. Wade served as Long Beach's chief executive from 1960-1975. Under his leadership, Long Beach embarked on the redevelopment of the city's downtown, starting with the Oceangate Redevelopment Project. Because of his important role in advancing early redevelopment efforts, Mayor Wade appears to be individually significant within the history of Long Beach; however, because the Oceangate Redevelopment Project appears to have been unsuccessful by today's measures, his contributions would be better reflected by other building resources, such as other major buildings or structures directly associated with his redevelopment efforts or his personal residence.

Arthur Gilbert (1913-2001) was a British-born American real estate developer who founded Gilbert Financial Corp and developed numerous commercial and industrial properties after moving to Los Angeles in 1949. Ray Brosterhous (1916-2007) was the chairman of the Long Beach Redevelopment Agency from at least 1974 to 1976. W.S. Pfeifle served as the thirteenth president of Union bank from 1973 to 1976. *Nation Register Bulletin #15* states that a property is not eligible under Criterion B if "there is insufficient perspective whether those activities or contributions were historically important." While all three men rose to prominent positions within their respective industries or organizations, it does not appear that they were historically important. This 14-story office building would also not be the best representation of these individual's productive lives. Their contributions would be better reflected by other built resources, such as the building where they kept their office, their personal residences, or by other major buildings or structures with which they were directly associated. Many individuals have likely worked at the property since its construction in 1975-1976; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property is not significant under Criterion B nor does it meet Criteria Consideration G for its association with an exceptionally important person.

### Criterion C

A building is significant under this criterion if it embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction. The property was evaluated as an example of the New Formalist style.

## CONTINUATION SHEET

Page 4 of 6 \*NRHP Status Code 6Y, 6Z \*Resource Name or # (Assigned by recorder) 400 Oceangate

\*Recorded by: Emily Rinaldi \*Date 5/17/2017 ☒ Continuation ☐ Update

New Formalism emerged in the late 1950s and continued into the early 1970s as a reaction against the rigid conventions of Modernism and the International style. The New Formalist movement abstracted and reinterpreted fundamental classical forms using modern materials and technology. Its design principles emphasized space, light, order, integrity of materials, and lack of applied decoration. Traditionally rich masonry materials, such as travertine, marble, and granite, were often used to articulate a feeling of strength and stability through architecture. Character-defining features of New Formalist-style architecture include: incorporation of classical precedents, such as arches, colonnades, classical columns, podiums, and entablatures, smooth wall surfaces, and formal landscapes with pools, fountains, and sculpture.

With its 14-story masonry blind arcades and lack of applied decoration, 400 Oceangate possess the distinctive characteristics of a New Formalist-style building. However, *National Register Bulletin #15* states that "a structure is eligible as a specimen of its type or period of construction if it is an important example (within its context)," and 400 Oceangate does not stand out among its contemporaries as an important example of New Formalist design. In the postwar period, the New Formalist style was applied to numerous building types, including museums, auditoriums, and college campuses. It was especially popular in the design of commercial office towers, civic and institutional buildings, and bank buildings because of the perception that the style articulated strength and stability. There are many extant examples of New Formalist buildings in Los Angeles County. Notable examples include the Home Federal Savings/Pacific Mercantile Bank Building (Edward Durell Stone, 1961), Chase Bank, Pomona (Millard Sheets, 1963), Los Angeles County Museum of Art (William L. Pereira & Associates, 1965), and Wilshire Colonnade (Edward Durell Stone, 1967). As a typical example of a New Formalist-style building, 400 Oceangate represents the continuation of a trend for commercial office towers and bank buildings in the postwar era; therefore, it is not significant under this aspect of Criterion C nor does it meet Criteria Consideration G for its exceptional architectural importance as a local, state, or national level.

A property may meet the second aspect of National Register Criterion C if it is a good, representative example of a master architect or master builder's work. *National Register Bulletin #15* defines a master as "a figure of generally recognized greatness in a field." Gilbert Financial Corp commissioned Francis R. Hoffman & Associates to design 400 Oceangate. The architectural firm was founded by Francis R. Hoffman. Hoffman received an Engineering degree from the University of Miami in 1949 and became a licensed architect in 1954. He worked primarily in the Miami Beach, Florida and Los Angeles, California. His firm designed numerous buildings in Los Angeles County, many in the New Formalist style, including 535 N. Brand Boulevard in Glendale, CA (1971), 3907 N. Rosemead in Rosemead, CA (1979, demolished), and 14651 Ventura Boulevard in Sherman Oaks, CA (1980). Hoffman is not generally recognized for his greatness in the field of architecture at a local, state, or national level; therefore, 400 Oceangate does not represent the work of a master architect. Keller & Grant, Inc. is noted as the contractor on the original building permit. The construction firm was based in Azusa and later El Monte and were the general contractors for numerous projects in the Los Angeles area in the 1970s, including the Griswold Complex in Claremont (1975), Valley Plaza Shopping Center in North Hollywood (1976), and 12200 Sylvan Street in North Hollywood (1977). Keller & Grant, Inc. is not generally recognized as master builders at a local, state, or national level; therefore, the property does not represent the work of a master builder. 400 Oceangate also does not meet Criteria Consideration G for its association with an exceptionally important architect or builder.

As a typical example of a New Formalist-style building, 400 Oceangate does not possess high artistic value. As explained in *National Register Bulletin #15*, a property is not eligible under this aspect of Criterion C "if it does not express aesthetic ideals or design concepts more fully than other properties of its type." Built as part of the Oceangate Redevelopment Project, 400 Oceangate is part of an identifiable entity whose boundaries encompass the original project area. However, *National Register Bulletin #15* states that "a district must be significant as well as being an identifiable entity." As an unsuccessful redevelopment project in downtown Long Beach, the grouping does not have significance as a whole within its historic context.

The building is not significant under Criterion C nor does it meet Criteria Consideration G for its exceptional architectural importance either individually or within a district.

### Criterion D

Criterion D generally applies to archeological resources and so was not considered part of this evaluation.

### Integrity

The property was analyzed against the seven aspects of integrity: location, setting, design, materials, workmanship, feeling, and association. The property has not been moved, so it retains integrity of location. The surrounding setting has been affected by later construction in the vicinity. Since 400 Oceangate was constructed in 1975-1976, the surrounding area has been fully redeveloped with hotel, residential, and commercial office towers; therefore, the property does not retain its integrity of setting. The building appears to be minimally altered, so it retains its integrity of design, materials, and workmanship. The property retains integrity of feeling, as it still feels

## CONTINUATION SHEET

Page 5 of 6 \*NRHP Status Code 6Z \*Resource Name or # (Assigned by recorder) 400 Oceangate

\*Recorded by: Emily Rinaldi \*Date 5/17/2017 ☒ Continuation ☐ Update

like a New Formalist-style building. It was not found to be significant for its association with events or trends under Criterion A, with an individual under Criterion B, or an architectural type or style under Criterion C, so there is no relevant association to evaluate.

### Conclusion

As demonstrated above, the property does not have significance under the National Register of Historic Places (NRHP) Criteria A, B, C, or D, nor has it achieved significance within the past fifty years, meeting Criteria Consideration G. It also no longer retains integrity of setting. The property is not eligible for the NRHP.

### California Register of Historical Resources

Because the four California Register of Historical Resources (CRHR) criteria are based upon the NRHP criteria, the property does not meet the criteria for listing in the CRHR based upon the information outlined above.

### Local Designation

The property was not evaluated for local designation.

### B12. References:

The Aspen Institute. "Francis R. Hoffman." Accessed May 17, 2017. <https://www.aspeninstitute.org/our-people/francis-r-hoffman/>.

Brackenbury, Don. "1st Oceangate Unit Plans OKd." *Long Beach Press Telegram*. May 23, 1974.

Brackenbury, Don. "L.B. Financial Center Seen for Oceangate." *Independent Press Telegram*. October 26, 1972.

City of Long Beach. "Building Permit Records." May 17, 2017.  
<http://citydocs.longbeach.gov/WebLink8/CustomSearch.aspx?SearchName=SearchbyAddress>.

Desser, Lou. "Union Bank Building Completed." *The Los Angeles Times*. December 28, 1975.

Gore, Bob. "Redevelop agencies fuel growth." *Independent Press Telegram*. December 9, 1973.

Green, Terrence M. "Towers Frame View of Harbor." *The Los Angeles Times*. May 27, 1979.

Herbert, Ray. "Long Beach to Transform Slum into Asset." *The Los Angeles Times*. December 7, 1969.

Long Beach Public Library, "Digital Archive: Long Beach City Directories." Accessed May 17, 2017.  
<http://encore.lbpl.org/iii/cpro/app>.

Long Beach Redevelopment Agency. "Downtown Project Area." Accessed May 17, 2017.  
<http://www.longbeachrda.org/projects/downtown/default.asp>.

"New Office Building Sold to Los Angeles Insurance Firm." *The Los Angeles Times*. April 24, 1977.

Sherfy, Marcekka and W. Ray Luce. "National Register Bulletin 22: Guidelines for Evaluating and Nominating Properties that Have Achieved Significance within the Past Fifty Years." National Park Service, Cultural Resources. Accessed May 17, 2017.  
<https://www.nps.gov/nr/publications/bulletins/nrb22/INDEX.htm>.

"Sir Arthur Gilbert; British Art Benefactor, Real Estate Developer." *The Los Angeles Times*. September 4, 2001.



## CONTINUATION SHEET

Page 6 of 6 \*NRHP Status Code 6Y, 6Z \*Resource Name or # (Assigned by recorder) 400 Oceangate

\*Recorded by: Emily Rinaldi \*Date 5/17/2017 ☒ Continuation ☐ Update

Union Bank. "Union Bank: 150 Years of History." Accessed May 17, 2017. <https://www.unionbank.com/Images/UnionBank-150-Years-of-History.pdf>.

"Union Bank Consolidates Offices in New Building." *Independent Press Telegram*. December 20, 1975.

"Waterfall to Cascade from Ocean Blvd. to Sunken Plaza." *Independent Press Telegram*. January 30, 1971.

Wiffen, Marcus and Frederick Koeper. *American Architecture Volume 2: 1860-1976*. Cambridge: The MIT Press, 1981.

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Y, 6Z

Other Listings  
Review Code \_\_\_\_\_

Reviewer \_\_\_\_\_

Date \_\_\_\_\_

Page 1 of 4 \*Resource Name or #: (Assigned by recorder) SCE Seabright Substation

P1. Other Identifier: Map Reference # 4

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

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

\*b. USGS 7.5' Quad Long Beach Date 2015 T   ; R   ; ☐ of    of Sec   ;    B.M.

c. Address W. 5th Street between north and south-bound lanes of W. Shoreline Dr. City Long Beach Zip 90802

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

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

APN 7278-013-801

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

The property is an astylistic electrical substation developed by the Southern California Edison Company in 1950-1951. The parcel is irregular in plan and is located at W. 5th Street and W. Melrose Way between the north and south-bound lanes of W. Shoreline Dr. The substation faces east onto the north-bound lane of W. Shoreline Dr. It has a moderate setback from the road, and is surrounded by concrete paving and a chain link fence around the perimeter of the parcel. Substation equipment is located to the north and west of the building. The substation building is rectangular in plan and a one-story in height. It has a hipped roof covered in tile roofing. The foundation is concrete and the exterior is red brick. The main entrance is located on the center of the east elevation within a brick door surround. It consists of a partially glazed metal or wood door. The building has fixed metal multi-light windows. There are no known exterior alterations to the property.

\*P3b. Resource Attributes: (List attributes and codes) HP9. Public Utility 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, accession #) SCE Seabright Substation, looking NW, 4/21/2017

\*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both

1950-1951, "Edison Co. Buys Goodwill Group's Land for Station," Long Beach Press, August 9, 1950.

\*P7. Owner and Address:

Southern California Edison

P.O. Box 800

Rosemead, CA 91770

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

Emily Rinaldi

GPA Consulting

617 S. Olive Street, Suite 910

Los Angeles, CA 90014

\*P9. Date Recorded: 5/17/2017

\*P10. Survey Type: (Describe)

Section 106/Intensive Survey

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

Laura O'Neill, Amanda Yoder Duane and Emily Rinaldi, GPA Consulting, "Historical Resources Evaluation Report for the Shoemaker Bridge Replacement Project, Long Beach, Los Angeles County, California," 2018

\*Attachments: ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List): \_\_\_\_\_



# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) SCE Seabright Substation

\*NRHP Status Code 6Y, 6Z

Page 2 of 4

B1. Historic Name: SCE Seabright Substation

B2. Common Name: SCE Seabright Substation

B3. Original Use: Electrical substation

B4. Present Use: Electrical substation

\*B5. Architectural Style: Astylistic

\*B6. Construction History: (Construction date, alterations, and date of alterations)  
1950-1951: Constructed

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

\*B8. Related Features: Electrical substation equipment

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme Postwar Development in the West Village Neighborhood Area Long Beach

Period of Significance 1950-1951 Property Type Electrical substation Applicable Criteria N/A  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

## National Register of Historic Places

### Criterion A

The property was evaluated for its association with events that have made a significant contribution on the broad patterns of our history. The context considered in this evaluation was postwar development in the West Village Neighborhood, and in particular, the expansion of infrastructure during the period..

Prior to World War II, the area east of the Los Angeles River and north of the Long Beach waterfront, currently known as the West Village Neighborhood, was a primarily residential neighborhood comprised of single-family and multiple family residential development. Following the end of World War II, Long Beach experienced a period of extraordinary growth in suburban development on the outskirts of the city that drove the residential population away from the city center. As a result, Long Beach's downtown and waterfront experienced a sharp economic decline that led to parts of this area east of the Los Angeles River to be redeveloped from residential to commercial and industrial in the 1950s.

This rapid suburban residential development in Long Beach also resulted in the addition of 41,000 electric meters to the Southern California Edison (SCE) system between 1945 and 1952. The heavy demand for electrical service after World War II resulted in the rapid expansion of electrical infrastructure in order to fulfill the electricity needs of new suburban tract communities developed throughout the region. During the immediate postwar period, Edison constructed nine new distribution substations, including the Seabright Substation, in the Long Beach area to administer services to the city's expanding residential developments.

(Continued on Page 3)

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

\*B12. References:

See associated report for full list of references.

B13. Remarks:

\*B14. Evaluator: Emily Rinaldi

\*Date of Evaluation: 5/17/2017

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



▲ Property boundary highlighted in red.  
Base image courtesy of Google Maps.

## CONTINUATION SHEET

Page 3 of 4 \*NRHP Status Code 6Y, 6Z \*Resource Name or # (Assigned by recorder) SCE Seabright Substation

\*Recorded by: Emily Rinaldi \*Date 5/17/2017 ☒ Continuation ☐ Update

B10. Significance (Continued from Page 2):

### Criterion A

Although the property is associated with the trend of postwar development in this area of Long Beach, *National Register Bulletin #15* states that a "mere association with historic events or trends is not enough [...] a property's specific association must be considered important as well." The Seabright Substation does not appear to have an important association with development in this area of Long Beach in the postwar period. The property represents the continuation of an established trend only in the expansion of electrical infrastructure and electrical services in Long Beach in the postwar period; therefore, it is not eligible for listing on the National Register of Historic Places under Criterion A.

### Criterion B

A building is significant under Criterion B if it is associated with the lives of significant persons in our past. The Seabright Substation was constructed for Southern California Edison in 1950-1951. William C. Mullendore (1892-1983) served as SCE's chief executive officer from 1945-1954. Harold Quinton (1899-1969) succeeded Mullendore, serving as chief executive officer from 1954-1965. Jack K. Horton (1917-2000) then served as chief executive officer of SCE from 1965-1980. *Nation Register Bulletin #15* states that a property is not eligible under Criterion B if "there is insufficient perspective whether those activities or contributions were historically important." While all three men rose to a prominent position within SCE, it does not appear that they were historically important. The Seabright Substation would also not be the best representation of these individual's productive lives. Their contributions would be better reflected by other built resources, such as the building where they kept their office, their personal residences, or by other major buildings or structures with which they were directly associated. Many individuals have likely worked at the property since its construction in 1950-1951; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property is not eligible for listing on the National Register of Historic Places under Criterion B.

### Criterion C

A building is significant under this criterion if it embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

Throughout the early 20<sup>th</sup> century, SCE constructed substation properties in a variety of popular architectural styles that incorporated historicist architectural characteristics, including Classical Revival, Mission Revival, and Beaux Arts styles. However, following World War II, the majority of substations constructed by SCE no longer incorporated stylistic elements or a clear architectural aesthetic. The heavy demand for additional electrical services necessitated development of hundreds of astylistic utilitarian substation properties throughout the southern California region. These postwar substations were constructed out of steel, brick, or concrete with minimal or stripped features in the historic-era. The Southern California Edison *Historic-Era Electrical Infrastructure Management Program* states that postwar astylistic substations do not exhibit "meritorious architectural qualities or characteristics," therefore, "they are considered not eligible to the NRHP." As a utilitarian, astylistic structure, the Seabright Substation does not stand out as an important example of an SCE substation for any aspect of its design or demonstrate any innovative, important, or outstanding design features. Therefore, it is not significant under this aspect of Criterion C.

No original building permit was found; however, it is unlikely, given the property's utilitarian appearance, that it is representative of the work of a master or that it possesses high artistic value. There are no buildings or structures in the vicinity of the property that are from the same period or possess similar visual characteristics to form a historic district. Therefore, the property does not represent a significant and distinguishable entity whose components may lack individual distinction.

In conclusion, the property is not eligible for listing on the National Register of Historic Places under Criterion C.



## CONTINUATION SHEET

Page 4 of 4 \*NRHP Status Code 6Y, 6Z \*Resource Name or # (Assigned by recorder) SCE Seabright Substation

\*Recorded by: Emily Rinaldi \*Date 5/17/2017 ☒ Continuation ☐ Update

### Criterion D

Criterion D generally applies to archeological resources and so was not considered part of this evaluation.

### Integrity

The property was analyzed against the seven aspects of integrity: location, setting, design, materials, workmanship, feeling, and association. The building has not been moved, so it retains integrity of location. The surrounding setting has been affected by the later construction of the north and south-bound lanes of W. Shoreline Drive in 1959 on either side of the substation. The property no longer retains the integrity of setting as a substation on the edge of Long Beach's residential development. Because there are no known exterior alterations, the property retains its integrity of design, materials, and workmanship. It retains integrity of feeling, as it still feels like a utilitarian substation building. It was not found to be significant for its association with events or trends under Criterion A, with an individual under Criterion B, or an architectural type or style under Criterion C, so there is no relevant association to evaluate.

### Conclusion

The property does not meet any of the four National Register of Historic Places (NRHP) criteria. It also no longer retains integrity of setting. The property is not eligible for the NRHP.

### California Register of Historical Resources

Because the four California Register of Historical Resources (CRHR) criteria are based upon the National Register criteria, the property does not meet the criteria for listing in the CRHR based upon the information outlined above.

### Local Designation

The property was not evaluated for local designation.

### B12. References:

"Edison Co. Buys Goodwill Group's Land for Station." *Long Beach Press Telegram*. August 9, 1950.

"Edison Company Expanding Constantly as Area Grows." *Long Beach Press Telegram*. October 21, 1952.

"National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation." National Park Service, Cultural Resources. Edited by Patrick Andrus and Rebecca Shrimpton. Accessed May 17, 2017.  
<https://www.nps.gov/nr/publications/bulletins/nrb15/>.

Oliver, Myrna. "Jack K. Horton; Former Head of Edison." *The Los Angeles Times*. June 14, 2000.

Tinsley, Wendy L., Audry Williams, Thomas Jackson, and Adam Sriro. *Historic-Era Electrical Infrastructure Management Program*. Rosmead: Southern California Edison Company, October 2015.

"W.C. Mullendore Named Chairman of Edison Co." *The Los Angeles Times*. April 17, 1954.

## PRIMARY RECORD

Primary #

HRI #

Trinomial

NRHP Status Code 3D, 3CD (This project only)

Other Listings  
Review Code

Reviewer

Date

Page 1 of 5 \*Resource Name or #: (Assigned by recorder) Los Angeles River Flood Channel (segment of)

P1. Other Identifier: Map Reference # 5

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

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

\*b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; ☐ of \_\_\_\_\_ of Sec \_\_\_\_\_; B.M. \_\_\_\_\_

c. Address \_\_\_\_\_ City Long Beach Zip 90802

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

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

0.2 mile south of Anaheim Street, passes below the existing Shoemaker Bridge (#53C0932)

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

The segment of the Los Angeles River Flood Channel within the Area of Potential Effects (APE) for the Shoemaker Bridge Replacement Project (Project) is an approximately 1,000-foot-long portion of the larger 51-mile resource that passes beneath the Shoemaker Bridge (<http://lariver.org/blog/about-la-river>). Like other portions of the River, the channel generally follows the natural river path. At this segment, it is approximately 480 feet wide, and has sloped banks that form a trapezoidal shape. The banks are covered almost entirely with rocks and various small plantings, grasses, and mosses that have been left to grow wild. A concrete parapet wall borders the channel on the east and west banks. This segment of the Los Angeles River is part of one of only three portions of the channel with an earthen bottom. This earthen portion in Long Beach is approximately two-and-a-half miles long, beginning at the estuary near Willow Street and continuing to the mouth of the river by the ocean. Other portions of the Los Angeles River Channel not within the APE for the Project are fully channelized with concrete.

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

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

P5b. Description of Photo: (view, date, accession #) Los Angeles River Flood Channel, looking SE, 12/2016, courtesy of Google Maps



\*P6. Date Constructed/Age and

Source: ☒ Historic ☐ Prehistoric

☐ Both

1955; Army Corps of Engineers.  
OMRRR Manual, 1999.

\*P7. Owner and Address:

Los Angeles County Flood Control  
District

Department of Public Works

900 S. Fremont Avenue

Alhambra, CA 91803

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

Emily Rinaldi

GPA Consulting

617 S. Olive Street, Suite 910

Los Angeles, CA 90014

\*P9. Date Recorded: 5/17/2017

\*P10. Survey Type: (Describe)

Section 106/ Intensive Survey

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

Laura O'Neill, Amanda Yoder Duane,  
and Emily Rinaldi, GPA Consulting,

"Historical Resources Evaluation

Report for the Shoemaker Bridge Replacement Project, Long Beach, Los Angeles County, California," 2018

\*Attachments: ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☒ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List): \_\_\_\_\_



# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) Los Angeles River Flood Channel (segment of) \*NRHP Status Code 3D, 3CD  
(this project only)

Page 2 of 5

B1. Historic Name: Los Angeles River Flood Control Channel  
B2. Common Name: Los Angeles River  
B3. Original Use: Flood control channel B4. Present Use: Flood control channel  
\*B5. Architectural Style: None  
\*B6. Construction History: (Construction date, alterations, and date of alterations)  
c. 1953: Segment constructed as part of the channelization of the Los Angeles River Flood Channel; 1959: Shoemaker Bridge, I-710 interchange, and W. Shoreline Drive interchange constructed  
\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
\*B8. Related Features: Shoemaker Bridge (#53C0932)  
B9a. Architect: Unknown b. Builder: U.S. Army Corp of Engineers  
\*B10. Significance: Theme Los Angeles River Flood Channel Area Long Beach  
Period of Significance 1938-1960 Property Type Flood control channel Applicable Criteria A/1, C/3  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

## National Register of Historic Places

The segment located within the boundary of the Area of Potential Effects (APE) for the Project does not appear individually eligible for listing in the National Register of Historic Places (NRHP). However, for the purposes of this undertaking, this segment does appear to be a contributing feature to a potential district that includes the larger 51-mile resource of the Los Angeles River Flood Channel. The Los Angeles River Flood Channel has not been recorded and evaluated as a whole. Segments of the channel have been previously evaluated as contributing to a potential district that appears to be significant under Criterion A for its association with flood control in the region, and its role in the development of river-adjacent areas in the greater Los Angeles area, as well as under Criterion C as representing a significant and distinguishable entity whose components may lack individual distinction. Full evaluation of the entire channel is beyond the scope of a reasonable level of effort for this undertaking due to its large size and the limited potential for effects as a result of the Project. Therefore, for the purposes of this project only, the subject segment of the Los Angeles River Flood Channel is presumed to be eligible for listing in the NRHP as a contributor to a potential district. The following discussion addresses whether the segment within the project's APE retains sufficient integrity to be able to contribute to the potential historic significance of the larger resource, rather than evaluating it as an individual resource.

(Continued on Page 5)

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

### \*B12. References:

See continuation sheet.

B13. Remarks:

\*B14. Evaluator: Emily Rinaldi

\*Date of Evaluation: 5/17/2017

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



▲ Property boundary highlighted in red.  
N Base image courtesy of Google Maps.

State of California - Natural Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LINEAR FEATURE RECORD**

Primary #  
HRI #  
Trinomial

Page 3 of 5 Resource Name or #: (Assigned by recorder) Los Angeles River Flood Channel (segment of)

L1. Historic and/or Common Name: Los Angeles River Flood Channel

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation Designation: See Location Map

b. Location of point or segment: (Provide UTM coordinates, decimal degrees, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

The segment is approximately 1,000 feet in length, approximately 480 feet in width, and is located beneath the Shoemaker Bridge between W. 10<sup>th</sup> and W. 9<sup>th</sup> streets on the west and W. 7<sup>th</sup> and W. 6<sup>th</sup> streets on the east. (See Location Map.)

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

See Primary Form, Field P3a. Description.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

- a. Top Width Approximately 480 feet
- b. Bottom Width Unknown
- c. Height or Depth Unknown
- d. Length of Segment Approximately 1,000 feet, passing beneath the Shoemaker Bridge

L5. Associated Resources:

Shoemaker Bridge (#53C0932)

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.):

L4e. Sketch of Cross-Section (include scale) Facing: \_\_\_\_\_

The subject segment passes beneath the Shoemaker Bridge which is located between W. 10<sup>th</sup> and W. 9<sup>th</sup> streets on the west and W. 7<sup>th</sup> and W. 6<sup>th</sup> streets on the east. The Shoemaker Bridge is a reinforced concrete beam bridge constructed in 1959 that spans the Los Angeles River Flood Channel. The I-710 interchange is located to the west of Shoemaker Bridge, the W. Shoreline Drive interchange is located to the east of Shoemaker Bridge, and Cesar E. Chavez Park is located immediately south of the W. Shoreline Drive interchange. Properties to the west of the channel are primarily industrial, while properties to the east are a mix of industrial, commercial, and residential.

L8a. Photograph, Map or Drawing



L7. Integrity Considerations:

See Building, Structure, and Object Record, Field B10. Significance.

L8b. Description of Photo, Map, or Drawing (View, scale, etc.)

Los Angeles River Flood Channel, looking NW, 06/2017, courtesy of Google Maps

L9. Remarks: None

L10. Form Prepared by: (Name, affiliation, and address)

Emily Rinaldi  
GPA Consulting  
617 S. Olive Street, Suite 910  
Los Angeles, CA 90014

L11. Date: 5/17/2017



## CONTINUATION SHEET

Page 4 of 5 \*NRHP Status Code 3D, 3CD (this project only)

\*Resource Name or # (Assigned by recorder) Los Angeles River Flood Channel (segment of)

\*Recorded by: Emily Rinaldi \*Date 5/17/2017 ☒ Continuation ☐ Update

### B10. Significance (Continued from Page 2)

#### National Register of Historic Places

The subject segment was channelized c. 1953 as part of the channelization of the lower Los Angeles River between 1953-1957. Channelization of the entire 51-mile resource began in 1938 and was completed in 1960. The project, part of the Los Angeles County Flood Control District's efforts to manage flood risk, involved lining the majority of the river's bed and banks in concrete. Only three portions of the river remain unlined: a portion near Griffith Park and the Elysian Valley, another within the Sepulveda Flood Control Basin in the San Fernando Valley, and a third in Long Beach where the river empties into the Pacific Ocean. The subject segment is located within this third portion. Overall, the engineered waterway provided flood control by establishing a consistent path for the river course and preventing water from overflowing the river banks, facilitating the further development of river-adjacent areas. It possesses the distinctive characteristics of a flood control channel from the period with its trapezoidal reinforced concrete channels, parapet paved berms, and periodic central trench at the bottom to guide water flow.

The segment retains its integrity of location, as it has not been moved since the time of its construction. The integrity of setting has been somewhat diminished by the continued development in the area; however, some of this development, including the construction in 1959 of the Shoemaker Bridge, what is now the I-710 interchange, and W. Shoreline Drive interchange occurred within the period of significance for the potential district. Other minor changes to development patterns on either side of the channel and the southern extension of the I-710 between 1963-1965 occurred outside the period of significance. The integrity of design, materials, and workmanship are intact, as there do not appear to have been any major alterations to this segment of the flood control channel since its original construction in the 1950s. As such, the integrity of feeling and association are intact, as the channel is still able to convey the sense of the large infrastructure project of the period.

The segment within the project APE retains integrity of location, design, workmanship, materials, feeling, and association. Because it was completed in 1955, the segment is also contemporaneous with the larger resource, which was fully channelized between 1938-1960. Therefore, this segment contributes to the significance of a potential Los Angeles River Flood Channel district which has been presumed eligible for listing in the NRHP under Criteria A and C for the purposes of this project only.

#### California Register of Historical Resources

Because the four California Register of Historical Places (CRHR) criteria are based upon the NRHP criteria, the Los Angeles River Flood Channel meets the criteria for listing in the CRHR under Criteria 1 and 3, and the segment appears to be a contributing feature to this potential district.

#### Local Designation

The property was not evaluated for local designation.

#### B12. References:

Army Corps of Engineers, Los Angeles District. *Operation, Maintenance, Repair, Replacement, and Rehabilitation Manual: Los Angeles County Drainage Area, California*. December, 1999.

"Bidding Due Early in 1953 on River Job." *Long Beach Press Telegram*. December 26, 1952.

City of Los Angeles. "About the LA River." Los Angeles River Revitalization. Accessed April 13, 2018.  
<http://lariver.org/blog/about-la-river>.

County of Los Angeles Department of Public Works. "History of the Los Angeles River." Accessed May 17, 2017.

## CONTINUATION SHEET

Page 5 of 5 \*NRHP Status Code 3D, 3CD (this project only)

\*Resource Name or # (Assigned by recorder) Los Angeles River Flood Channel (segment of)

\*Recorded by: Emily Rinaldi \*Date 5/17/2017 ☒ Continuation ☐ Update

<http://ladpw.org/wmd/watershed/LA/history.cfm>.

Duane, Amanda. GPA Consulting. "California Department of Parks and Recreation Form Set, California High-Speed Rail Authority Burbank to Los Angeles, Los Angeles River Channel (segments of), 19-190897 (Update)." April 21, 2017.

EDAW, Inc. "Department of Parks and Recreation Form Set, Arroyo Seco Flood Control Channel." 2003.

Gumprecht, Blake. *The Los Angeles River: Its Life, Death, and Possible Rebirth*. Baltimore: Johns Hopkins University Press, 2001.

Lee, Portia, Andrew Johnston, and Elizabeth Watson. "Los Angeles River Bridges." HAER No. CA-271, Historic American Engineering Record (HAER). National Park Service, U.S. Department of the Interior.

"Los Angeles River Channel Work to Begin." *Long Beach Press Telegram*. August 15, 1948.

"Meet Discusses L.A. River Job." *Long Beach Press Telegram*. January 29, 1952.

"National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation." National Park Service, Cultural Resources. Edited by Patrick Andrus and Rebecca Shrimpton. Accessed May 17, 2017.  
<https://www.nps.gov/nr/publications/bulletins/nrb15/>.

Weeks, George. "Drouth, Flood Control Held Loss to Minimum." *Independent Press Telegram*. January 29, 1956.



## Appendix C: Consultation with the Public



## PARTIES CONTACTED:

<b>California State University, Long Beach Library</b> Greg Armento, History Librarian University Library CSU-Long Beach 1250 Bellflower Blvd. Long Beach, CA 90840-1901 greg.armento@csulb.edu	<b>Historical Society of Long Beach</b> Julie Bartolotto, Executive Director 4260 Atlantic Avenue Long Beach, CA 90807 562-424-2220 Julieb@hslb.org
<b>Long Beach City College Library</b> Ramchandran Sethuraman, Ph.D., Library Department Head 1305 E. Pacific Coast Highway LL-118 Long Beach, CA 90806 (562) 938-3115 rsethuraman@lbcc.edu	<b>Long Beach Heritage</b> Cheryl Perry, President P.O. Box 92521 Long Beach, CA 90809 562-493-7019 preservation@lbheritage.org
<b>Long Beach Police Historical Society</b> Lieutenant Michael Lewis 2865 Temple Avenue Long Beach, CA 90755 562-426-1201 Michael.Lewis@longbeach.gov	<b>Long Beach Public Library</b> 101 Pacific Avenue Long Beach, CA 90822 (562) 570-7500 LBPL_comments@lbpl.org
<b>Willmore City Heritage Association</b> Kathleen Irvine, President P.O. Box 688 Long Beach, CA 90801 562-342-6146 Kathleen@willmorecity.org	



**CORRESPONDENCE LOG:**

<b>PARTY</b>	<b>CONTACT DATE</b>	<b>FOLLOW UP DATE</b>	<b>RESPONSE(S)</b>
<b>California State University, Long Beach Library</b>	April 2, 2018 (letter)	April 25, 2018 (email)	No response received to date.
<b>Long Beach City College Library</b>	April 2, 2018 (letter)	April 25, 2018 (email)	No response received to date.
<b>Long Beach Police Historical Society</b>	April 2, 2018 (letter)	April 25, 2018 (email)	No response received to date.
<b>Historical Society of Long Beach</b>	April 2, 2018 (letter)	April 25, 2018 (email)	No response received to date.
<b>Long Beach Heritage</b>	April 2, 2018 (letter)	April 25, 2018 (email)	No response received to date.
<b>Long Beach Public Library</b>	April 2, 2018 (letter)	April 25, 2018 (email)	No response received to date.
<b>Willmore City Heritage Association</b>	April 2, 2018 (letter)	April 25, 2018 (email)	Kathleen Irvine, President of the Association, responded via email on April 26, 2018, indicating the Association's support for the Project as it will improve bike and pedestrian transportation in the area. Ms. Irvine also requested that the Project include traffic calming measures, improved access to Cesar Chavez Park, and the greening of the existing Shoemaker Bridge.



April 2, 2018

**CONTACT INFO**

**RE: Request for Public Comments and Information Regarding the Shoemaker Bridge Replacement Project**

**Dear NAME,**

The City of Long Beach (City), in coordination with the California Department of Transportation (Caltrans), proposes to replace the Shoemaker Bridge. The Shoemaker Bridge Replacement Project (Project) is an Early Action Project (EAP) of the Interstate 710 Corridor Project and is located at the southern end of State Route 710 (see attached map). There are three alternatives under consideration as part of the proposed Project: one No-Build alternative and two Build alternatives. Both Build alternatives include replacing the Shoemaker Bridge, providing pedestrian and bicycle access, ramp alterations, and associated street improvements and reconfigurations along 3<sup>rd</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 9<sup>th</sup>, and 10<sup>th</sup> Streets, Broadway, Anaheim Street, West Seaside Way, Golden Shore Street, North Golden Avenue, Shoreline Drive, and Ocean Boulevard.

The environmental impacts of the Project will be assessed and disclosed in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City is the lead agency for CEQA compliance; Caltrans is the lead agency for NEPA compliance under delegation from the Federal Highway Administration (FHWA). As part of the environmental process associated with compliance, GPA Consulting, historic preservation consultant to the City, is soliciting comments on the proposed Project from potentially interested parties, such as your organization. Your response allows us to identify potential concerns relating to the proposed Project and to gather information on any historic resources that may be located near the Project area.

If you know of any historic resources that could be impacted by the proposed Project, or if you would like additional information, please do not hesitate to contact me at (310) 792-2690 or via email at [laura@gpaconsulting-us.com](mailto:laura@gpaconsulting-us.com). Your time and involvement in this process is important and appreciated.

Sincerely,

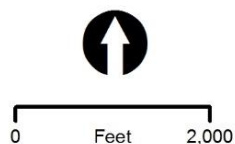
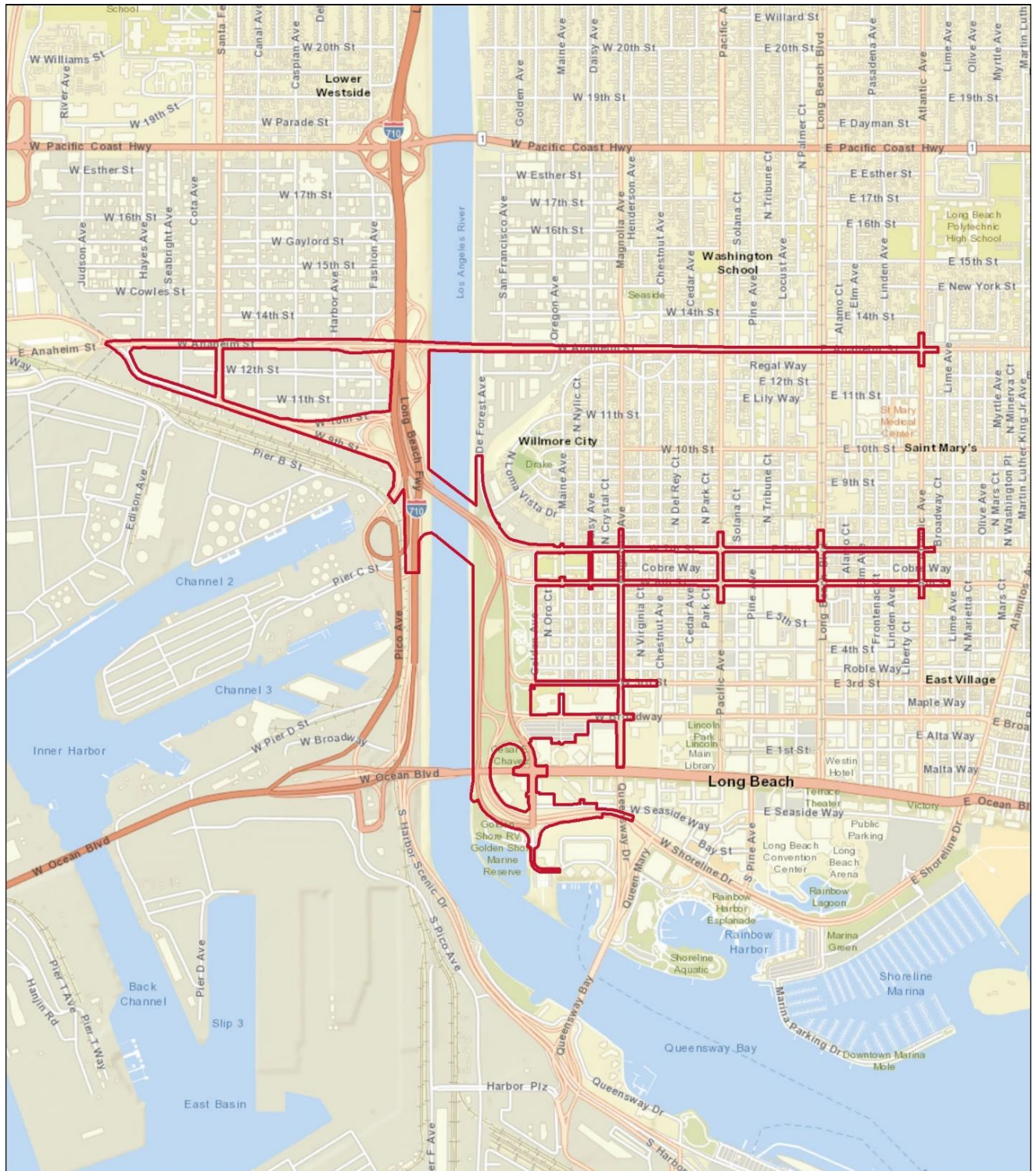
A handwritten signature in black ink, reading "Laura O'Neill".

**Laura O'Neill**  
Sr. Architectural  
Historian

Attachments: Project Location Map



## Shoemaker Bridge Replacement Project Location Map



**LEGEND**  
 Project Limits

07-LA-710: PM 6.0/6.4  
 EA No. 27300

*Shoemaker Bridge Replacement Project*

## Laura O'Neill

---

**From:** Laura O'Neill  
**Sent:** Wednesday, April 25, 2018 5:12 PM  
**Subject:** Following up on our prior letter: Request for Public Comments and Information Regarding the Shoemaker Bridge Replacement Project  
**Attachments:** Shoemaker Bridge Replacement Project Sample Letter.pdf

Dear Interested Party,

On April 2, 2018, we sent your organization a letter (see attached) soliciting comments and information on the Shoemaker Bridge Replacement Project and historical resources in the vicinity of the project. This email serves as a follow-up to that original letter to be sure you do not have any comments you would like included in our environmental documentation for the project. If you have comments or information you would like to share, please reply to this email. If not, there is no need to respond.

Thank you so much for your time and consideration.



**LAURA O'NEILL**

Senior Architectural Historian | [laura@gpaconsulting-us.com](mailto:laura@gpaconsulting-us.com)

617 S. Olive Street, Suite 910

Los Angeles, CA 90014

(310) 792-2690

[www.gpaconsulting-us.com](http://www.gpaconsulting-us.com)

El Segundo • Los Angeles

Sacramento • San Luis Obispo





**Laura O'Neill**

---

**From:** kathleen <bluegecko3@charter.net>  
**Sent:** Thursday, April 26, 2018 8:22 AM  
**To:** Laura O'Neill  
**Cc:** Cory Allen; Hulean Tyler ; Isaac Salgado; Jenny Sersion; Jim Danno; Kathleen; Sheila Gibbons; Teresa Calloway; Terry Beebe  
**Subject:** RE: Following up on our prior letter: Request for Public Comments and Information Regarding the Shoemaker Bridge Replacement Project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Ms. O'Neill,

Our organization is thrilled that the Shoemaker Bridge project will bring much needed alternative transportation – bike and pedestrian – to our area of Long Beach. In particular we are interested in the fact that it will provide access from the West Side of Long Beach, across the LA River, to our Downtown area. As you are looking at the reconfiguration of the various streets and on/offramps, our concerns would be to lessen, rather than increase, vehicular traffic and vehicle speeds through our dense, family-oriented, historic neighborhood. Traffic calming measures would help enormously. Because the Willmore/Drake Park Historic District is so close to, not only the 710 freeway, but also the Port of Long Beach, our area has more than it's fair share of pollution and motor vehicles. In addition, we would like to see that the odd portion of Cesar Chavez Park, which is currently inaccessible due to the configuration of the 710/Seaside Way/Broadway off/onramps, be combined with the accessible portion. Because our District has one of the lowest percentages of open green space in the City, the increase of accessibility in Cesar Chavez Park, and the greening of the Shoemaker Bridge are extremely important to us.

Please let me know if there is any further information that you might need as this project progresses.

**BEST REGARDS,**

**KATHLEEN IRVINE**  
**PRESIDENT**  
**WILLMORE CITY HERITAGE ASSOCIATION**  
**818-470-0005**  
[WWW.WILLMORECITY.ORG](http://WWW.WILLMORECITY.ORG)  
[HTTPS://WWW.FACEBOOK.COM/WILLMORECITY/](https://WWW.FACEBOOK.COM/WILLMORECITY/)



---

**From:** Laura O'Neill [mailto:laura@gpaconsulting-us.com]

**Sent:** Wednesday, April 25, 2018 5:12 PM

**Subject:** Following up on our prior letter: Request for Public Comments and Information Regarding the Shoemaker Bridge Replacement Project

Dear Interested Party,

On April 2, 2018, we sent your organization a letter (see attached) soliciting comments and information on the Shoemaker Bridge Replacement Project and historical resources in the vicinity of the project. This email serves as a follow-up to that original letter to be sure you do not have any comments you would like included in our environmental documentation for the project. If you have comments or information you would like to share, please reply to this email. If not, there is no need to respond.

Thank you so much for your time and consideration.



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## Appendix D: Caltrans Historic Bridge Inventory Sheets



# Structure Maintenance & Investigations



October 2016

## Historical Significance - Local Agency Bridges

### District 07

#### Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0890L	QUEENS WAY SBND OC	0.6MI S/O OCEAN BLVD	5. Bridge not eligible for NRHP	1967	
53C0890R	HARBOR SCENIC DR	0.6MI S/O OCEAN BLVD	5. Bridge not eligible for NRHP	1967	
53C0891	LINDERO CYN CHAN	0.3MI E/O LINDERO CYN RD	5. Bridge not eligible for NRHP	1975	
53C0892L	SHORELINE DRIVE AND SEASIDE P	0.1MI S/O OCEAN BLVD	5. Bridge not eligible for NRHP	1967	
53C0892R	SHORELINE DRIVE AND SEASIDE P	0.1MI S/O OCEAN BLVD	5. Bridge not eligible for NRHP	1967	
53C0897	SANTA ANITA AVE (UP RR) UP	1/4 MI N VALLEY BLVD	5. Bridge not eligible for NRHP	1914	
53C0899L	KANAN DUME RD S	4.3MI N/O SR-1 HWY	5. Bridge not eligible for NRHP	1983	
53C0899R	KANAN DUME RD N	4.3MI N/O SR-1 HWY	5. Bridge not eligible for NRHP	1973	
53C0900L	KANAN ROAD SOUTHBOUND	0.7MI N/O MULHOLLAND HWY	5. Bridge not eligible for NRHP	1983	
53C0900R	KANAN ROAD NORTHBOUND	0.7MI N/O MULHOLLAND HWY	5. Bridge not eligible for NRHP	1968	
53C0901L	KANAN ROAD SOUTHBOUND	1.5MI N/O MULHOLLAND HWY	5. Bridge not eligible for NRHP	1978	
53C0901R	KANAN ROAD NORTHBOUND	1.5 MI N MULHOLLAND HWY	5. Bridge not eligible for NRHP	1968	
53C0902	DURFEE AVE (UP RR) UP	0.1 MI N/O VALLEY BLVD	5. Bridge not eligible for NRHP	1976	
53C0903	7TH STREET WESTBOUND ON RAMP UC	0.2 MI N BROADWAY	5. Bridge not eligible for NRHP	1961	
53C0907	COMPTON CRK	0.5MI S/O ROSECRANS AVE	5. Bridge not eligible for NRHP	1938	
53C0908	COMPTON CRK	0.3MI W/O WILMINGTON AVE	5. Bridge not eligible for NRHP	1938	
53C0909	RUBIO WASH	0.1MI W/O SAN GABRIEL BL	5. Bridge not eligible for NRHP	1911	1932
53C0913	ALHAMBRA WASH	0.5MI E/O CHAPEL AVE	5. Bridge not eligible for NRHP	1938	1995
53C0915	WASHINGTON BOULEVARD UC	0.2 MILE E DOWNEY BLVD	5. Bridge not eligible for NRHP	1931	
53C0916	WHITE AVE	0.3 MI S/O HOLT AVE	5. Bridge not eligible for NRHP	1960	
53C0917	SAN ANTONIO WASH	0.5MI S/O MISSION BLVD	5. Bridge not eligible for NRHP	1962	
53C0918	FIRST STREET	0.3 MI S/O HOLT AVE	5. Bridge not eligible for NRHP	1959	
53C0919	SAN ANTONIO WASH	0.3MI E/O RESERVOIR ST	5. Bridge not eligible for NRHP	1962	
53C0920	PACOIMA WASH	0.4MI E/O MACLAY AVE	5. Bridge not eligible for NRHP	1953	
53C0921	PACOIMA WASH	0.5MI E/O MACLAY AVE	5. Bridge not eligible for NRHP	1953	
53C0922	SAN ANTONIO WASH	1/8MI W OF EAST END AVE	5. Bridge not eligible for NRHP	1962	
53C0924	VERNON CHAN	400FT S/O POMONA FWY	5. Bridge not eligible for NRHP	1968	
53C0925	COMPTON CRK	0.2MI E/O WILMINGTON AVE	5. Bridge not eligible for NRHP	1938	
53C0926	PRIVATE DRAIN #507	1/4 MI N POMONA FWY	5. Bridge not eligible for NRHP	1965	
53C0927	BNSF/HARBOR SCENIC DR/LA RIVER/SHORELINE DR	0.1MI E/O PICO AVE	5. Bridge not eligible for NRHP	1959	
53C0928	WILMINGTON DRN	0.1MI W/O I-110 FWY	5. Bridge not eligible for NRHP	1978	
53C0930	10TH ST RAMP/10TH ST/HARBOR SCENIC DRIVE	0.5MI E/O SANTA FE AVE	5. Bridge not eligible for NRHP	1960	
53C0931	710 FWY/HARBOR SCENIC DRIVE/10TH ST/ FASHION AVE	0.3MI S/O ANAHEIM ST	5. Bridge not eligible for NRHP	1957	
53C0932	LA RIV, UP, HARBOR SCENIC	0.2MI S/O ANAHEIM ST	5. Bridge not eligible for NRHP	1959	
53C0933	RTD PARKING LOT UC	0.4MI W/O MAGNOLIA AVE	5. Bridge not eligible for NRHP	1956	
53C0934	SAN FRANCISCO AND GOLDEN	0.2MI W/O MAGNOLIA AVE	5. Bridge not eligible for NRHP	1956	
53C0936	WALNUT CREEK	1000' W/O GRAND AVE	5. Bridge not eligible for NRHP	1975	
53C0937	DIAMOND BAR CREEK	200' E BREA CYN RD	5. Bridge not eligible for NRHP	1987	
53C0939	TOPANGA CYN CRK	50FT W/O TOPANGA CYN RD	5. Bridge not eligible for NRHP	1926	
53C0940	BURBANK WESTERN CHAN	0.1MI N/O LAKE ST	5. Bridge not eligible for NRHP	1949	
53C0941	HOLLYWOOD WAY	0.5MI N/O VICTORY BLVD	5. Bridge not eligible for NRHP	1970	
53C0942	HOLLYWOOD WAY (UP RR) UP	1/2 MI N VICTORY BLVD	5. Bridge not eligible for NRHP	1970	





## Historical Significance - Local Agency Bridges

### District 07

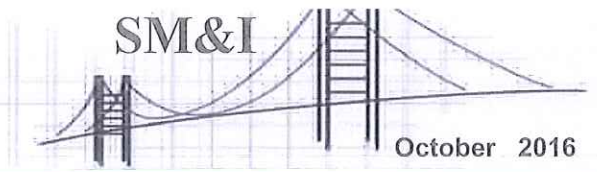
#### Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0792	COYOTE CR	0.8MI E/O BLOOMFIELD AVE	5. Bridge not eligible for NRHP	1965	
53C0793	SAN JOSE CRK	E/O HACIENDA BLVD	5. Bridge not eligible for NRHP	1967	1990
53C0794	EATON WASH	0.4MI W/O SRRA MADRE VLLA	5. Bridge not eligible for NRHP	1954	
53C0795	212TH STREET DRAIN	BT 212TH ST-213TH ST	5. Bridge not eligible for NRHP	1959	
53C0796	EATON WASH	0.1 MI N FOOTHILL BLVD	5. Bridge not eligible for NRHP	1972	
53C0798	POTRERO VAL CR	0.8 MI W LINDERO CYN RD	5. Bridge not eligible for NRHP	1968	
53C0799	CASTAIC CREEK	0.6 MI E GOLDEN STATE FWY	5. Bridge not eligible for NRHP	1966	
53C0800	LAS VIRGENES CR	450FT N VENTURA FWY	5. Bridge not eligible for NRHP	1965	
53C0801L	S C EDISON CHANNEL	350FT N/O LOYNES DRIVE	5. Bridge not eligible for NRHP	1966	
53C0801R	S CAL EDISON CHANNEL N	350FT N/O LOYNES DRIVE	5. Bridge not eligible for NRHP	1966	
53C0802L	S C EDISON CHANNEL	300FT S/O LOYNES DRIVE	5. Bridge not eligible for NRHP	1966	
53C0802R	S CAL EDISON CHANNEL S	300FT S/O LOYNES DRIVE	5. Bridge not eligible for NRHP	1966	
53C0803	SAN DIMAS WASH	1.5MI E/O GRAND AVE	5. Bridge not eligible for NRHP	1967	
53C0804	SAN DIMAS WASH	230FT N/O ARROW HWY	5. Bridge not eligible for NRHP	1966	
53C0805	SANTA CLARA RIV (SO FK)	3/4MI E OF GLDN ST FWY	5. Bridge not eligible for NRHP	1966	
53C0806	CHARTER OAK WASH	BARRANCA AVE	5. Bridge not eligible for NRHP	1966	
53C0807	SPTCO	1 3/8 MI E 87TH ST E	5. Bridge not eligible for NRHP	1967	
53C0810	25TH ST EAST UNDERPASS	0.3 MI S/O AVENUE S	5. Bridge not eligible for NRHP	1967	
53C0811	CALIFORNIA AQUEDUCT	1MI S OF AVE D	5. Bridge not eligible for NRHP	1967	
53C0812	CALIFORNIA AQUEDUCT	3MI N OF ELIZ LK RD	5. Bridge not eligible for NRHP	1968	
53C0813	CALIFORNIA AQUEDUCT	1/4 MI S PEARBLOSSOM HWY	5. Bridge not eligible for NRHP	1968	
53C0814	CALIFORNIA AQUEDUCT	1/4 MI S PEARBLOSSOM HWY	5. Bridge not eligible for NRHP	1968	
53C0815	COYOTE CREEK	0.2 MI S ARTESIA BLVD	5. Bridge not eligible for NRHP	1966	
53C0816	SAN JOSE CR	0.6MI N/O SR-60 FWY	5. Bridge not eligible for NRHP	1967	
53C0817	GOLDEN SHORE BLVD	0.1MI S/O OCEAN BOULEVARD	5. Bridge not eligible for NRHP	1970	
53C0818	NORWALK DRAIN CHANNEL	0.5MI S/O SAN GAB RI FWY	5. Bridge not eligible for NRHP	1963	
53C0820	LOS CERRITOS DRAIN CHANN	0.4 MI N SAN DIEGO FRWY	5. Bridge not eligible for NRHP	1958	
53C0821	243RD STREET POC	0.5 MI S OF SEPULVEDA BL	5. Bridge not eligible for NRHP	1968	
53C0823	PIER A AVE NB RAMP	1.0MI S/O OCEAN BLVD	5. Bridge not eligible for NRHP	1970	
53C0824	PRIVATE DRAIN NO 669	0.6 MI N OF SD FWY	5. Bridge not eligible for NRHP	1966	
53C0825	VERMONT AVE OH ATSF RR	0.4MI S/O SEPULVEDA BLVD	5. Bridge not eligible for NRHP	1970	
53C0826	PICO CANYON CHANNEL	1MI N OF LYONS AVE	5. Bridge not eligible for NRHP	1971	
53C0827	LOS ANGELES RIVER	0.1MI E/O SOTO ST	5. Bridge not eligible for NRHP	1969	
53C0828	TRIUNFO CANYON CREEK	1.5 MI S VENTURA FWY	5. Bridge not eligible for NRHP	1970	1988
53C0829	LA CANADA VERDE CREEK	0.75MI W/O LA MIRADA BLVD	5. Bridge not eligible for NRHP	1970	
53C0830	LEFFINGWELL CREEK	0.5 MI W LA MIRADA BLVD	5. Bridge not eligible for NRHP	1970	
53C0831	SAN DIMAS WASH	100FT N/O GLADSTONE ST	5. Bridge not eligible for NRHP	1969	
53C0832	BROADWAY OC	1/4 MI W MAGNOLIA	5. Bridge not eligible for NRHP	1958	
53C0833	PRIVATE DRAIN NO 553	0.1 MI S SEPULVEDA BL	5. Bridge not eligible for NRHP	1967	1972
53C0835	PALO VERDE DRAIN	50' E/O WOODRUFF AVE	5. Bridge not eligible for NRHP	1961	1976
53C0836	BIG DALTON WASH	0.5MI E/O LORAINA AVE	5. Bridge not eligible for NRHP	1968	
53C0837	LEFFINGWELL CREEK	0.2 MI N/O MULBERRY DRIVE	5. Bridge not eligible for NRHP	1974	
53C0838	PASEO VALENCIA POC	0.2 MI S/O MCBEAN PKWY	5. Bridge not eligible for NRHP	1970	





# Structure Maintenance & Investigations



October 2016

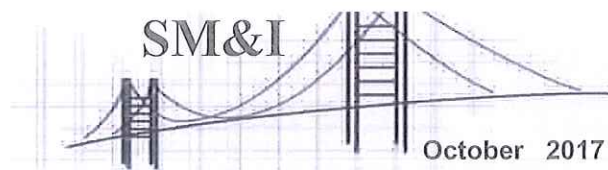
## Historical Significance - Local Agency Bridges

### District 07

#### Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0007	EAST FORK SAN GABRIEL RIVER	3.7 MI E SAN GABRL CYN RD	5. Bridge not eligible for NRHP	1936	
53C0008	GRAVEYARD CYN CRK	2.7MI E/O SAN GABRL CN RD	5. Bridge not eligible for NRHP	1942	1966
53C0009	BOUTON CREEK	0.1 MI S/O ATHERTON ST	5. Bridge not eligible for NRHP	1955	
53C0011	SOTO STREET SOH (UP RR)	0.6 MI NORTH OF FWY 10	5. Bridge not eligible for NRHP	1936	
53C0018	LA RIV / DEFOREST AVE	0.1MI E/O I-710 FWY	5. Bridge not eligible for NRHP	1952	
53C0019	LOS ANGELES RIVER	0.1MI E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1946	
53C0020	LOS ANGELES RIVER	0.1MI E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1946	
53C0022	RIVO ALTO CANAL	0.1MI E/O RAVENNA DR	5. Bridge not eligible for NRHP	1967	
53C0023	RIVO ALTO CANAL	0.2MI W/O RAVENNA DR	5. Bridge not eligible for NRHP	1967	
53C0024	RIVO ALTO CANAL	0.1MI S/O 2ND ST	5. Bridge not eligible for NRHP	1953	
53C0025	RIVO ALTO CANAL	400FT S/O THE TOLEDO E	5. Bridge not eligible for NRHP	1968	
53C0026	RIVO ALTO CANAL	400FT S/O THE TOLEDO W	5. Bridge not eligible for NRHP	1976	
53C0028	ALAMITOS BAY CHANNEL	1.3MI W/O PACIFIC C HWY	5. Bridge not eligible for NRHP	1967	
53C0031	LOS ANGELES RIVER	0.1 MI E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1958	1971
53C0032	SAN GABRIEL RIV	0.1MI W/O I-605 FWY	5. Bridge not eligible for NRHP	1916	1950
53C0033	WALNUT CREEK	AT VALINDA AVENUE	5. Bridge not eligible for NRHP	1961	1964
53C0034	ALHAMBRA WASH	100FT S/O GARVEY AVE	5. Bridge not eligible for NRHP	1935	1955
53C0035	NATIONAL BLVD (UP RR) UP	BET SNTA MNCA BL-EXPO BL	5. Bridge not eligible for NRHP	1965	
53C0036	UPRR	0.1MI W/O SAN GAB FWY	5. Bridge not eligible for NRHP	1964	
53C0037	AVENUE 26 (METROLINK) UP	0.5 MI NW PASADENA AVE	4. Historical Significance not determined	1930	
53C0038	DALY AVENUE OH	0.2 MI S/O MAIN STREET	5. Bridge not eligible for NRHP	1982	
53C0042	LOS ANGELES RIV	400FT E/O LONG BEACH FWY	5. Bridge not eligible for NRHP	1951	1974
53C0044	4TH ST VIADUCT (SANTA FE AVE)	OVER LA RIVER	2. Bridge is eligible for NRHP	1930	
53C0045	BEVERLY/GLENDALE SEPARATION	0.4 MI WEST 110 FWY	2. Bridge is eligible for NRHP	1942	
53C0046	LOS FELIZ ROAD (UP RR) UNDERPASS	BTW CITY OF GNDL/SENECA A	5. Bridge not eligible for NRHP	1960	
53C0052	ARROYO SECO	0.1 MI SOUTH OF S.R.110	2. Bridge is eligible for NRHP	1940	
53C0053	ARROYO SECO	50' E STATE RTE 110	2. Bridge is eligible for NRHP	1940	
53C0054	BIG DALTON WASH	0.1MI W/O AZUSA AVE	5. Bridge not eligible for NRHP	1956	
53C0055	SAN GABRIEL RIVER	0.4 MI W/O SAN GBRL FWY	5. Bridge not eligible for NRHP	1952	1972
53C0057	SAN GABRIEL RIV	0.2MI W/O I-605 FWY	5. Bridge not eligible for NRHP	1937	
53C0058	SAN FERNANDO BLVD (UP RR) UP	3/8 MI E/O BUENA VISTA ST	5. Bridge not eligible for NRHP	1942	
53C0059	SAN FERNANDO BLVD	0.3MI E/O BUENA VISTA ST	5. Bridge not eligible for NRHP	1942	
53C0062	LOS ANGELES RIVER	0.25 MI N. VICTORY BLVD	5. Bridge not eligible for NRHP	1955	2002
53C0063	LOS ANGELES RIVER	0.05 MI S. VICTORY BLVD	5. Bridge not eligible for NRHP	1957	
53C0065	ENTRANCE CHAN, SPTCO	0.9MI E/O SR-47 FWY	5. Bridge not eligible for NRHP	1968	
53C0067	ANAHEIM STREET PUC	0.1 MI E/O GAFFEY ST	5. Bridge not eligible for NRHP	1945	
53C0069	SANTA CLARA RIVER SPTC	6MI SW/O ANTELOPE FWY	5. Bridge not eligible for NRHP	1952	
53C0070	SAN GABRIEL RIV NF	0.1MI E/O SAN GBL CYN RD	5. Bridge not eligible for NRHP	1949	
53C0071	LOS ANGELES RIV	0.3MI W/O WESTERN AVE	5. Bridge not eligible for NRHP	1948	
53C0072	SAN GABRIEL RIVER	0.5 MI E SAN GAB RIV FWY	5. Bridge not eligible for NRHP	1949	
53C0075	SUNSET BLVD OC	0.2 MI SE OF FOUNTAIN AVE	5. Bridge not eligible for NRHP	1929	
53C0076	WEST BRANCH TUJUNGA WASH	RADFORD AVE & GENTRY AV	5. Bridge not eligible for NRHP	1951	2008
53C0077	COMPTON CRK	1.0MI N/O DEL AMO BLVD	5. Bridge not eligible for NRHP	1950	





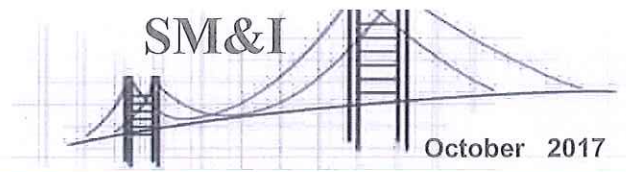
## Historical Significance - Local Agency Bridges

### District 07

#### Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0610R	LOS ANGELES RIV	0.1MI E/O I-710 FWY	5. Bridge not eligible for NRHP	1950	
53C0611	LITTLE DALTON WASH	0.1MI W/O AZUSA AVE	5. Bridge not eligible for NRHP	1950	1968
53C0612	DOMINGUEZ CHAN	100FT E/O CRENSHAW BLVD	5. Bridge not eligible for NRHP	1962	
53C0613	LOBO CRK	0.5MI W/O KANAN RD	5. Bridge not eligible for NRHP	1951	
53C0617L	SAN GABRIEL RIV	0.3MI S/O SR-60 FWY	5. Bridge not eligible for NRHP	1952	
53C0617R	SAN GABRIEL RIV	0.2MI S/O SR-60 FWY	5. Bridge not eligible for NRHP	1952	
53C0618	UNNAMED WASH	2.0MI W/O PALLET CRK RD	5. Bridge not eligible for NRHP	1953	
53C0619	LA CIENEGA BOULEVARD	1.3MI N/O SLAUSON AVE	5. Bridge not eligible for NRHP	1952	
53C0620	MALIBU CRK	4.0MI S/O US-101 FWY	5. Bridge not eligible for NRHP	1953	
53C0621	MALIBU CYN RD	3.3MI N/O SR-1 HWY	5. Bridge not eligible for NRHP	1952	
53C0622	BIG TUJUNGA CYN CK	4.0MI NE/O FOOTHILL BLVD	5. Bridge not eligible for NRHP	1953	
53C0623	DOWNEY AVE DRN	0.4MI W/O LAKEWOOD BLVD	5. Bridge not eligible for NRHP	1953	
53C0625	COMPTON CRK	0.1MI E/O CENTRAL AVE	5. Bridge not eligible for NRHP	1953	
53C0626	FLORENCE AVE (BNSF) UP	0.2 MI E/O BLOOMFIELD AVE	5. Bridge not eligible for NRHP	1979	
53C0627	MEDEA CR	2.0MI S/O US-101 FWY	5. Bridge not eligible for NRHP	1955	
53C0628	COYOTE CRK	0.8MI E/O I-605 FWY	5. Bridge not eligible for NRHP	1955	
53C0629	COYOTE CREEK	0.1MI E/O BLOOMFIELD AVE	5. Bridge not eligible for NRHP	1955	1976
53C0630	LOS CERRITOS LINE E CHAN	0.3MI N/O SPRING ST	5. Bridge not eligible for NRHP	1955	
53C0631	ARCADIA WASH	0.5MI W/O SANTA ANITA AVE	5. Bridge not eligible for NRHP	1957	
53C0632	COMPTON CRK	0.3MI W/O I-710 FWY	5. Bridge not eligible for NRHP	1954	
53C0633	ARCADIA WASH	0.1MI E/O EL MONTE AVE	5. Bridge not eligible for NRHP	1955	
53C0634	LOS CERRITOS DRA CHA	0.3MI W/O STUDEBAKER RD	5. Bridge not eligible for NRHP	1954	
53C0635	ARCADIA WASH	0.1MI E/O EL MONTE AVE	5. Bridge not eligible for NRHP	1955	
53C0636	ARCADIA WASH	0.1MI E/O EL MONTE AVE	5. Bridge not eligible for NRHP	1955	
53C0637	LA MIRADA CHAN	1.0MI E/O VALLEY VIEW AVE	5. Bridge not eligible for NRHP	1955	
53C0638	PUENTE CRK	0.8MI N/O VALLEY BLVD	5. Bridge not eligible for NRHP	1955	
53C0640	MAINE AVENUE POC	0.4 MI W PACIFIC AVE	5. Bridge not eligible for NRHP	1958	
53C0641	DOMINGUEZ CHAN	0.8MI S/O I-405 FWY	5. Bridge not eligible for NRHP	1959	
53C0642	ANGELES FOREST HWY OH SP	0.1MI S/O SIERRA HWY	5. Bridge not eligible for NRHP	1961	
53C0643	BIG TUJUNGA CYN-E XING	10MI N/O FOOTHILL BLVD	5. Bridge not eligible for NRHP	1958	
53C0644	PALO VERDE DRN	0.9MI E/O BELLFLOWER BLV	5. Bridge not eligible for NRHP	1956	
53C0645	DOMINGUEZ CHAN	0.1MI E/O I-405 FWY	5. Bridge not eligible for NRHP	1959	1970
53C0646	LOS ANGELES RIV	0.1MI E/O I-710 FWY	5. Bridge not eligible for NRHP	1976	
53C0647	LOS ANGELES RIV	0.1MI E/O I-710 FWY	5. Bridge not eligible for NRHP	1958	
53C0648	RIO HONDO	0.8MI W/O PECK RD	5. Bridge not eligible for NRHP	1959	
53C0649	RIO HONDO	0.5 I S FIRESTONE BLVD	5. Bridge not eligible for NRHP	1957	
53C0650	ARCADIA WASH	0.2MI E/O HOLLY AVE	5. Bridge not eligible for NRHP	1957	1967
53C0651	ARCADIA WASH	0.2MI E/O HOLLY AVE	5. Bridge not eligible for NRHP	1957	
53C0652	DOMINGUEZ CHAN	0.5MI E/O ALAMEDA ST	5. Bridge not eligible for NRHP	1959	
53C0653	EATON WASH	0.5MI E/O SN GABRIEL BLVD	5. Bridge not eligible for NRHP	1957	
53C0654L	EATON WASH	1/2 MI W/O ROSEMEAD BLVD	5. Bridge not eligible for NRHP	1962	
53C0654R	EATON WASH	0.5MI W/O ROSEMEAD BLVD	5. Bridge not eligible for NRHP	1963	
53C0655	SANTA ANITA WASH	0.1MI W/O 10TH AVE	5. Bridge not eligible for NRHP	1951	





## Historical Significance - Local Agency Bridges

### District 07

#### Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0656	EATON WASH	0.5 MI E/O SAN GABRIEL BL	5. Bridge not eligible for NRHP	1958	
53C0657L	EATON WASH	0.5MI W/O SIERRA MADRE VL	5. Bridge not eligible for NRHP	1958	
53C0657R	EATON WASH	0.5MI W/O SIERRA MDRE VLL	5. Bridge not eligible for NRHP	1958	
53C0658	MAINE AVE POC	0.4 MI W MAGNOLIA AVE	5. Bridge not eligible for NRHP	1958	
53C0659	TRIUNFO CRK	0.5MI E/O KANAN RD	5. Bridge not eligible for NRHP	1961	
53C0660	BIG DALTON WASH	0.5MI W/O PUENTE AVE	5. Bridge not eligible for NRHP	1956	
53C0661	BIG DALTON WASH	0.5MI W/O PUENTE AVE	5. Bridge not eligible for NRHP	1956	
53C0662	WALNUT CRK	0.1MI S/O I-10 FWY	5. Bridge not eligible for NRHP	1958	
53C0663	SAN JOSE CRK	0.5MI N/O HOLT AVE	5. Bridge not eligible for NRHP	1957	1984
53C0664	DOMINGUEZ CHANNEL	1/4 MI S/O ARTESIA BLVD	5. Bridge not eligible for NRHP	1958	
53C0666	COYOTE CRK	100FT W/O BEACH BLVD	5. Bridge not eligible for NRHP	1958	
53C0667	SAN DIMAS WASH BRIDGE	0.1MI S/O ARROW HWY	5. Bridge not eligible for NRHP	1959	
53C0668	SAN DIMAS WASH	0.4 MI S ARROW HIGHWAY	5. Bridge not eligible for NRHP	1959	
53C0669	SAN DIMAS WASH	1/2 MI W/O AZUSA AVE	5. Bridge not eligible for NRHP	1958	
53C0670	LITTLE DALTON WASH	1/2 MI S ARROW HWY	5. Bridge not eligible for NRHP	1959	
53C0671	BIG DALTON WASH	0.3MI N/O SN BERNADINO RD	5. Bridge not eligible for NRHP	1959	
53C0672L	BIG DALTON WASH	0.3MI S/O I-10 FWY	5. Bridge not eligible for NRHP	1975	
53C0672R	BIG DALTON WASH	0.1MI N/O GLADESTONE ST	5. Bridge not eligible for NRHP	1960	
53C0673	BIG DALTON WASH	0.5MI W/O VINCENT AVE	5. Bridge not eligible for NRHP	1959	1985
53C0674	BIG DALTON WASH	0.5MI W/O GRAND AVE	5. Bridge not eligible for NRHP	1960	
53C0675	BIG DALTON WASH	0.4 MI E ARROW HWY	5. Bridge not eligible for NRHP	1960	
53C0676	BIG DALTON WASH	300FT W/O AZUSA CYN RD	5. Bridge not eligible for NRHP	1959	2011
53C0677	BIG DALTON WASH	1/4 MI W PUENTE AVE	5. Bridge not eligible for NRHP	1959	
53C0678	BIG DALTON WASH	0.2MI S/O RAMONA BLVD	5. Bridge not eligible for NRHP	1959	
53C0679	BIG DALTON WASH	0.5MI S/O ARROW HWY	5. Bridge not eligible for NRHP	1959	
53C0680	BIG DALTON WASH	0.1MI W/O PUENTE AVE	5. Bridge not eligible for NRHP	1959	
53C0681	BIG DALTON WASH	0.3MI W/O PUENTE AVE	5. Bridge not eligible for NRHP	1959	
53C0682	BIG DALTON WASH	0.5MI S/O ALOSTA AVE	5. Bridge not eligible for NRHP	1960	
53C0683	SANTA ANITA WASH	0.8MI E/O SANTA ANITA AVE	5. Bridge not eligible for NRHP	1959	
53C0686	ARTESIA-NORWALK STORM DN	0.1MI W/O NORWALK BLVD	5. Bridge not eligible for NRHP	1956	
53C0687	ARTESIA-NORWALK STORM DN	0.1MI W/O NORWALK BLVD	5. Bridge not eligible for NRHP	1956	
53C0688	ARTESIA-NORWALK STORM DN	0.1MI W/O NORWALK BLVD	5. Bridge not eligible for NRHP	1956	
53C0689	COYOTE CRK NF	0.3MI N/O IMPERIAL HWY	5. Bridge not eligible for NRHP	1961	
53C0690	SORENSEN DRN	0.5MI N/O TELEGRAPH RD	5. Bridge not eligible for NRHP	1960	
53C0691	SORENSEN DRN	0.3MI S/O MULBERRY RD	5. Bridge not eligible for NRHP	1960	
53C0692	SORENSEN DRAIN	0.3 MI E TELEGRAPH RD	5. Bridge not eligible for NRHP	1960	
53C0693	LA MIRADA CRK	0.3MI N/O I-5 FWY	5. Bridge not eligible for NRHP	1959	
53C0694	BRANCH OF DOMINGUEZ CHAN	0.3MI S/O EL SEGUNDO BLV	5. Bridge not eligible for NRHP	1959	
53C0695	DOMINGUEZ CHANNEL	0.1 MI S ROSECRANS AVE	5. Bridge not eligible for NRHP	1962	
53C0696	HALLS CANYON CHANNEL	3/8MI W OF OCEAN VIEW BL	5. Bridge not eligible for NRHP	1936	
53C0697	WALNUT CRK	0.3MI S/O I-10 FWY	5. Bridge not eligible for NRHP	1958	
53C0698	WALNUT CREEK	100' S/O WEST COVINA PKWY	5. Bridge not eligible for NRHP	1961	
53C0699	WALNUT CREEK	300FT N/O SUNSET AVENUE	5. Bridge not eligible for NRHP	1962	





# Structure Maintenance & Investigations



October 2017

## Historical Significance - Local Agency Bridges

### District 07

#### Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
<b>53C1806</b>	<b>SEASIDE WAY</b>	<b>0.1MI E/O GOLDEN SHORE BL</b>	<b>5. Bridge not eligible for NRHP</b>	<b>1983</b>	
53C1807	SANTA CLARA RIVER (SF)	0.4 MI S LYONS AVE	5. Bridge not eligible for NRHP	1971	
53C1808	SAN JOSE CRK	0.6MI N/O SR-60 FWY	5. Bridge not eligible for NRHP	1983	
53C1809	UPPR	0.3MI E/O WORKMAN ML RD	5. Bridge not eligible for NRHP	1983	
53C1812	MEDEA CRK	0.1MI W/O KANAN RD	5. Bridge not eligible for NRHP	1982	
53C1813	HALLS BECKLEY CYN CH	0.1MI W/O CASTLE RD	5. Bridge not eligible for NRHP	1935	1955
53C1814	SANTA ANITA WASH	0.6MI E/O SANTA ANITA AVE	5. Bridge not eligible for NRHP	1958	
53C1815	SAWPIT WASH	0.2MI W/O MOUNTAIN AVE	5. Bridge not eligible for NRHP	1928	1952
53C1817	AMARGOSA CRK	0.1MI S/O RNCHO VSTA BL	5. Bridge not eligible for NRHP	1991	
53C1818	PUDDINGSTONE CHANNEL	0.1 MI E SAN DIMAS CYN R	5. Bridge not eligible for NRHP	1984	
53C1819	LONG BCH CONV CNTR E POC	70' W/O HART PLACE	5. Bridge not eligible for NRHP	1982	
53C1820	LONG BCH CONV CNTR M POC	160' W/O HART PLACE	5. Bridge not eligible for NRHP	1982	
53C1821	SEASIDE WAY	350' W/O HART PLACE	5. Bridge not eligible for NRHP	1982	
53C1822	BULL CANYON CREEK	0.2 MI W WOODLEY AVE	5. Bridge not eligible for NRHP	1956	
53C1823	5TH STREET POC	30' WEST OF FIGUEROA ST	5. Bridge not eligible for NRHP	1978	
53C1824	COYOTE CRK	0.1MI W/O BEACH BLVD	5. Bridge not eligible for NRHP	1989	
53C1825	ROSEMONT AVENUE SCHOOL POC	0.03 MI N TEMPLE	5. Bridge not eligible for NRHP	1984	
53C1826	GRAND AVE TUNNEL	BETW TEMPLE ST & 1ST ST	5. Bridge not eligible for NRHP	1964	
53C1827	GRAND AVE TUNNEL	BETW. 3RD ST & 4TH ST	5. Bridge not eligible for NRHP	1982	
53C1829	ARROYO SECO	0.2MI W/O WINDSOR AVE	5. Bridge not eligible for NRHP	1955	
53C1831	VIOLIN CREEK	0.3 MI S LAKE HUGHES RD	5. Bridge not eligible for NRHP	1986	
53C1832	SAN JOSE CRK	0.1MI S/O VALLEY BLVD	5. Bridge not eligible for NRHP	1968	
53C1833	HOLLYWOOD WAY	0.5MI S/O I-5	5. Bridge not eligible for NRHP	1984	
53C1834	SAN FERNANDO RD S	0.5 MI S/O I-5	5. Bridge not eligible for NRHP	1984	
53C1835	HOLLYWOOD WAY (UP RR) UP	0.5 MI S/O I-5	5. Bridge not eligible for NRHP	1984	
53C1836	BOUQUET CYN CHAN	0.2MI W/O BOUQUET CYN RD	5. Bridge not eligible for NRHP	1985	1992
53C1837	PASEO VALENCIA POC	0.2 MI E MCBEAN PKWY	5. Bridge not eligible for NRHP	1985	
53C1838	PASEO VALENCIA POC	0.2 MI E MCBEAN PKWY	5. Bridge not eligible for NRHP	1985	
53C1839	PASEO VALENCIA POC	0.4 MI S VALENCIA BLVD	5. Bridge not eligible for NRHP	1985	
53C1840	SANTA CLARA RIV	0.5MI N/O MAGIC MTN PKY	5. Bridge not eligible for NRHP	1985	1990
53C1841	LINDA VISTA AVE	0.2MI E/O SAN RAFAEL AVE	5. Bridge not eligible for NRHP	1954	
53C1842	EATON WASH	0.4MI E/O SAN GABRIEL BL	5. Bridge not eligible for NRHP	1925	1973
53C1843	OAK GROVE DRIVE	0.1 MI W WINDSOR AVE	5. Bridge not eligible for NRHP	1955	
53C1844	LITTLE ROCK CRK	3.0MI W/O 50TH ST E	5. Bridge not eligible for NRHP	1985	
53C1845	CRUTHERS CRK	0.3MI E/O LONGVIEW RD	5. Bridge not eligible for NRHP	1956	
53C1846	NEWTON CYN	4.4MI N/O SR-1 HWY	5. Bridge not eligible for NRHP	1960	
53C1847	COLD CYN CRK	0.7MI S/O MULHOLLAND HWY	5. Bridge not eligible for NRHP	1981	
53C1848	SNOW CYN CHAN	100FT E/O GRAND AVE	5. Bridge not eligible for NRHP	1984	
53C1849	DIAMOND BAR CRK	0.1MI S/O CURRIER RD	5. Bridge not eligible for NRHP	1984	
53C1850	DRY CYN CHAN	300FT W/O VALMAR RD	5. Bridge not eligible for NRHP	1985	
53C1851	FLINT CYN WASH	0.3MI W/O WINDSOR AVE	5. Bridge not eligible for NRHP	1955	
53C1852	MEDEA CRK	1.0MI N/O US-101 FWY	5. Bridge not eligible for NRHP	1981	
53C1856	WALNUT CRK WASH	0.8MI N/O VALLEY BLVD	5. Bridge not eligible for NRHP	1985	





# Structure Maintenance & Investigations



October 2017

## Historical Significance - Local Agency Bridges

### District 07

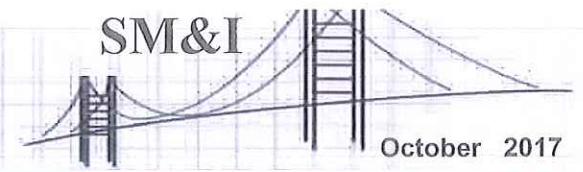
#### Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0795	212TH STREET DRAIN	BT 212TH ST-213TH ST	5. Bridge not eligible for NRHP	1959	
53C0796	EATON WASH	0.1MI N/O FOOTHILL BLVD	5. Bridge not eligible for NRHP	1972	
53C0798	POTRERO VAL CR	0.8MI W/O LINDERO CYN RD	5. Bridge not eligible for NRHP	1968	
53C0799	CASTAIC CREEK	0.6 MI E GOLDEN STATE FWY	5. Bridge not eligible for NRHP	1966	
53C0800	LAS VIRGENES CR	450FT N/O US-101 FWY	5. Bridge not eligible for NRHP	1965	
53C0801L	S C EDISON N CHAN	350FT N/O LOYNES DRIVE	5. Bridge not eligible for NRHP	1966	
53C0801R	S C EDISON N CHAN	350FT N/O LOYNES DRIVE	5. Bridge not eligible for NRHP	1966	
53C0802L	S C EDISON S CHAN	300FT S/O LOYNES DRIVE	5. Bridge not eligible for NRHP	1966	
53C0802R	S CAL EDISON S CHAN	300FT S/O LOYNES DRIVE	5. Bridge not eligible for NRHP	1966	
53C0803	SAN DIMAS WASH	1.5MI E/O GRAND AVE	5. Bridge not eligible for NRHP	1967	
53C0804	SAN DIMAS WASH	230FT N/O ARROW HWY	5. Bridge not eligible for NRHP	1966	
53C0805	SANTA CLARA RIV (SO FK)	3/4MI E OF GLDN ST FWY	5. Bridge not eligible for NRHP	1966	
53C0806	CHARTER OAK WASH	BARRANCA AVE	5. Bridge not eligible for NRHP	1966	
53C0807	SPTCO	1.4MI E/O 87TH ST E	5. Bridge not eligible for NRHP	1967	
53C0810	25TH ST EAST UNDERPASS	0.3 MI S/O AVENUE S	5. Bridge not eligible for NRHP	1967	
53C0811	CALIFORNIA AQUEDUCT	1MI S/O AVE D	5. Bridge not eligible for NRHP	1967	
53C0812	CALIFORNIA AQUEDUCT	3MI N/O ELIZ LK RD	5. Bridge not eligible for NRHP	1968	
53C0813	CALIFORNIA AQUEDUCT	0.3MI S/O SR-138 HWY	5. Bridge not eligible for NRHP	1968	
53C0814	CALIFORNIA AQUEDUCT	0.3MI S/O SR-138 HWY	5. Bridge not eligible for NRHP	1968	
53C0815	COYOTE CRK	0.2MI S/O ARTESIA BLVD	5. Bridge not eligible for NRHP	1966	
53C0816	SAN JOSE CR	0.6MI N/O SR-60 FWY	5. Bridge not eligible for NRHP	1967	
53C0817	SHORELINE DR	0.1MI S/O OCEAN BLVD	5. Bridge not eligible for NRHP	1970	
53C0818	NORWALK DRN CHAN	0.5MI S/O I-605 FWY	5. Bridge not eligible for NRHP	1963	
53C0820	LOS CERRITOS DRN CHANN	0.4MI N/O I-405 FWY	5. Bridge not eligible for NRHP	1958	
53C0821	243RD STREET POC	0.5 MI S OF SEPULVEDA BL	5. Bridge not eligible for NRHP	1968	
53C0823	PIER A AVE N RAMP	1.0MI S/O OCEAN BLVD	5. Bridge not eligible for NRHP	1970	
53C0824	PRIVATE DRN #669	0.6MI N/O I-405 FWY	5. Bridge not eligible for NRHP	1966	
53C0825	VERMONT AVE OH ATSF RR	0.4MI S/O SEPULVEDA BLVD	5. Bridge not eligible for NRHP	1970	
53C0826	PICO CANYON CHANNEL	1MI N OF LYONS AVE	5. Bridge not eligible for NRHP	1971	
53C0827	LOS ANGELES RIV	0.1MI E/O SOTO ST	5. Bridge not eligible for NRHP	1969	
53C0828	TRIUNFO CYN CRK	1.5MI S/O US-101 FWY	5. Bridge not eligible for NRHP	1970	1988
53C0830	LEFFINGWELL CREEK	0.5 MI W LA MIRADA BLVD	5. Bridge not eligible for NRHP	1970	
53C0831	SAN DIMAS WASH	100FT N/O GLADSTONE ST	5. Bridge not eligible for NRHP	1969	
53C0832	SHORELINE DR	0.3MI W/O MAGNOLIA	5. Bridge not eligible for NRHP	1958	
53C0833	PRIVATE DRAIN NO 553	0.1 MI S SEPULVEDA BL	5. Bridge not eligible for NRHP	1967	1972
53C0835	PALO VERDE DRN	50FT E/O WOODRUFF AVE	5. Bridge not eligible for NRHP	1961	1976
53C0836	BIG DALTON WASH	0.5MI E/O LORAIN AVE	5. Bridge not eligible for NRHP	1968	
53C0837	LEFFINGWELL CREEK	0.2 MI N/O MULBERRY DRIVE	5. Bridge not eligible for NRHP	1974	
53C0838	PASEO VALENCIA POC	0.2 MI S/O MCBEAN PKWY	5. Bridge not eligible for NRHP	1970	
53C0839	MEDEA CRK	0.4MI N/O US-101 FWY	5. Bridge not eligible for NRHP	1971	
53C0840	SANTA CLARA RIV (SO FK)	1.0 MI N/O LYONS AVE	5. Bridge not eligible for NRHP	1970	
53C0841	CLARK AVE DRN	400FT E/O CLARK AVE	5. Bridge not eligible for NRHP	1977	
53C0842	EL SEGUNDO BLVD UP (BNSF)	20' WEST AVIATION BLVD	5. Bridge not eligible for NRHP	1975	





# Structure Maintenance & Investigations



October 2017

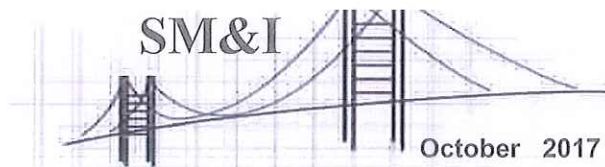
## Historical Significance - Local Agency Bridges

### District 07

#### Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0844	FC ACCESS RD UC	0.3MI E/O I-710 FWY	5. Bridge not eligible for NRHP	1974	
53C0845	SPRR / ALAMEDA ST	0.8MI E/O WILMINGTON AVE	5. Bridge not eligible for NRHP	1975	
53C0846	PUENTE CR	0.1MI S/O AMAR RD	5. Bridge not eligible for NRHP	1970	
53C0847	PRIVATE DRN #571	200FT S/O US-101 FWY	5. Bridge not eligible for NRHP	1971	
53C0848	CHESEBORO CYN CRK	300FT W/O CHESEBORO RD	5. Bridge not eligible for NRHP	1972	
53C0849	CHESEBORO CYN CRK	50FT N/O AGOURA RD	5. Bridge not eligible for NRHP	1973	
53C0850	IMPERIAL HIGHWAY	0.5MI W/O PARAMONT BLVD	5. Bridge not eligible for NRHP	1973	
53C0851	VIOLIN CRK	1.0MI E/O I-5 FWY	5. Bridge not eligible for NRHP	1971	
53C0852	BNSF	0.5MI S/O 190TH ST	5. Bridge not eligible for NRHP	1975	
53C0853	PUENTE CRK	0.8MI W/O AZUSA AVE	5. Bridge not eligible for NRHP	1974	
53C0854	ALHAMBRA WASH	0.4MI E/O SN GABRIEL BLVD	5. Bridge not eligible for NRHP	1974	
53C0855	SANTA CLARA RIV (SO FK)	0.5 MI S/O LYONS AVE	5. Bridge not eligible for NRHP	1971	
53C0857	IMPERIAL HWY (BNSF) UP	1/4 MI W SHOEMAKER AVE	5. Bridge not eligible for NRHP	1977	
53C0858	NORMANDIE AVE DRAIN	1/2 MI S OF SEPULVEDA BL	5. Bridge not eligible for NRHP	1971	
53C0859	LOS ANGELES RIVER BOH (UP RR, BNSF, METROLINK)	0.4 MI WEST OF I-5	2. Bridge is eligible for NRHP	1928	1939
53C0860	FLNT CYN CHAN / EQ T	0.2MI W/O I-210 FWY	5. Bridge not eligible for NRHP	1924	
53C0861	SANTA CLARA RIV SF	1MI S/O LYONS AVE	5. Bridge not eligible for NRHP	1960	
53C0862	LINDERO CYN CHAN	0.2MI W/O KANAN RD	5. Bridge not eligible for NRHP	1972	
53C0863	MTA	0.3MI N/O SR-110 FWY	5. Bridge not eligible for NRHP	1972	
53C0864	SPTCO	0.7MI N/O SR-1 HWY	5. Bridge not eligible for NRHP	1957	
53C0865	TORRANCE LATERAL	0.3MI N/O TORRANCE BLVD	5. Bridge not eligible for NRHP	1960	
53C0867	LOS ANGELES RIV	200FT N/O BANDINI BLVD	5. Bridge not eligible for NRHP	1928	1987
53C0868	LOS ANGELES RIV	0.2MI W/O SOTO ST	5. Bridge not eligible for NRHP	1958	
53C0870	AMARGOSA DRN	0.1MI E/O SR-14 FWY	5. Bridge not eligible for NRHP	1972	
53C0871	AMARGOSA DRN	200FT E/O SR-14 FWY	5. Bridge not eligible for NRHP	1972	
53C0872	AMARGOSA CRK	300FT E/O SR-14 FWY	5. Bridge not eligible for NRHP	1972	
53C0873	HACIENDA BLVD UP (UP RR)	1/4 MI N VALLEY BLVD	5. Bridge not eligible for NRHP	1977	
53C0874	AMARGOSA DRN	200FT E/O SR-14 FWY	5. Bridge not eligible for NRHP	1972	
53C0875	BALLONA CREEK	200' W OF LA CIENEGA BLVD	5. Bridge not eligible for NRHP	1938	
53C0876	BALLONA CR	0.5MI W/O LA CIENEGA BL	5. Bridge not eligible for NRHP	1938	
53C0877	BALLONA CRK	W/O JEFFERSON BLVD	5. Bridge not eligible for NRHP	1938	
53C0879	CHARTER OAK WASH	0.1 MI W BARRANCA AVE	5. Bridge not eligible for NRHP	1965	
53C0881	STD OIL PIPE LINE	0.8MI N/O ROSECRANS AVE	5. Bridge not eligible for NRHP	1973	
53C0883	LIVE OAK WASH	0.6 MI W WHITE AVE	5. Bridge not eligible for NRHP	1950	
53C0884	PICO AVE	0.1MI W/O HARBOR SCENIC D	5. Bridge not eligible for NRHP	1961	
53C0885	LONG BEACH FREEWAY	0.1MI W/O I-710 FWY	5. Bridge not eligible for NRHP	1954	
53C0887	LITTLE DALTON WASH	0.2MI E/O GLENDORA AVE	5. Bridge not eligible for NRHP	1959	
53C0888	LITTLE DALTON WASH	0.1MI N/O FOOTHILL BVLD	5. Bridge not eligible for NRHP	1959	
53C0889	HARBOR SCENIC DR	0.1MI E/O HARBOR PLZ	5. Bridge not eligible for NRHP	1967	
53C0890L	HARBOR SCENIC DR	0.6MI S/O OCEAN BLVD	5. Bridge not eligible for NRHP	1967	
53C0890R	HARBOR SCENIC DR	0.6MI S/O OCEAN BLVD	5. Bridge not eligible for NRHP	1967	
53C0891	LINDERO CYN CHAN	0.3MI E/O LINDERO CYN RD	5. Bridge not eligible for NRHP	1975	
53C0892L	SHORELN DR / SEASIDE P	0.1MI S/O OCEAN BLVD	5. Bridge not eligible for NRHP	1967	





### District 07

#### Los Angeles County

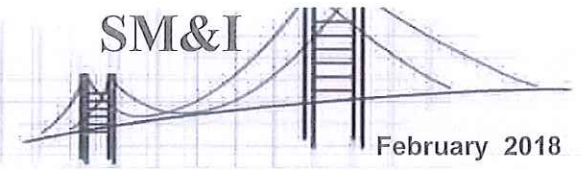
Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0892R	SHORELN DR / SEASIDE P	0.1MI S/O OCEAN BLVD	5. Bridge not eligible for NRHP	1967	
53C0897	SANTA ANITA AVE (UP RR) UP	1/4 MI N VALLEY BLVD	5. Bridge not eligible for NRHP	1914	
53C0899L	KANAN DUME RD S	4.3MI N/O SR-1 HWY	5. Bridge not eligible for NRHP	1983	
53C0899R	KANAN DUME RD N	4.3MI N/O SR-1 HWY	5. Bridge not eligible for NRHP	1973	
53C0900L	KANAN ROAD SOUTHBOUND	0.7MI N/O MULHOLLAND HWY	5. Bridge not eligible for NRHP	1983	
53C0900R	KANAN ROAD NORTHBOUND	0.7MI N/O MULHOLLAND HWY	5. Bridge not eligible for NRHP	1968	
53C0901L	KANAN ROAD SOUTHBOUND	1.5MI N/O MULHOLLAND HWY	5. Bridge not eligible for NRHP	1978	
53C0901R	KANAN ROAD NORTHBOUND	1.5 MI N MULHOLLAND HWY	5. Bridge not eligible for NRHP	1968	
53C0902	DURFEE AVE (UP RR) UP	0.1 MI N/O VALLEY BLVD	5. Bridge not eligible for NRHP	1976	
53C0903	7TH ST W ON RAMP	0.2MI N/O BROADWAY	5. Bridge not eligible for NRHP	1961	
53C0907	COMPTON CRK	0.5MI S/O ROSECRANS AVE	5. Bridge not eligible for NRHP	1938	
53C0908	COMPTON CRK	0.3MI W/O WILMINGTON AVE	5. Bridge not eligible for NRHP	1938	
53C0909	RUBIO WASH	0.1MI W/O SAN GABRIEL BL	5. Bridge not eligible for NRHP	1911	1932
53C0913	ALHAMBRA WASH	0.5MI E/O CHAPEL AVE	5. Bridge not eligible for NRHP	1938	1995
53C0915	WASHINGTON BOULEVARD UC	0.2 MILE E DOWNEY BLVD	5. Bridge not eligible for NRHP	1931	
53C0916	WHITE AVE	0.3 MI S/O HOLT AVE	5. Bridge not eligible for NRHP	1960	
53C0917	SAN ANTONIO WASH	0.5MI S/O MISSION BLVD	5. Bridge not eligible for NRHP	1962	
53C0918	FIRST STREET	0.3 MI S/O HOLT AVE	5. Bridge not eligible for NRHP	1959	
53C0919	SAN ANTONIO WASH	0.3MI E/O RESERVOIR ST	5. Bridge not eligible for NRHP	1962	
53C0920	PACOIMA WASH	0.4MI E/O MACLAY AVE	5. Bridge not eligible for NRHP	1953	
53C0921	PACOIMA WASH	0.5MI E/O MACLAY AVE	5. Bridge not eligible for NRHP	1953	
53C0922	SAN ANTONIO WASH	1/8MI W OF EAST END AVE	5. Bridge not eligible for NRHP	1962	
53C0924	VERNON CHAN	400FT S/O SR-60 FWY	5. Bridge not eligible for NRHP	1968	
53C0925	COMPTON CRK	0.2MI E/O WILMINGTON AVE	5. Bridge not eligible for NRHP	1938	
53C0926	PRIVATE DRAIN #507	1/4 MI N POMONA FWY	5. Bridge not eligible for NRHP	1965	
53C0927	RR,HRB SC DR,LA RV,SHLND	0.1MI E/O PICO AVE	5. Bridge not eligible for NRHP	1959	
53C0928	WILMINGTON DRN	0.1MI W/O I-110 FWY	5. Bridge not eligible for NRHP	1978	
53C0930	10ST RMP,10ST,HRB SC DR	0.5MI E/O SANTA FE AVE	5. Bridge not eligible for NRHP	1960	
53C0931	710 FWY,HB SC DR,10TH ST	0.3MI S/O ANAHEIM ST	5. Bridge not eligible for NRHP	1957	
53C0932	LA RIV,UP,HARBOR SCENIC	0.2MI S/O ANAHEIM ST	5. Bridge not eligible for NRHP	1959	
53C0933	RTD PARKING LOT UC	0.4MI W/O MAGNOLIA AVE	5. Bridge not eligible for NRHP	1956	
53C0934	SAN FRANCISCO / GOLDEN	0.2MI W/O MAGNOLIA AVE	5. Bridge not eligible for NRHP	1956	
53C0936	WALNUT CREEK	1000' W/O GRAND AVE	5. Bridge not eligible for NRHP	1975	
53C0937	DIAMOND BAR CREEK	200' E BREA CYN RD	5. Bridge not eligible for NRHP	1987	
53C0939	TOPANGA CYN CRK	50FT W/O TOPANGA CYN RD	5. Bridge not eligible for NRHP	1926	
53C0940	BURBANK WESTERN CHAN	0.1MI N/O LAKE ST	5. Bridge not eligible for NRHP	1949	
53C0941	HOLLYWOOD WAY	0.5MI N/O VICTORY BLVD	5. Bridge not eligible for NRHP	1970	
53C0942	HOLLYWOOD WAY (UP RR) UP	1/2 MI N VICTORY BLVD	5. Bridge not eligible for NRHP	1970	
53C0943	HOLLYWOOD WAY	1/2 MI N VICTORY BLVD	5. Bridge not eligible for NRHP	1970	
53C0944	VERDUGO WASH	1/4 MI N VENTURA FREEWAY	5. Bridge not eligible for NRHP	1981	1993
53C0945	PICKENS CANYON CHANNEL	3/4 MI S FOOTHILL FWY	5. Bridge not eligible for NRHP	1935	
53C0946	THOMPSON CREEK	3/4 MI N SAN BERNARDINO F	5. Bridge not eligible for NRHP	1958	
53C0948	SAN JOSE CREEK	1/2 MI N OF HOLT AVE	5. Bridge not eligible for NRHP	1957	





# Structure Maintenance & Investigations

SM&I



February 2018

## Historical Significance - State Agency Bridges

### District 07

#### Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 2826	ROBBS GULCH	07-LA-039-24.10	5. Bridge not eligible for NRHP	1996	
53 2829K	IMPERIAL HIGHWAY UC (SOUTH ON-RAMP)	07-LA-405-R21.22-LA	4. Historical Significance not determined	1994	
53 2831	DEL AMO BLVD OC	07-LA-405-11.80-CRSN	4. Historical Significance not determined	2003	
53 2832G	E60-S71 CONNECTOR OC	07-LA-060-R29.45-POM	5. Bridge not eligible for NRHP	1993	
53 2856L	FLOWER STREET VIADUCT	07-LA-110-20.59-LA	5. Bridge not eligible for NRHP	1996	
53 2857L	FIGUEROA STREET SIDEHILL VIADUCT	07-LA-110-25.27L-LA	5. Bridge not eligible for NRHP	2001	
53 2858L	AMADOR STREET SIDEHILL VIADUCT	07-LA-110-25.05L-LA	5. Bridge not eligible for NRHP	2001	
53 2859L	STADIUM WAY SIDEHILL VIADUCT	07-LA-110-24.75L-LA	5. Bridge not eligible for NRHP	2001	
53 2861	WHEELER AVENUE OC	07-LA-210-R47.21-LVN	5. Bridge not eligible for NRHP	2000	
53 2862	MARSHALL CREEK CHANNEL FLUME	07-LA-210-R47.38-LVN	5. Bridge not eligible for NRHP	2000	
53 2863	BIXBY DRIVE PEDESTRIAN OC	07-LA-210-R47.42-LVN	5. Bridge not eligible for NRHP	2000	
53 2864	CHELSEA DRIVE PED OC	07-LA-210-R47.54-LVN	5. Bridge not eligible for NRHP	2000	
53 2865	EMERALD AVENUE OC	07-LA-210-R47.71-LVN	5. Bridge not eligible for NRHP	2000	
53 2866	EMERALD WASH FLUME	07-LA-210-R47.77-LVN	5. Bridge not eligible for NRHP	2000	
53 2867	FRUIT STREET OC	07-LA-210-R48.08-LVN	5. Bridge not eligible for NRHP	2000	
53 2868	LIVE OAK CANYON WASH	07-LA-210-R49.02-CLA	5. Bridge not eligible for NRHP	2000	
53 2869	LIVE OAK CANYON ROAD OC	07-LA-210-R49.11-CLA	5. Bridge not eligible for NRHP	2000	
53 2870	THOMPSON CREEK	07-LA-210-R49.37-CLA	5. Bridge not eligible for NRHP	2001	
53 2871	TOWNE AVENUE OVERCROSSING	07-LA-210-R49.53-CLA	5. Bridge not eligible for NRHP	2001	
53 2872	MOUNTAIN AVENUE OC	07-LA-210-R49.96-CLA	5. Bridge not eligible for NRHP	2001	
53 2873	INDIAN HILL BLVD OC	07-LA-210-R50.46-CLA	5. Bridge not eligible for NRHP	2001	
53 2874	MILLS AVENUE OC	07-LA-210-R51.21-CLA	5. Bridge not eligible for NRHP	2001	
53 2875	MONTE VISTA AVENUE OC	07-LA-210-R51.72-CLA	5. Bridge not eligible for NRHP	2001	
53 2877	BASELINE ROAD OC	07-LA-210-R51.85-CLA	5. Bridge not eligible for NRHP	2001	
53 2879	BASELINE ROAD RAMP ACCESS OC	07-LA-210-R51.94-CLA	5. Bridge not eligible for NRHP	2001	
53 2880	SAN ANTONIO WASH	07-LA-210-R52.14-CLA	5. Bridge not eligible for NRHP	2001	
53 2883S	CARSON ST-N605/N605-CARSON ST RAMP SEPARATION	07-LA-605-R1.63-LBCH	5. Bridge not eligible for NRHP	2001	
53 2894	CENTER DRIVE OC	07-LA-405-24.90-ING	5. Bridge not eligible for NRHP	2000	
53 2896	INDIAN HILL FLUME OC	07-LA-210-R50.52-CLA	5. Bridge not eligible for NRHP	2001	
53 2901	ALAMEDA STREET VIADUCT	07-LA-001-9.05-LA	5. Bridge not eligible for NRHP	2004	
53 2906	CULVER BLVD UC	07-LA-090-R1.60	4. Historical Significance not determined	2007	
53 2908	UNIVERSAL TERRACE PARKWAY OC	07-LA-101-10.56-LA	5. Bridge not eligible for NRHP	2003	
53 2916	MILLER STREET UTILITY OC	07-LA-210-R47.81-LVN	5. Bridge not eligible for NRHP	2001	
53 2917	BREA CANYON ROAD UC ON RAMP	07-LA-060-R22.97-DMBR	4. Historical Significance not determined	2007	
53 2918	ROUTE 57/60 HOV CONNECTOR	07-LA-057-R4.46R	4. Historical Significance not determined	2007	
53 2925	SANTA CLARA RIVER BRIDGE	07-LA-005-R53.70-SCTA	5. Bridge not eligible for NRHP	2005	
53 2927	VALENCIA BLVD OC	07-LA-005-R52.47-SCTA	5. Bridge not eligible for NRHP	2001	
53 2928	ROUTE 5/126 SEPARATION	07-LA-005-R53.33-SCTA	5. Bridge not eligible for NRHP	2005	
53 2934	HARBOR SCENIC DRIVE OH	07-LA-710-5.95-LBCH	5. Bridge not eligible for NRHP	1970	
53 2944	126/5 SEPARATION	07-LA-126-R5.84-SCTA	5. Bridge not eligible for NRHP	2005	
53 2960	SIERRA MADRE VILLA POC	07-LA-210-R29.35	4. Historical Significance not determined	2004	
53 2969K	HUNTINGTN DRIVE-E&W210/CENTRAL	07-LA-210-R36.39-DRT	5. Bridge not eligible for NRHP	1968	





# Structure Maintenance & Investigations



## Historical Significance - State Agency Bridges

February 2018

### District 07

#### Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 2768R	STUDEBAKER SIDEHILL VIADUCT	07-LA-405-0.46-LBCH	5. Bridge not eligible for NRHP	1993	
53 2769K	S405 OFF RAMP SIDEHILL VIADUCT	07-LA-405-0.66-LBCH	5. Bridge not eligible for NRHP	1993	
53 2772	96TH STREET OC	07-LA-001-27.40-LA	5. Bridge not eligible for NRHP	1993	
53 2773K	39TH STREET RAMP SEPARATION	07-LA-110-19.60-LA	5. Bridge not eligible for NRHP	1996	
53 2775	VALLEY CIRCLE BLVD OC	07-LA-101-27.36-LA	5. Bridge not eligible for NRHP	1996	
53 2776R	SLAUSON AVENUE BUS POC	07-LA-110-17.93-LA	5. Bridge not eligible for NRHP	1996	
53 2778R	KING SIDEHILL VIADUCT	07-LA-110-19.52-LA	5. Bridge not eligible for NRHP	1996	
53 2780F	S405-N710 CONNECTOR OC	07-LA-405-7.79-LBCH	5. Bridge not eligible for NRHP	1997	
53 2782	FAIR OAKS-E210 HOV RAMP	07-LA-210-R25.30-PAS	5. Bridge not eligible for NRHP	1996	
53 2784K	WARDLOW ROAD UC (OFF-RAMP)	07-LA-405-6.50-LBCH	5. Bridge not eligible for NRHP	1994	
53 2785S	PICO AVENUE ON-RAMP OVERHEAD	07-LA-710-5.98-LBCH	5. Bridge not eligible for NRHP	1994	
53 2786K	PICO AVENUE OFF-RAMP OH	07-LA-710-6.00-LBCH	5. Bridge not eligible for NRHP	1994	
53 2789	NAVY WAY OVERHEAD	07-LA-047-2.60-LA	5. Bridge not eligible for NRHP	1995	
53 2790L	GAVIN CANYON UC	07-LA-005-R47.83	5. Bridge not eligible for NRHP	1994	2015
53 2790R	GAVIN CANYON UC	07-LA-005-R47.83	5. Bridge not eligible for NRHP	1994	2015
53 2791	LA CIENEGA-VENICE SEPARATION	07-LA-010-R8.83-LA	5. Bridge not eligible for NRHP	1994	
53 2791S	LA CIENEGA-VENICE SEP (EB RAMPS)	07-LA-010-R8.83-LA	5. Bridge not eligible for NRHP	1994	
53 2792	FAIRFAX-WASHINGTON UC	07-LA-010-R9.31-LA	5. Bridge not eligible for NRHP	1994	
53 2793L	MISSION-GOTHIC UC	07-LA-118-R8.63-LA	5. Bridge not eligible for NRHP	1994	
53 2793R	MISSION-GOTHIC UC	07-LA-118-R8.63-LA	5. Bridge not eligible for NRHP	1994	
53 2794L	BULL CREEK CANYON CHANNEL	07-LA-118-R8.84-LA	5. Bridge not eligible for NRHP	1994	
53 2794R	BULL CREEK CANYON CHANNEL	07-LA-118-R8.84-LA	5. Bridge not eligible for NRHP	1994	
53 2795F	S14-S5 CONNECTOR OH	07-LA-014-R24.79-LA	5. Bridge not eligible for NRHP	1994	2014
53 2795G	ROUTE 14/5 SEPARATION OVERHEAD	07-LA-005-R45.58-LA	5. Bridge not eligible for NRHP	1994	2013
53 2796F	S14-N5 CONNECTOR OC	07-LA-014-R24.92-LA	5. Bridge not eligible for NRHP	1994	
53 2797F	S5-N14 CONNECTOR OC	07-LA-005-R45.69-LA	5. Bridge not eligible for NRHP	1994	
53 2798	SOUTH SLIDE CANYON VIADUCT	07-LA-002-28.43-PAS	5. Bridge not eligible for NRHP	1995	
53 2799	NORTH SLIDE CANYON VIADUCT	07-LA-002-28.46-PAS	5. Bridge not eligible for NRHP	1995	
53 2800F	W105-S1 CONNECTOR OC	07-LA-105-R0.44-LA	5. Bridge not eligible for NRHP	1990	
53 2801F	S1-E105 CONNECTOR SEPARATION	07-LA-001-25.95-LA	5. Bridge not eligible for NRHP	1990	
53 2802F	W105-N1 CONNECTOR OC	07-LA-105-R0.53-LA	5. Bridge not eligible for NRHP	1990	2010
53 2803K	NASH STREET OFF-RAMP OC	07-LA-105-R0.98-LA	5. Bridge not eligible for NRHP	1989	
53 2805G	E105-N&S405 CONNECTOR	07-LA-105-R1.63-LA	5. Bridge not eligible for NRHP	1990	
53 2806S	IMPERIAL HIGHWAY EB ON-RAMP	07-LA-105-R1.79-LA	5. Bridge not eligible for NRHP	1989	
53 2807K	IMPERIAL HIGHWAY WB OFF-RAMP	07-LA-105-R1.79-LA	5. Bridge not eligible for NRHP	1990	
53 2808	EASTBOUND LRT FLYOVER (LRT VIADUCT)	07-LA-105-R1.79-LA	5. Bridge not eligible for NRHP	1989	
53 2809L	BUTTE CANYON	07-LA-005-R50.80	5. Bridge not eligible for NRHP	1994	
53 2809R	BUTTE CANYON	07-LA-005-R50.80	5. Bridge not eligible for NRHP	1994	
53 2810K	SANTA FE-S405/S405-S710	07-LA-405-7.71-LBCH	5. Bridge not eligible for NRHP	2001	
53 2811	SAN MARTINEZ GRANDE	07-LA-126-R1.44	5. Bridge not eligible for NRHP	1998	
53 2816	SAND CANYON ROAD OC	07-LA-014-33.42-SCTA	5. Bridge not eligible for NRHP	1998	
53 2817	NAVY MOLE OVERHEAD	07-LA-047-2.80-LA	5. Bridge not eligible for NRHP	1995	
53 2818	MALIBU LAGOON	07-LA-001-46.88-MAL	5. Bridge not eligible for NRHP	1995	



## Appendix E: Consultation with the CSO

## Laura O'Neill

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**From:** Neeb, Alexandra@DOT <Alexandra.Neeb@dot.ca.gov>  
**Sent:** Monday, April 16, 2018 8:02 AM  
**To:** Harper, Caprice@DOT  
**Cc:** Ewing-Toledo, Kelly@DOT; Laura O'Neill  
**Subject:** RE: Shoemaker Bridge Replacement Project--Request for an Assumption of Eligibility of the Los Angeles River Flood Channel

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Hi Kip,

Thank you for the detailed information on the resource and the project. . **CSO approves the assumption of eligibility** for the Los Angeles River Flood Channel as a contributor to a potential historic district for purposes of the project due to large resource size and limited potential for effects, pursuant to Stipulation VIII.C.4 of the 2014 PA. Please retain this email as confirmation for your files.

-----  
Alexandra Bevk Neeb  
Branch Chief, Section 106 Coordination Branch  
Cultural Studies Office  
Caltrans Division of Environmental Analysis  
1120 N Street, MS 27, Sacramento, CA 95814  
[alexandra.neeb@dot.ca.gov](mailto:alexandra.neeb@dot.ca.gov)  
(916) 654-3567

How did we do? Help us serve you better! Caltrans Environmental Analysis Customer Service Survey Link:  
<https://www.surveymonkey.com/r/CTEnvironmentalAnalysisSurvey>

**From:** Harper, Caprice@DOT  
**Sent:** Tuesday, April 10, 2018 5:07 PM  
**To:** Neeb, Alexandra@DOT <Alexandra.Neeb@dot.ca.gov>  
**Cc:** Ewing-Toledo, Kelly@DOT <kelly.ewing-toledo@dot.ca.gov>; Laura O'Neill <laura@gpaconsulting-us.com>  
**Subject:** Shoemaker Bridge Replacement Project--Request for an Assumption of Eligibility of the Los Angeles River Flood Channel

Hi Alex,

GPA Consulting (GPA) is assisting the City of Long Beach in preparing historic studies for the Shoemaker Bridge Replacement Project. The Shoemaker Bridge Replacement Project is an Early Action Project of the Interstate 710 Corridor Project and is located at the southern end of Interstate 710. There are three alternatives under consideration as part of the proposed Shoemaker Bridge Replacement Project: one No-Build alternative and two Build alternatives. Both Build alternatives include replacing the Shoemaker Bridge (Caltrans Bridge # 53C0932, a Category 5 bridge that is determined not eligible for the National Register), providing pedestrian and bicycle access, ramp alterations, and associated street improvements and reconfigurations along 3<sup>rd</sup>, 6<sup>th</sup>, 7<sup>th</sup>, 9<sup>th</sup>, and 10<sup>th</sup> Streets, Broadway, Anaheim Street, West Seaside Way, Golden Shore Street, North Golden Avenue, Shoreline Drive, and Ocean Boulevard. One linear resource, the Los Angeles River Flood Channel, crosses through a small segment of the APE; the segment is part of a



larger channelization project that was completed in 1960. The entire channel is over fifty miles long with average channel widths that range between 300 feet to 475 feet.

The channelization of the Los Angeles River began in 1938 and was completed in segments until the project was completed in 1960. The project was a part of the Los Angeles County Flood Control District's (LACFCD) efforts to implement flood control measures in response to a series of devastating floods, particularly during the 1930s. The concrete channel helped manage flood risk, established a consistent and safe path for the river, and prevented water from overflowing onto river banks which allowed for the permanent development of river-adjacent land. As such, the alignment would likely be found eligible under Criterion A for its association with flood control in the region and its role as a catalyst for development in Los Angeles County in the years after World War II, as well as under Criterion C as representing a significant and distinguishable entity whose components may lack individual distinction.

The small segment of the channel included in the Shoemaker Bridge Replacement Project APE is approximately 1,000 feet long and 480 feet wide. This segment is a part of one of three sections of the Los Angeles River Flood Channel with an unlined bed. The trapezoidal reinforced concrete channel has canted concrete sides and paved concrete berms. This segment of the Los Angeles River Flood Channel is part of one of only three portions of the channel with an earthen bottom. This segment of the Los Angeles River in Long Beach is approximately 2.5 miles long beginning at the estuary near Willow Street and continuing south to the mouth of the river.

The proposed project will involve the replacement of the Shoemaker Bridge over the Los Angeles River Flood Channel, as well as roadway improvements on the east and west sides of the river. The new bridge will span the river and include installing at least one pier into the unlined area of the riverbed.

Pursuant to the First Amended Section 106 Programmatic Agreement Stipulation VIII.C(4), District 7 is requesting an assumption of eligibility of the Los Angeles River Flood Channel for the purposes of this project only, due to the large size of the linear resource and the limited potential for effects as a result of the Project. Therefore, for the purposes of this project only, the subject segment of the Los Angeles River Flood Channel is presumed to be eligible for listing in the NRHP as a contributor to a potential district. A preliminary discussion in the attached draft DPR 523 Forms addresses whether the segment within the project's APE retains sufficient integrity to be able to contribute to the potential historic significance of the larger resource, rather than evaluating it as an individual resource.

Kip

Caprice "Kip" Harper  
Associate Environmental Planner  
PQS Principal Investigator--Prehistoric Archaeology &  
PQS Principal Architectural Historian

Caltrans - District 7  
Division of Environmental Planning  
100 S. Main Street, MS16A  
Los Angeles, CA, 90012

Telephone: (213) 897-0676  
Fax: (213) 897-0685  
[caprice.harper@dot.ca.gov](mailto:caprice.harper@dot.ca.gov)

**HISTORIC PROPERTY SURVEY REPORT**

**ATTACHMENT C**

**ASR**

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## **HISTORIC PROPERTY SURVEY REPORT**

# **ATTACHMENT D**

## **Native American Consultation**



## Shoemaker Bridge Replacement Project

### Native American Consultation Contact Log (2016–2019)

#### Native American Heritage Commission (NAHC) Sacred Lands File Search (SLF)

The lead agency under Section 106 Native American consultation is The California Department of Transportation (Caltrans) District 7.

**SLF searches were conducted on April 11, 2016 and updated on March 16, 2018.**

**SLF Search Results:** Native American cultural resources were not identified within the boundaries of the Area of Potential Effects (APE). The NAHC recommended that the following five tribal organizations listed below be contacted for possible information regarding cultural resources that might be impacted.

Tribal Organization	Title	Contact
<b>Gabrielino-Tongva Tribe</b>	Co-Chairperson	Bernie Acuna, Linda Candelaria, and Charles Alvarez
<b>Gabrielino Tongva Indians of California Tribal Council</b>	Chairperson	Robert Dorame
<b>Gabrielino/Tongva Nation</b>	Chairperson	Sandonne Goad
<b>Gabrieleno/Tongva San Gabriel Band of Mission Indians</b>	Chairperson	Anthony Morales
<b>Gabrieleño Band of Mission Indians – Kizh Nation</b>	Chairperson	Andrew Salas

#### Tribal Consultation Pursuant to the California Environmental Quality Act and Assembly Bill 52

The lead agency under AB52 is the City of Long Beach (City) who requested that five additional tribal organizations be contacted as part of the City's AB52 consultation process. They are listed below.

Tribal Organization	Title	Contact
<b>Gabrieleno-Tongva</b>	Chairman	Bernie Acuna
<b>LA City/County Native American Indian Commission</b>	Director	Ron Andrade
<b>Tongva Ancestral Territorial Tribal Nation</b>	Tribal Administration	John Tommy Rosas

Tribal Organization	Title	Contact
<b>Soboboa Band of Mission Indians</b>	Cultural Resources Director	Joseph Ontiveros
<b>Ti'At Society/Inter-Tribal Council of Pimu</b>	Chairwoman/Mani sar	Cindy Alvitre

Tribal Organization	Contact(s)	Date and Method of Contact Attempt	Date and Results
Gabrieleno/Tongva San Gabriel Band of Mission Indians	Anthony Morales and Adrian Morales	<b>AB52</b> 4/11/16, letter (USPS Certified) 5/5/16, email and voicemail 5/25/16, email and phone conversation 12/20/16, letter (USPS Certified) 5/4/17, letter (USPS Certified) 4/5/18, email 4/23/18, email 4/26/18, phone conversation	<b>4/11/16</b> for AB52, a letter was sent out to Anthony Morales via Certified Mail. <b>5/5/16</b> a follow up email with the attached consultation letter and project location map was sent to Mr. Morales requesting input on the project. We also attempted to contact him by telephone on <b>5/5/16</b> . We left a detailed message concerning the project. <b>5/25/16</b> Consultant sent a follow up email to Mr. Morales requesting input. We sent a copy of the 4/11/16 letter with project description and location map reminding him that the 30 day notification period had passed. On <b>5/25/16</b> we spoke with Mr. Morales on the telephone. He considers the area culturally and spiritually sensitive and requests to be included in consultation on the project. He also requests Native American monitoring of survey and ground disturbing activities. He asks that his specific tribal group be selected for monitoring. On <b>12/20/16</b> and <b>5/4/17</b> for AB52, new letters were sent out to Mr. Morales; no response was received.
		<b>Section 106</b> 3/28/18, letter (USPS Certified) 4/23/18, email 4/26/18, phone conversation 11/9/18, email 11/12/18, two voicemails 11/14/18, email 11/21/18, email and phone conversation 11/28/18, phone conversation 12/3/18, email with ASR draft 1/3/18, email	On <b>4/5/18</b> for AB52, a follow up email with the AB52 letter attached as a pdf was sent to Mr. Morales with no response. On <b>4/23/18</b> for AB52, another follow up email was sent with the attached letter with no response. On <b>4/26/18</b> for AB52, we spoke with Mr. Morales over the phone and he conveyed that the area is of significant importance to his people due to its close proximity to the ocean and the sensitivity of the area. He stated that he wants to consult with the agencies involved and would like to have a monitor involved during activity. On <b>3/28/18</b> for Section 106, a letter was sent to Mr. Morales via certified mail. On <b>4/23/18</b> for Section 106, we sent a follow up email to Mr. Morales with no



Tribal Organization	Contact(s)	Date and Method of Contact Attempt	Date and Results
		<p>1/8/19, phone conversation  1/18/19, email  1/22/19, ASR hard copy (USPS Standard)  6/11/19 email of ASR and Native American consultation summary letter.</p>	<p>response.  On <b>4/26/18</b>, we spoke with Mr. Morales via phone and he conveyed that the area is of significant importance to his people due to its close proximity to the ocean and the sensitivity of the area. Stated that he wants to consult with agencies involved and would like to have a monitor involved during activity.  On <b>11/9/18</b>, Sarah Nava with DUKE CRM sent an email to Mr. Morales requesting his availability so a conference call could be set up between the lead agencies and the tribe.  On <b>11/12/18</b> follow up email was sent to Mr. Morales and two follow up calls were made on <b>11/12/18</b>, and a voice message was left during that time requesting availability and a call back.  On <b>11/14/18</b>, another email follow up requesting availability was made to Mr. Morales.  On <b>11/21/18</b> another follow up email and phone call were sent to Mr. Morales. A voice message was left by Ms. Nava. Mr. Morales responded to S. Nava via phone and asked her to have Curt Duke call him at his earliest convenience. He explained that he would like to consult but not before discussing sensitivity conclusions with Curt Duke.  <b>On 11/28/18</b>, Curt Duke and Sarah Nava spoke to Anthony Morales on the telephone. He stated that; the Project area is highly sensitive both culturally and spiritually, He believes that construction in the area, even though the area is disturbed, may result in uncovering cultural material which is based on his experience on a project that he monitored years ago along the Vincent Thomas Bridge/Harbor area. He explained that because of the area's landscape and geologic features, he will always feel like the area is sensitive and there were villages all along the river, bluff, and on the coast. He would like a copy of the report as soon as possible, He does not want to set up a meeting until after he reviews the report completely and after he speaks to Adrian Morales and discusses the project with him. He explained that Adrian takes on most of the consultation requests and cultural discussions. Curt gave a short summary of the project and our analysis on the archaeological sensitivity and told Anthony that we will send him a copy of the report as soon as possible.  On <b>12/3/18</b> a link to the ASR was sent via email. There has been no response to</p>

Tribal Organization	Contact(s)	Date and Method of Contact Attempt	Date and Results
			<p>date.</p> <p>On <b>1/3/19</b> an email was sent to Adrian and Anthony Morales asking them if they have any comments on the ASR and asking if they want to consult with the lead agencies.</p> <p>On <b>1/8/19</b> Sarah Nava spoke to Anthony Morales. He stated that because the ASR stated the project was low sensitivity he did not think that Caltrans would want a NA Monitor. Therefore, he would like to be notified only if Caltrans decides that a NA monitor would be allowed or if human remains were discovered. He did not review the ASR. On <b>1/9/19</b> Ms. Nava sent the ASR to Adrian Morales via email. On 1/18/19 Adrian stated that he is reviewing the ASR and will have comments soon. He requested a paper copy of the report.</p> <p>On <b>1/22/19</b> a hard copy was mailed to Mr. Morales.</p> <p>On <b>6/11/19</b> a digital version of the ASR and Native American consultation summary letter detailing Caltrans' recommendations were sent via email to Mr. Morales.</p>
Gabrieleno-Tongva Tribe	Bernie Acuna	<b>AB52</b> 4/11/16, letter (USPS Certified) 5/5/16, email and voicemail 5/25/16, email and voicemail 12/20/16, letter (USPS Certified) 5/4/17, letter (USPS Certified)	<p>On <b>4/11/16</b> for AB52, a letter was sent via Certified Mail to Bernie Acuna. The AB 52 Certified letter was sent back: Returned to Sender - Not Deliverable as Addressed Unable to Forward.</p> <p>On <b>5/5/16</b> for AB52, we sent an email to Mr. Acuna requesting input on the project. We attached the original consult letter and project location map to the email. We also attempted to contact him by telephone. We left a detailed message concerning the project.</p> <p>On <b>5/25/16</b>, we sent a follow up email with a copy of the 4/11/16 letter with project description and location map. We reminded him that the 30 day notification period had passed and requested input on the project. On <b>5/25/16</b>, we also tried to contact Mr. Acuna by telephone. We left a message regarding the project details and requested a return call with no response.</p> <p>On <b>12/20/16</b> and <b>5/4/17</b> for AB52, we sent letters out via Certified Mail.</p>
	Linda Candelaria	<b>AB52</b> 4/11/16, letter (USPS Certified) 5/5/16, email and voicemail 12/20/16, letter (USPS Certified)	<p>On <b>4/11/16</b> for AB52, a letter was sent via certified mail to Linda Candelaria.</p> <p>On <b>5/5/16</b>, we sent a follow up email to Ms. Candelaria requesting input on the project. We attached the original consult letter and project location map to the email. We also attempted to contact Ms. Candelaria by telephone. We left a</p>



Tribal Organization	Contact(s)	Date and Method of Contact Attempt	Date and Results
		5/4/17, letter (USPS Certified)	<p>detailed message concerning the project.</p> <p>On <b>12/20/16 and 5/4/17</b> for AB52, we sent letters out via Certified Mail.</p> <p>On <b>4/5/18</b>, a follow up email was sent with attached letter to new contact Charles Alvarez with no response.</p> <p>On <b>4/23/18</b> a follow up email with attached letter was sent and a phone call was attempted with no response. We left a detailed voicemail regarding the project.</p> <p>On <b>4/26/18</b> a phone call was attempted with no response. We left a detailed voicemail regarding the project.</p> <p>On <b>3/28/2018</b> for Section 106, a letter was sent to Mr. Alvarez via certified mail. The letter was returned stating "Unclaimed. Unable to Forward."</p> <p>On <b>4/23/18</b>, a follow up email was sent and a phone call was made to Mr. Alvarez with no response. We left a detailed voicemail regarding the project.</p> <p>On <b>4/26/18</b>, a phone call was attempted for Mr. Alvarez with no response. We left a detailed message regarding the project.</p>
	Charles Alvarez	<b>AB52</b> 4/5/18, email 4/23/18, email and voicemail 4/26/18, voicemail	
		<b>Section 106</b> 3/28/18, letter (USPS Certified) 4/23/18, email and voicemail 4/26/18, voicemail	
Tl'At Society/Inter-Tribal Council of Pima,	Cindy Alvitre	<b>AB52</b> 4/11/16, letter (USPS Certified) 5/5/16, email and voicemail 5/25/16, email and phone attempt 12/20/16, letter (USPS Certified) 5/4/17, letter (USPS Certified) 5/4/17, email	<p>On <b>4/11/16</b> for AB52, a letter was sent via Certified Mail to Cindi Alvitre.</p> <p>On <b>5/5/16</b>, we sent a follow up email to Ms. Alvitre requesting input on the project. We also attempted to contact her by telephone. We left a detailed message concerning the project.</p> <p>On <b>5/25/16</b>, we sent a follow up email with a copy of the 4/11/16 letter including project description and location map. We reminded her that the 30 day notification period had passed and requested input on the project. We tried to contact Ms. Alvitre by telephone and found out the previous number we used was wrong. On 6/1/2016, we received a Certified Mail letter back from the post office: Return to Sender - Unclaimed - Unable to Forward.</p> <p>On <b>12/20/16 and 5/4/17</b> for AB52, new letters were sent via certified mail and were returned to sender.</p> <p>On <b>5/4/17</b> Ms. Alvitre was emailed, requesting a contact information update with no response. She was not on the updated NA tribal list for 2018.</p>
Soboba Band of Luiseno Indians		<b>AB52</b> 4/11/16, letter (USPS Certified) 5/5/16, email 5/24/16, email response 12/20/16, letter (USPS Certified)	<p>On <b>4/11/16</b>, for AB52, a letter was sent via Certified Mail to Joseph Ontiveros. Follow up emails were sent and returned as undeliverable twice but finally delivered on 3rd try.</p> <p>On <b>5/5/16</b> for AB52, we attempted to send an email to Mr. Ontiveros. The email was returned on two attempts. We attached the original consult letter and project</p>

Tribal Organization	Contact(s)	Date and Method of Contact Attempt	Date and Results
		5/4/17, letter (USPS Certified)	<p>location map to the email.</p> <p>On <b>5/24/16</b>, we received a response from Mr. Ontiveros via email with an attached letter dated <b>5/4/16</b>. Soboba requested to be a part of continuing consultations and had no immediate concerns about the project area. They also requested Native American Monitoring of any project activities including survey, testing, and earth moving activity. Soboba deferred to Gabrielino Tribal Consultants for monitoring of the project.</p> <p>On <b>12/20/16</b> and <b>5/4/17</b> for AB52, new letters were sent out via certified mail. In 2018, Mr. Ontiveros was not listed on the updated NA tribal list.</p>
Gabrielino Band of Mission Indians-Kizh Nation,	Andy Salas and Brandy Salas	<p><b>AB52</b></p> <p>4/11/16, letter (USPS Certified)</p> <p>4/12/16 email response</p> <p>12/20/16, letter (USPS Certified)</p> <p>5/4/17, letter (USPS Certified)</p> <p>4/5/18, email</p> <p>4/26/18, voicemail</p> <p><b>Section 106</b></p> <p>3/28/18, letter (USPS Certified)</p> <p>3/30/18, letter response</p> <p>11/9/18, email</p> <p>11/12/18, email and voicemails</p> <p>11/14/18, emails</p> <p>11/19/18, coordination of January 23rd conference call</p> <p>11/27/18, coordination of January 23rd conference call</p> <p>11/28/18, confirmation of Jan 23 call</p> <p>1/23/19, Kizh tribal representatives unable to attend conference call</p>	<p>On <b>4/11/16</b> for AB52, letters were sent out via Certified Mail to Andrew Salas.</p> <p>On <b>4/12/16</b> we received an email from Mr. Salas with an attachment that requested a Native American monitor during ground disturbance construction work.</p> <p>On <b>12/20/16</b> and <b>5/4/17</b> for AB52, new letters were sent out via certified mail.</p> <p>On <b>4/5/18</b>, a follow up email was sent on with attached AB52 letter with no response.</p> <p>On <b>4/26/18</b>, a follow up email was sent to Mr. Salas with no response.</p> <p>On <b>3/28/18</b> for Section 106, a letter was sent to Mr. Salas via certified mail.</p> <p>On <b>3/30/18</b> a letter was received in response by Mr. Salas.</p> <p>On <b>11/9/18</b>, Sarah Nava with DUKE CRM sent an email to Mr. Salas requesting his availability so a conference call could be set up between the lead agencies and the tribe.</p> <p>On <b>11/12/18</b> a follow up email was sent to Mr. Salas, two follow up calls were made on 11/12/18, and a voice message was left during that time requesting availability and a call back.</p> <p>On <b>11/14/18</b>, another email follow up requesting availability was made to Mr. Salas. On the same day, Andy Salas responded and stated, "I believe we are going to consult with the lead agency Caltrans regarding this project. I spoke with Mrs. Harper last night and she wanted to talk about it". Shortly after, his administrative specialist (Brandy Salas) responded and stated, "We are unfortunately all booked this month and next month. Our next time we have available will be in January. We are available for a phone consultation on January 23rd at 3pm. Please get back to us to confirm if this time and date will work for you."</p>



Tribal Organization	Contact(s)	Date and Method of Contact Attempt	Date and Results
		<p>1/24/19, email to reschedule</p> <p>1/25/19, voicemail to tribal office and to Chairman Salas' cell.</p> <p>1/28/18, email</p> <p>1/30/19, voicemail to tribal office and to Chairman Salas' cell.</p> <p>1/31/19, phone call attempt</p> <p>2/1/2019, email</p> <p>2/11/19, email</p> <p>6/11/19 email of ASR and Native American consultation summary letter and hard copies of both via mail.</p>	<p>On <b>11/19/18</b>, Ms. Nava responded to Ms. Salas and asked her if the group was still available to consult on the 23rd of January, and if so please reserve that time slot for this project.</p> <p>On <b>11/27/18</b> Ms. Nava sent another follow up email to Brandy Salas to confirm the 1/23/19 conference call. At the end of the business day, Dean Duryea spoke to Mr. Salas on the phone and Mr. Salas confirmed the 1/23/19 date and explained that Brandy sent a confirmation email to S. Nava. Sarah Nava did not receive a confirmation email, therefore an email was sent again to the Brandy Salas to confirm the 1/23/19 date and time.</p> <p><b>On 11/28/18</b>, Brandy Salas and Sarah Nava confirmed the date and time of 1/23/19 at 3pm for the conference call to consult.</p> <p>On <b>1/23/19</b>, at 3:10 pm, Sarah Nava called the Kizh Nation to ask if they would be joining in on the conference call the city of Long Beach, Caltrans and the consultant team. Brandy Salas transferred Sarah to Vivian who was stepping in for Andy Salas. Sarah gave Vivian the conference call information, and shortly after, Vivian called into the teleconference. She informed the Project team that unfortunately Andy Salas and Matt Tutimiez were unable to attend and requested that we reschedule the call for another date and time. She was asked to email Sarah after the meeting and give her a few dates and times within the next couple of weeks that Andy and Matt were available. Sarah did not receive an email that afternoon.</p> <p>On <b>1/24/19</b>, Ms. Nava sent a follow-up email to Brandy and Vivian asking for a few days and times that the Tribal representatives were available so that she could reschedule.</p> <p>On <b>1/25/19</b>, Sarah Nava called the Tribal office phone number and left a message for Vivian requesting a call or email back providing days and times that would work for the rescheduled conference call. Shortly after, Sarah called Andy Salas' cell phone number. Andy informed Sarah that he was out of the office but when he got back, he would provide some times that may work for the call.</p> <p>On <b>1/28/19</b>, Sarah Nava sent an email to Brandy Salas to request Andy Salas' availability so the conference call can be rescheduled.</p> <p>On <b>1/30/19</b>, Sarah Nava called the administration office and Andy Salas' cell phone and left a voice message requesting a call back and requesting Andy Salas'</p>

Tribal Organization	Contact(s)	Date and Method of Contact Attempt	Date and Results
			<p>availability so the conference call can be rescheduled.</p> <p>On <b>1/31/19</b>, Sarah called the Kizh Nation office and no one answered. On <b>2/1/19</b>, Sarah sent an email to Brandy Salas, explaining that DUKE CRM had called a few times, to try to reschedule the call and requested that Andy, Brandy, or Vivian send Andy's availability ASAP so the conference call could be rescheduled.</p> <p>On <b>2/11/19</b>, Kip Harper (Caltrans) responded to Andy Salas via email which stated that the cultural resources documents need to be finalized as soon as possible. She requested that Andy contact herself or Curt Duke by 2/13/19 so Andy's concerns can be added to the report. There has been no response to date.</p> <p>On <b>6/11/19</b> a digital version of the ASR and Native American consultation summary letter detailing Caltrans' recommendations were sent via email to Mr. Salas.</p>
Gabrieleno Tongva Indians of California Tribal Council	Robert Dorame	<p><b>AB52</b></p> <p>4/11/16, letter (USPS Certified)</p> <p>5/5/16, email attempt</p> <p>5/25/16, email</p> <p>12/20/16, letter (USPS Certified)</p> <p>5/4/17, letter (USPS Certified)</p> <p>4/5/18, email</p> <p>4/23/18, email and voicemail</p> <p>4/26/18, voicemail</p>	<p>On <b>4/11/16</b> for AB52, a letter was sent via Certified Mail to Robert Dorame.</p> <p>On <b>5/5/16</b> we attempted to send an email to Mr. Dorame. The email was returned on two attempts. We attached the original consult letter and project location map to the email.</p> <p>On <b>5/25/15</b>, we sent a follow up email to Mr. Dorame. We enclosed the original 4/11/16 letter with project location and location map. We Requested input on the project and reminded Mr. Dorame that the 30 day notification period had expired.</p> <p>On <b>12/20/16</b> and <b>5/4/17</b> for AB52, we sent new letters out via Certified Mail.</p> <p>On <b>4/5/18</b>, a follow up email was sent with attached letter to Mr. Dorame with no response.</p>
		<p><b>Section 106</b></p> <p>3/28/18, letter (USPS Certified)</p> <p>4/23/18, email and voicemail</p> <p>4/26/18, phone conversation</p> <p>11/9/18, email</p> <p>11/12/18, email and voicemail</p> <p>11/14/18, phone conversation</p> <p>12/3/18, email of ASR draft</p> <p>4/19/19, email</p>	<p>On <b>4/23/18</b> a follow up email and a phone call were attempted with no response. We left a detailed voicemail regarding the project.</p> <p>On <b>4/26/18</b> we contacted Mr. Dorame by phone and spoke with him. He conveyed that he was aware of the sensitivity of the area, especially with respect to burials. He stated he wants a native monitor on site during any ground disturbing activities. He also wants to consult and emphasized Caltrans, since he said he has had no prior consultation with them in the past.</p> <p>On <b>3/28/2018</b> for Section 106, a letter was sent to Mr. Dorame via certified mail.</p> <p>On <b>4/23/18</b>, a follow up email and phone call were sent to Mr. Dorame with no response. We left a detailed voicemail regarding the project.</p>



Tribal Organization	Contact(s)	Date and Method of Contact Attempt	Date and Results
			<p>On <b>4/26/18</b>, we contacted Mr. Dorame by phone and spoke with him. He conveyed that he was aware of the sensitivity of the area, especially with respect to burials. He stated he wants a native monitor on site during any ground disturbing activities. He also wants to consult with both the City and Caltrans under Section 106 and AB 52.</p> <p>On <b>11/9/18</b>, Sarah Nava with DUKE CRM sent an email to Mr. Dorame requesting his availability so a conference call could be set up between the lead agencies and the tribe.</p> <p>On <b>11/12/18</b> a follow up email was sent to Mr. Dorame and two follow up calls were made on 11/12/18, and a voice message was left during that time requesting availability and a call back.</p> <p>On <b>11/14/18</b>, Ms. Nava received a call back from Mr. Dorame. He stated that, "he is not interested in a conference call unless they get paid for it because they were “dupped by the federal transit authority”. He said that he is only interested in providing a “standard treatment plan” that he has already provided Caltrans for another project and that the tribe does not want to spend any more time on calls/meetings “pro bono”. He asked that we forward him the work we have done thus far.</p> <p>On <b>12/3/18</b>, per his request we sent the ASR to Mr. Dorame via email.</p> <p><b>On 4/19/19</b> Mr. Duke sent an email to Mr. Dorame asking if he had any comments. No response has been received to date.</p>
LA City/County Native American Indian Commission	Ron Andrade	<b>AB52</b> 4/11/16, letter (USPS Certified) 5/5/16, email and voicemail 5/25/16, phone conversation 12/20/16, letter (USPS Certified) 5/4/17, letter (USPS Certified)	<p>On <b>4/11/16</b> for AB52, a letter was sent via Certified Mail to Ron Andrade.</p> <p>On <b>5/5/16</b>, we attempted to send an email to Mr. Andrade. We attached the original consult letter and project location map to the email. We also attempted to contact him by telephone. We left a detailed message concerning the project.</p> <p>On <b>5/25/16</b>, we sent a follow up email containing a copy of the 4/11/16 letter with project description and location map. We reminded him that the 30 day notification period had passed and requested input on the project. We also attempted to contact him by telephone. We left a detailed message concerning the project along with contact information for DUKE CRM.</p> <p>On <b>12/20/16</b> and <b>5/4/17</b> for AB52, sent letters out via certified mail. No response was received. Mr. Andrade was not listed on the update NA tribal list for 2018.</p>

Tribal Organization	Contact(s)	Date and Method of Contact Attempt	Date and Results
Gabrieleno/Tongva Nation	Sam Dunlap and Sandonne Goad	<p><b>AB52</b>  4/11/16, letter (USPS Certified)  5/5/16, email and voicemail  5/25/16, phone conversation  12/20/16, letter (USPS Certified)  5/4/17, letter (USPS Certified)  4/5/18, email  4/23/18, email  4/26/18, voicemail</p> <p><b>Section 106</b>  3/28/18, letter (USPS Certified)  4/23/18, email and voicemail  4/26/18, voicemail</p>	<p>On <b>4/11/16</b> for AB52, a letter was sent out via Certified Mail to Sam Dunlap. On <b>5/5/16</b>, we attempted to send an email to Mr. Dunlap. We attached the original consult letter and project location map to the email. We also attempted to contact him by telephone. We left a detailed message concerning the project. On <b>5/25/16</b>, we Spoke with Mr. Dunlap on the telephone. He is concerned about the project area sensitivity and recommends Native American monitoring of any ground disturbing activities. He said he would follow up with a formal request in writing. On 6/20/16, we received the consult letter back with "Return to Sender, Unclaimed, Unable to Forward."</p> <p>On <b>12/20/16</b> and <b>5/4/17</b> for AB52, new letters were sent out via certified mail. On <b>4/5/18</b>, a follow up email was sent with attached letter to the new contact Sandonne Goad with no response. On <b>4/23/18</b> a follow up email with attached letter was sent and a phone call was attempted with no response. We left a detailed voicemail regarding the project. On <b>4/26/18</b> a phone call was attempted with no response. We left a detailed voicemail regarding the project.</p> <p>On <b>3/28/2018</b> for Section 106, a letter was sent to Ms. Goad via certified mail. On <b>4/23/18</b>, a follow up email was sent and phone call made to Ms. Goad with no response. We left a detailed voicemail regarding the project. On <b>4/26/18</b>, a phone call was attempted for Ms. Goad with no response. We were unable to leave voicemail.</p>
Tongva Ancestral Territorial Tribal	John Tommy Rosas	<p><b>AB52</b>  4/11/16, letter (USPS Certified)  4/12/16, email  12/20/16, letter (USPS Certified)  5/4/17, letter (USPS Certified)  4/5/18, email  4/23/18, email and voicemail  4/24/18, email response</p>	<p>On <b>4/11/16</b> for AB52, a letter was sent via Certified Mail to John Tommy Rosas. On <b>4/12/2016</b> Mr. Rosas replied by email: "thanks". On <b>12/21/16</b> and <b>5/4/17</b> for AB52, new letters were sent via certified mail. On <b>5/4/17</b> Mr. Rosas responded "thank you" for the notice via email and that he would review the project information and respond shortly. On <b>4/5/18</b>, a follow up email was sent. On <b>4/23/18</b>, a follow up email was sent with attached letter along with a phone call and voicemail regarding details about the project. On <b>4/24/18</b> Mr. Rosas responded via email regarding AB52 stating he would contact the City directly for further consultation. To date there has been no additional consultation with Mr. Rosas.</p>



Tribal Organization	Contact(s)	Date and Method of Contact Attempt	Date and Results
Gabrieleno/Tongva Nation	Sam Dunlap and Sandonne Goad	<p><b>AB52</b>  4/11/16, letter (USPS Certified)  5/5/16, email and voicemail  5/25/16, phone conversation  12/20/16, letter (USPS Certified)  5/4/17, letter (USPS Certified)  4/5/18, email  4/23/18, email  4/26/18, voicemail</p> <p><b>Section 106</b>  3/28/18, letter (USPS Certified)  4/23/18, email and voicemail  4/26/18, voicemail</p>	<p>On <b>4/11/16</b> for AB52, a letter was sent out via Certified Mail to Sam Dunlap. On <b>5/5/16</b>, we attempted to send an email to Mr. Dunlap. We attached the original consult letter and project location map to the email. We also attempted to contact him by telephone. We left a detailed message concerning the project. On <b>5/25/16</b>, we Spoke with Mr. Dunlap on the telephone. He is concerned about the project area sensitivity and recommends Native American monitoring of any ground disturbing activities. He said he would follow up with a formal request in writing. On 6/20/16, we received the consult letter back with "Return to Sender, Unclaimed, Unable to Forward."</p> <p>On <b>12/20/16</b> and <b>5/4/17</b> for AB52, new letters were sent out via certified mail. On <b>4/5/18</b>, a follow up email was sent with attached letter to the new contact Sandonne Goad with no response. On <b>4/23/18</b> a follow up email with attached letter was sent and a phone call was attempted with no response. We left a detailed voicemail regarding the project. On <b>4/26/18</b> a phone call was attempted with no response. We left a detailed voicemail regarding the project.</p> <p>On <b>3/28/2018</b> for Section 106, a letter was sent to Ms. Goad via certified mail. On <b>4/23/18</b>, a follow up email was sent and phone call made to Ms. Goad with no response. We left a detailed voicemail regarding the project. On <b>4/26/18</b>, a phone call was attempted for Ms. Goad with no response. We were unable to leave voicemail.</p>
Tongva Ancestral Territorial Tribal	John Tommy Rosas	<p><b>AB52</b>  4/11/16, letter (USPS Certified)  4/12/16, email 5/25/16, email and phone attempt  12/20/16, letter (USPS Certified)  5/4/17, letter (USPS Certified)  4/5/18, email  4/23/18, email and voicemail  4/24/18, email response</p>	<p>On <b>4/11/16</b> for AB52, a letter was sent via Certified Mail to John Tommy Rosas. On <b>4/12/2016</b> Mr. Rosas replied by email: "thanks".</p> <p>On <b>12/21/16</b> and <b>5/4/16</b> for AB52, new letters were sent via certified mail. On <b>5/4/16</b> Mr. Rosas responded "thank you" for the notice via email and that he would review the project information and respond shortly.</p> <p>On <b>4/5/18</b>, a follow up email was sent</p> <p>On <b>4/23/18</b>, a follow up email was sent with attached letter along with a phone call and voicemail regarding details about the project.</p> <p>On <b>4/24/18</b> Mr. Rosas responded via email regarding AB52 stating he would contact the City to consult with the City directly. Consultation has not occurred to date.</p>

**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
(916) 373-3710  
(916) 373-5471 FAX



April 11, 2016

Matthew Stever  
Duke CRM

Sent via e-mail: matstever@dukecrm.com  
Number of Pages:

RE: The Proposed Shoemaker Bridge Reconstruction Project, City of Long Beach, Long Beach USGS Quadrangle, Los Angeles County, California

Dear Mr. Stever:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent above reference codes is to mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 require public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
  - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
  - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
  - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.



2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. A search of the SFL was completed for the USGS quadrangle information provided with negative results.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: [gayle.totton@nahc.ca.gov](mailto:gayle.totton@nahc.ca.gov).

Sincerely,



Gayle Totton, M.A., PhD.  
Associate Governmental Program Analyst

**Native American Heritage Commission  
Tribal Consultation List  
Los Angeles County  
April 11, 2016**

Gabrieleno/Tongva San Gabriel Band of Mission Indians  
Anthony Morales, Chairperson  
P.O. Box 693                      Gabrielino Tongva  
San Gabriel      , CA 91778  
GTTribalcouncil@aol.com  
(626) 483-3564 Cell

Gabrielino /Tongva Nation  
Sandonne Goad, Chairperson  
106 1/2 Judge John Aiso St., #231      Gabrielino Tongva  
Los Angeles      , CA 90012  
sgoad@gabrielino-tongva.com  
(951) 807-0479

Gabrielino Tongva Indians of California Tribal Council  
Robert F. Dorame, Tribal Chair/Cultural Resources  
P.O. Box 490                      Gabrielino Tongva  
Bellflower      , CA 90707  
gtongva@verizon.net  
(562) 761-6417 Voice/Fax

Gabrielino-Tongva Tribe  
Linda Candelaria, Co-Chairperson  
1999 Avenue of the Stars, Suite 1100  
Los Angeles      , CA 90067  
Gabrielino  
(626) 676-1184 Cell

Gabrieleno Band of Mission Indians - Kizh Nation  
Andrew Salas, Chairperson  
P.O. Box 393  
Covina      , CA 91723  
gabrielenoindians@yahoo.com Gabrielino  
(626) 926-4131

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list applicable only for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Showmaker Bridge Reconstruction Project, City of Long Beach, Long Beach USGS Quadrangle, Los Angeles County, California.



**NATIVE AMERICAN HERITAGE COMMISSION**

Cultural and Environmental Department  
1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
(916) 373-3710



March 16, 2018

Sarah Nava  
Duke Cultural Resources Management

Sent by E-mail: sarahnava@dukecrm.com

RE: Proposed Shoemaker Bridge Project, City of Long Beach; Long Beach USGS Quadrangle, Los Angeles County, California

Dear Ms. Nava:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

Attached is a list of tribes culturally affiliated to the project area. I suggest you contact all of the listed Tribes. If they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: [gayle.totton@nahc.ca.gov](mailto:gayle.totton@nahc.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Gayle Totton".

Gayle Totton, M.A., PhD.  
Associate Governmental Program Analyst  
(916) 373-3714

**CONFIDENTIALITY NOTICE:** This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.

**Native American Heritage Commission  
Native American Contact List  
Los Angeles County  
3/16/2018**

***Gabrieleno Band of Mission  
Indians - Kizh Nation***

Andrew Salas, Chairperson  
P.O. Box 393  
Covina, CA, 91723  
Phone: (626) 926 - 4131  
admin@gabrielenoindians.org

Gabrieleno

***Gabrieleno/Tongva San Gabriel  
Band of Mission Indians***

Anthony Morales, Chairperson  
P.O. Box 693  
San Gabriel, CA, 91778  
Phone: (626) 483 - 3564  
Fax: (626) 286-1262  
GTTribalcouncil@aol.com

Gabrieleno

***Gabrielino /Tongva Nation***

Sandonne Goad, Chairperson  
106 1/2 Judge John Aiso St.,  
#231  
Los Angeles, CA, 90012  
Phone: (951) 807 - 0479  
sgoad@gabrielino-tongva.com

Gabrielino

***Gabrielino Tongva Indians of  
California Tribal Council***

Robert Dorame, Chairperson  
P.O. Box 490  
Bellflower, CA, 90707  
Phone: (562) 761 - 6417  
Fax: (562) 761-6417  
gtongva@gmail.com

Gabrielino

***Gabrielino-Tongva Tribe***

Charles Alvarez,  
23454 Vanowen Street  
West Hills, CA, 91307  
Phone: (310) 403 - 6048  
roadkingcharles@aol.com

Gabrielino

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Shoemaker Bridge Replacement Project, Los Angeles County.



**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, Division of Environmental Planning  
100 S. MAIN STREET, SUITE 100, MS 16A  
LOS ANGELES, CA 90012  
PHONE (213) 897-0676 (direct line)  
EMAIL caprice.harper@dot.ca.gov  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

**Example Letter**

March 28, 2018

Mr. Anthony Morales  
PO Box 693  
San Gabriel, CA 91778

Dear Mr. Morales:

The California Department of Transportation (Caltrans) and the City of Long Beach (City) are preparing studies to address impacts associated with the Shoemaker Bridge Replacement Project. The project is located at the southern end of Interstate 710 (I-710) and is bisected by the Los Angeles River in the City of Long Beach (see attached project location map). The purpose of the project is to improve existing traffic safety and operations, increase multi-modal connectivity within the project limits and surrounding area, enhance Complete Streets elements by providing bicycle, pedestrian, and streetscape improvements on major thoroughfares, and address non-standard features and design deficiencies.

Three alternatives, a No Build Alternative (Alternative 1), and two Build Alternatives (Alternatives 2 and 3) are being evaluated as part of the proposed project. Both Alternatives 2 and 3 will replace the existing Shoemaker Bridge (Bridge No. 53C0932) over the Los Angeles River with a new bridge located between 100 and 500 feet south of the existing bridge. In both Build Alternatives, the Shoemaker Bridge will accommodate bicycle and pedestrian use and include the evaluation of design options for a roundabout (Design Option A) or a "Y" intersection (Design Option B) at the easterly end of the bridge. The primary difference between Alternatives 2 and 3 is that Alternative 2 provides for the re-purposing of the existing Shoemaker Bridge for non-motorized transportation and recreational use and Alternative 3 includes the removal of the existing Shoemaker Bridge.

Alternatives 2 and 3 will also provide improvements to associated roadway connectors to downtown Long Beach and along West Shoreline Drive from I-710 and improvements along portions of 3rd, 6th, and 7th Street, and Broadway from Cesar Chavez Park to Magnolia Avenue. The proposed improvements may include additional street lighting, re-striping, turn lanes, bicycle, pedestrian, and streetscape improvements. The project also includes the removal of the Golden Shore grade separation over West Shoreline Drive and modifications to Golden Shore to create a new controlled intersection at Golden Shore and West Shoreline Drive. The project will also evaluate street improvements on 6th and 7th Streets from Magnolia Avenue to Atlantic Avenue and on Anaheim Street between 9th and Atlantic Avenue. Additionally, as an Early Action Project of the I-710 Corridor Project, Alternatives 2 and 3 will evaluate the impacts from the closure of the 9th and 10th Street ramp connections into downtown Long Beach.

Although most of the modifications and construction would occur within the existing Caltrans or City right-of-way (ROW), acquisition of property and an aerial easement from the Los Angeles Flood Control District will be required. In addition, a small amount of additional ROW and temporary construction easements (TCEs) may be required from a private parking lot to complete the downtown street modifications along Broadway. To accommodate the removal of the grade separation at Golden Shore and West Shoreline Drive, TCEs may be required along the west side and east side of Golden Shore north of West Shoreline Drive.

Caltrans is currently conducting cultural resource studies for the project area to comply with the *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on*

Mr. Morales  
March 28, 2018  
Page 2

Shoemaker Bridge Replacement Project

*Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act (NHPA), as it pertains to the administration of the Federal Aid Highway Program in California (First Amended Section 106 PA). The City of Long Beach is responsible for consultation under CEQA/AB-52.*

As part of the cultural resource studies, an Archaeological Survey Report is being prepared for the proposed project. As part of the archaeological survey, a records search has been conducted at the South Central Coastal Information Center at California State University, Fullerton. The records search indicated that two (2) prehistoric archaeological sites have been previously recorded within 1,000 feet of the project area. In addition, the Native American Heritage Commission (NAHC) was contacted. On March 16, 2018, the NAHC indicated that no Native American cultural resources have been identified within their Sacred Lands File for the USGS quadrangle provided for the project location.

The reason for this letter is to ensure that valuable resources are protected to the maximum extent feasible by asking for any information regarding the presence of sensitive Native American cultural resources, such as Traditional Cultural Properties or other sensitive resources within the project area described above. Please consider this letter and preliminary project information as the initiation of Section 106 consultation pursuant to the NHPA. Please respond within 30 days if you have any pertinent information or would like to consult on this project. Please provide a designated lead contact person if you haven't provided that information to us already.

**Duke Cultural Resources Management, LLC is coordinating the Section 106 consultation on Caltrans' behalf. Be assured that Caltrans and our consultants keep all information provided confidential and limit any knowledge to a few select staff. We would greatly appreciate your response to this request by Friday, April 6, 2018, so that your comments can be included in the Section 106 technical reports. Please direct your comments to:**

**Duke Cultural Resources Management, LLC  
18 Technology Drive, Suite 103  
Irvine, CA 92618  
Attn: Sarah Nava, Archaeologist  
Phone: (949) 356.6660, ext. 1007  
Email: sarah.nava@dukecrm.com**

Thank you in advance for helping us identify if any valuable resources are in the project area, so we can work with you to protect them to the maximum extent feasible. If you have any questions regarding this letter, feel free to contact me directly (see letterhead above for my contact information).

Sincerely,



Caprice "Kip" Harper, Associate Environmental Planner (Archaeology),

Enclosure: Shoemaker Bridge Replacement Project Regional and Project Location Maps





**Example Letter**

## **AB 52 Project Notice**

### **SHOEMAKER BRIDGE REPLACEMENT PROJECT**

**May 4, 2017**

Dear Ron Andrade:

The City of Long Beach (City) is currently undertaking the following project: Shoemaker Bridge Replacement Project (Project). New AB 52 notifications are being sent due to revisions of the project size and scope from the prior plans. This notification replaces the AB 52 notification dated December 20, 2016.

In accordance with the California Environmental Quality Act (CEQA) and Assembly Bill 52 (AB 52), the City is sending this updated notice to inform California Native American tribes that have requested such notice for projects within a geographic area with which the tribe is traditionally and culturally affiliated.

California Public Resources Code § 21080.3.1 requires this notice within 14 days of the City deciding to undertake this project. The Notice of Preparation (NOP) for the Shoemaker Bridge Replacement Project (Project) was made available on April 1, 2016. California Native American tribes have **30 days** from the date of receipt of this notice to request consultation with the City regarding this project.

A cultural resources study is currently being prepared for the proposed Project. Preliminary research indicates that there are recorded prehistoric sites in the vicinity of the Project, but none are recorded within the proposed Project boundaries. The results of the cultural resources study will be available within several months from this notice.

Below please find the updated description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1(d).

#### **PROJECT DESCRIPTION**

The City of Long Beach (City) is the Lead Agency under the California Environmental Quality Act (CEQA) and the California Department of Transportation (Caltrans) is the Lead Agency under the National Environmental Policy Act (NEPA) as assigned by the Federal Highway Administration (FHWA), in accordance with NEPA (42 United States Code [USC] 4321 et seq.); and the Council on Environmental Quality (CEQ) Regulations implementing NEPA (40 Code of Federal Regulations [CFR] 1500–1508). The City, in cooperation with Caltrans, is proposing to replace the Shoemaker Bridge (West Shoreline Drive) in the City of Long Beach, California. A regional location map is included in Figure 2. The Shoemaker Bridge Replacement Project (proposed project) is an Early Action Project (EAP) of the Interstate 710 (I-710) Corridor Project and is located at the southern end of State Route 710 (SR-710) in the City of Long Beach and is bisected by the Los Angeles River (LA River).

Three alternatives, a No Build Alternative (Alternative 1), and two Build Alternatives (Alternatives 2 and 3) are being evaluated as part of the proposed project. Both Alternatives 2 and 3 will replace the existing Shoemaker Bridge over the LA River with a new bridge located just south of the existing bridge. In both Build Alternatives, the Shoemaker Bridge will accommodate bicycle and pedestrian use and include the evaluation of design options for a roundabout (Design Option A) or a “Y” intersection (Design Option B) at

the easterly end of the bridge. The primary difference between Alternatives 2 and 3 is that Alternative 2 provides for the re-purposing of the existing Shoemaker Bridge for non-motorized transportation and recreational use and Alternative 3 includes the removal of the existing Shoemaker Bridge.

Alternatives 2 and 3 will also provide improvements to associated roadway connectors to downtown Long Beach and along West Shoreline Drive from SR-710 and improvements along portions of 3rd, 6th, and 7th Street, and Broadway from Cesar Chavez Park to Magnolia Avenue. The proposed improvements may include additional street lighting, re-striping, turn lanes, bicycle, pedestrian, and streetscape improvements. The project also includes the removal of the Golden Shore grade separation over West Shoreline Drive and modifications to Golden Shore to create a new controlled intersection at Golden Shore and West Shoreline Drive. The project will also evaluate street improvements on 6th and 7th Streets from Magnolia Avenue to Atlantic Avenue and on Anaheim Street between 9th and Atlantic Avenue. Additionally, as an EAP of the I-710 Corridor Project, Alternatives 2 and 3 will evaluate the impacts from the closure of the 9th and 10th Street ramp connections into downtown Long Beach. The project location is illustrated in Figure 2, attached.

Although most of the modifications and construction would occur within the existing Caltrans or City right-of-way (ROW), acquisition of property and an aerial easement from the Los Angeles Flood Control District (LACFCD) will be required. In addition, a small amount of additional ROW and TCEs may be required from a private parking lot to complete the downtown street modifications along Broadway. To accommodate the removal of the grade separation at Golden Shore and West Shoreline Drive, TCEs may be required along the West side and east side of Golden Shore north of West Shoreline Drive.

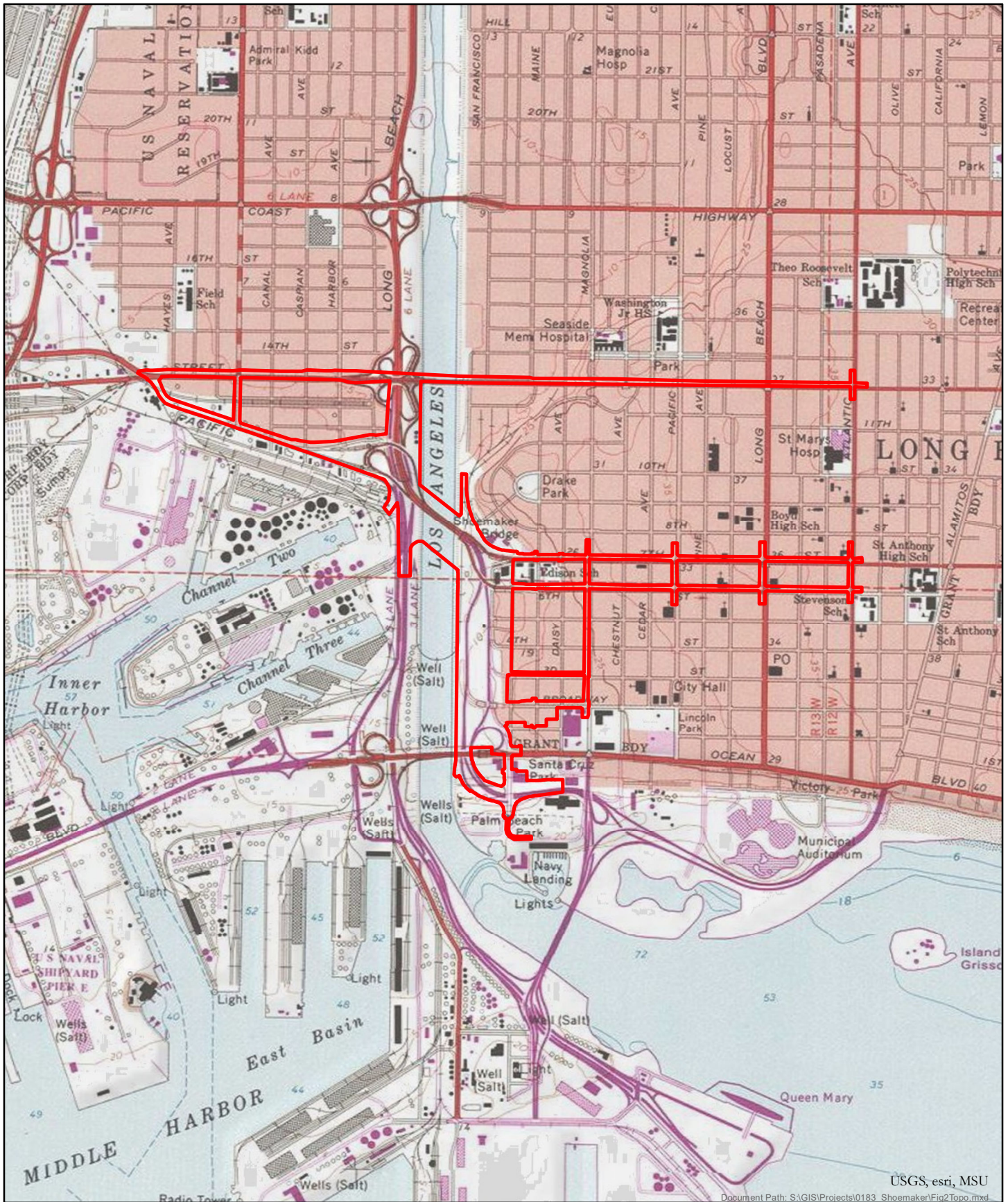
The proposed project is included in the Final 2017 Adopted Federal Transportation Improvement Program (FTIP) and the Southern California Association of Government's (SCAG) 2016 Regional Transportation Plan (RTP) for Los Angeles County as Project ID: LA0G830.

## **RESPONSES AND COMMENTS**

Should you have any questions regarding this case or would like to consult with the City, please do not hesitate to contact Meredith Elguira at the contact information listed below. If after 30 days the City does not receive a response from you, we will proceed with the entitlement process. If the City receives a response from you we will respond to you within 30 days.

Contact:	Meredith Elguira, Capital Projects Coordinator Department of Public Works City of Long Beach 333 W. Ocean Boulevard, 9th Floor Long Beach, CA 90802 Or via email to: <a href="mailto:info@shoemakerprojectlb.com">info@shoemakerprojectlb.com</a>
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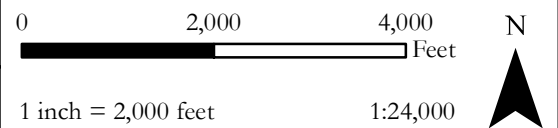




## Study Location Map

Direct APE

7.5-Min USGS  
Long Beach  
Quadrangle







**Example Letter**

## **AB 52 Project Notice**

### **SHOEMAKER BRIDGE REPLACEMENT PROJECT**

**December 20, 2016**

Dear Sam Dunlap:

The City of Long Beach (City) is currently undertaking the following project: Shoemaker Bridge Replacement Project (Project). New AB 52 notifications are being sent due to revisions of the project size and scope from the prior plans. This notification replaces the AB 52 notification dated April 11, 2016.

In accordance with the California Environmental Quality Act (CEQA) and Assembly Bill 52 (AB 52), the City is sending this updated notice to inform California Native American tribes that have requested such notice for projects within a geographic area with which the tribe is traditionally and culturally affiliated.

California Public Resources Code § 21080.3.1 requires this notice within 14 days of the City deciding to undertake this project. The Notice of Preparation (NOP) for the Shoemaker Bridge Replacement Project (Project) was made available on April 1, 2016. California Native American tribes have **30 days** from the date of receipt of this notice to request consultation with the City regarding this project.

A cultural resources study is currently being prepared for the proposed Project. Preliminary research indicates that there are recorded prehistoric sites in the vicinity of the Project, but none are recorded within the proposed Project boundaries. The results of the cultural resources study will be available within several months from this notice.

Below please find the updated description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1(d).

#### **PROJECT DESCRIPTION**

The City, in cooperation with Caltrans, is proposing to replace the Shoemaker Bridge (West Shoreline Drive) in the City of Long Beach, California. The Shoemaker Bridge Replacement Project (proposed project) is an Early Action Project of the Interstate 710 (I-710) Corridor Improvement Project (I-710 CIP) and is located at the southern end of SR-710 in the City of Long Beach and is bisected by the Los Angeles River. The Regional Location and Project Vicinity (Figure 1-1) is attached.

The purpose of the proposed project is to:

- Improve existing traffic safety and operations;
- Increase multi-modal connectivity within the project limits and surrounding area;
- Enhance Complete Streets elements by providing bicycle, pedestrian, and streetscape improvements on major thoroughfares; and
- Address non-standard features and design deficiencies.

Three alternatives, a No Build Alternative (Alternative 1), and two Build Alternatives (Alternatives 2 and 3) are being evaluated as part of the proposed project. Both Alternatives 2 and 3 will replace the existing Shoemaker Bridge over the Los Angeles River with a new bridge located just south of the existing bridge. In both Build Alternatives the new Shoemaker Bridge will accommodate bicycle and pedestrian use.



Both Alternatives will include the evaluation of design options for a roundabout or a “Y” intersection at the easterly end of the bridge. The primary difference between Alternatives 2 and 3 is that Alternative 2 provides for the re-purposing of the existing bridge for non-motorized transportation and recreational use and Alternative 3 includes removal of the existing bridge.

Alternatives 2 and 3 will also provide improvements to associated roadway connectors to downtown Long Beach and along West Shoreline Drive from SR-710. Improvements include the realignment of the existing West Shoreline Drive in downtown Long Beach to facilitate the City’s future planned expansion of the Cesar E. Chavez and Drake Parks. Both alternatives include improvements along SR-710 from just south of Anaheim Street to just south of West Shoreline Drive.

Under Alternatives 2 and 3, proposed street improvements are also anticipated along West Shoreline Drive; and along 3<sup>rd</sup> Street, 6<sup>th</sup> Street, 7<sup>th</sup> Street, and Broadway Avenue from Cesar Chavez Park to Magnolia Avenue. The proposed street improvements may include additional street lighting, re-striping, turn lanes, bicycle, pedestrian, and streetscape improvements. Additionally, as an early action project of the I-710 Corridor Improvement Project, Alternatives 2 and 3 will evaluate the impacts from the closure of the 9<sup>th</sup> and 10<sup>th</sup> Street ramp connections into downtown Long Beach.

Although most of the improvements and construction would occur within the existing Caltrans or City of Long Beach right-of-way, acquisition of property and easements from the Los Angeles County Flood Control District (LACFCD) will be required. In addition, a small amount of additional right-of-way may be required from a parking lot to complete the downtown street modifications along Broadway.

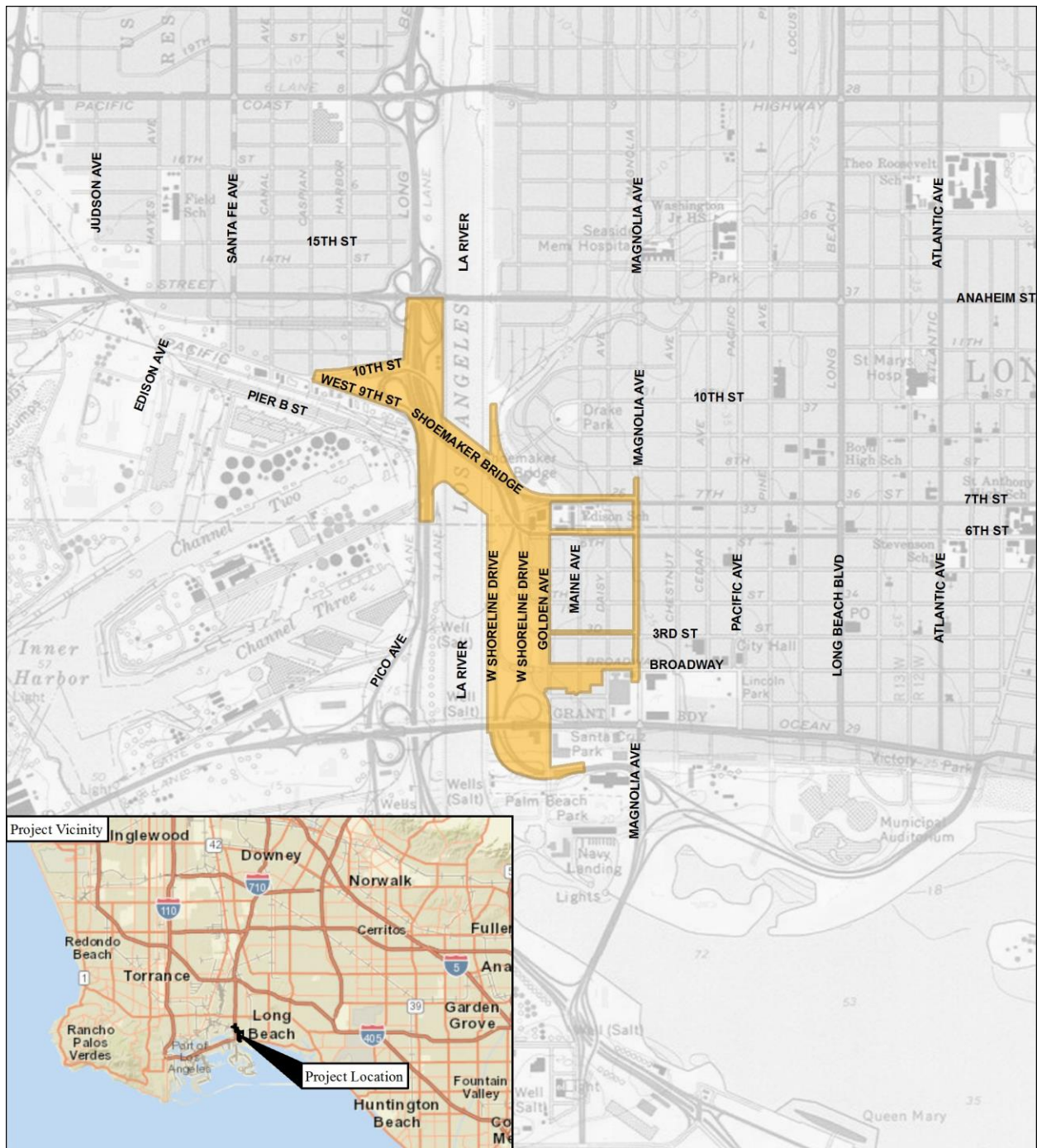
The proposed project is included in the Final 2015 Adopted Federal Transportation Improvement Program (FTIP) and the Southern California Association of Government's (SCAG) 2016 Regional Transportation Plan (RTP) for Los Angeles County as Project ID: LAOG8301, the project description provided in the FTIP and RTP states the following:

I-710 Improvements/Shoemaker Bridge - Downtown Exits. The project makes bicycle, pedestrian, and, and streetscape improvements on major thoroughfares.

## **RESPONSES AND COMMENTS**

Should you have any questions regarding this case or would like to consult with the City, please do not hesitate to contact Meredith Elguira at the contact information listed below. If after 30 days the City does not receive a response from you, we will proceed with the entitlement process. If the City receives a response from you we will respond to you within 30 days.

Contact:	Meredith Elguira, Capital Projects Coordinator Department of Public Works City of Long Beach 333 W. Ocean Boulevard, 9th Floor Long Beach, CA 90802 Or via email to: <a href="mailto:info@shoemakerprojectlb.com">info@shoemakerprojectlb.com</a>
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# LEGEND

Project Limits

0 1,000 2,000  
FEET

SOURCE: USGS 7.5min Quad. (LONG BEACH, 1978)

FIGURE 1-1

*Shoemaker Bridge Replacement Project*  
Regional Location and Project Vicinity





**Example Letter**

## **AB 52 Project Notice**

### **SHOEMAKER BRIDGE REPLACEMENT PROJECT**

**April 11, 2016**

Dear Robert Dorame:

The City of Long Beach (City) has decided to undertake the following project: Shoemaker Bridge Replacement Project (Project).

In accordance with the California Environmental Quality Act (CEQA) and Assembly Bill 52 (AB 52), the City is sending this notice to inform California Native American tribes that have requested such notice for projects within a geographic area with which the tribe is traditionally and culturally affiliated.

California Public Resources Code § 21080.3.1 requires this notice within 14 days of the City deciding to undertake this project. The Notice of Preparation (NOP) for the Shoemaker Bridge Replacement Project (Project) was made available on April 1, 2016. California Native American tribes have **30 days** from the date of receipt of this notice to request consultation with the City regarding this project.

A cultural resources study is currently being prepared for the proposed Project. Preliminary research indicates that there are recorded prehistoric sites in the vicinity of the Project, but none are recorded within the proposed Project boundaries. The results of the cultural resources study will be available later this year.

Below please find the description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1(d).

#### **PROJECT DESCRIPTION**

The City, in cooperation with Caltrans, is proposing to replace the Shoemaker Bridge (West Shoreline Drive) in the City of Long Beach, California. The Shoemaker Bridge Replacement Project (proposed project) is an Early Action Project of the Interstate 710 (I-710) Corridor Improvement Project and is located at the southern end of I-710 in the City of Long Beach and is bisected by the Los Angeles River. The Regional Location and Project Vicinity (Figure 1-1) is attached.

The purpose of the proposed project is to:

- Improve existing traffic safety and operations;
- Increase multi-modal connectivity within the project limits and surrounding area;
- Enhance Complete Streets elements by providing bicycle, pedestrian, and streetscape improvements on major thoroughfares; and
- Address non-standard features and design deficiencies.

Three alternatives, a No Build Alternative (Alternative 1), and two Build Alternatives (Alternatives 2 and 3) are being evaluated as part of the proposed project. Both Alternatives 2 and 3 will replace the existing Shoemaker Bridge over the Los Angeles River with a new bridge located just south of the existing bridge. Both Alternatives will include the evaluation of design options for a roundabout or a "Y" intersection at the easterly end of the bridge. The primary difference between Alternatives 2 and 3 is that Alternative 2

provides for the re-purposing of the existing bridge for non-motorized transportation and recreational use and Alternative 3 includes removal of the existing bridge.

Alternatives 2 and 3 will also provide improvements to associated roadway connectors to downtown Long Beach and along West Shoreline Drive from I-710. Improvements include the realignment of the existing West Shoreline Drive in downtown Long Beach to facilitate the City's future planned expansion of the Cesar E. Chavez and Drake Parks. Both alternatives include improvements along I-710 from just south of Anaheim Street to just south of West Shoreline Drive.

Under Alternatives 2 and 3, proposed street improvements are also anticipated along West Shoreline Drive, 3rd Street, 6th Street, 7th Street, Ocean Boulevard, and Broadway Avenue. The proposed project will also evaluate potential improvements along Magnolia Ave. and Anaheim Street. The proposed street improvements may include additional street lighting, re-striping, turn lanes, bicycle, pedestrian, and streetscape improvements. Additionally, as an early action project of the I-710 Corridor Improvement Project, Alternatives 2 and 3 will evaluate the impacts from the closure of the 9th and 10th Street ramp connections into downtown Long Beach.

Although most of the improvements and construction would occur within the existing Caltrans or City of Long Beach right-of-way, acquisition of property and easements from the Los Angeles County Flood Control District (LACFCD) will be required.

The proposed project is included in the Final 2015 Federal Transportation Improvement Program (FTIP) and the Southern California Association of Government's (SCAG) 2012 Regional Transportation Plan (RTP) for Los Angeles County as Project ID: LAOG830.1, the project description provided in the FTIP and RTP states the following:

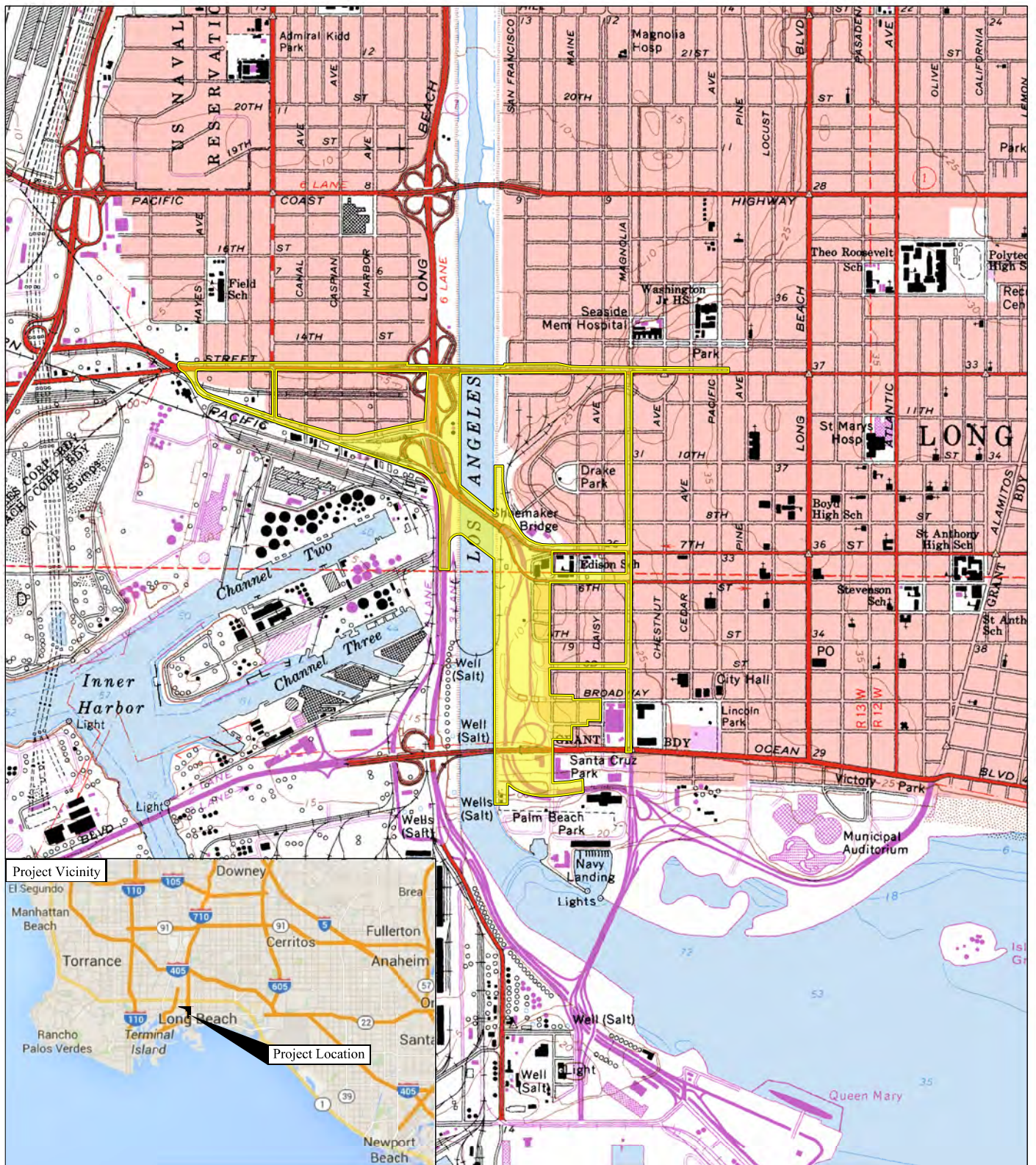
I-710 Improvements/Shoemaker Bridge - Downtown Exits. The project makes bicycle, pedestrian, and streetscape improvements on major thoroughfares.

## **RESPONSES AND COMMENTS**

Should you have any questions regarding this case or would like to consult with the City, please do not hesitate to contact Meredith Elguira at the contact information listed below. If after 30 days the City does not receive a response from you, we will proceed with the entitlement process. If the City receives a response from you we will respond to you within 30 days.

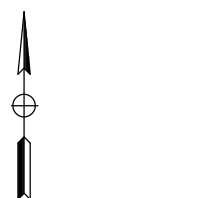
Contact:	Meredith Elguira, Capital Projects Coordinator Department of Public Works City of Long Beach 333 W. Ocean Boulevard, 9th Floor Long Beach, CA 90802 Or via email to: <a href="mailto:info@shoemakerprojectlb.com">info@shoemakerprojectlb.com</a>
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# LEGEND

Project Limits



0 1000' 2000'  
FEET  
SOURCE: USGS 7.5min. Quad. (LONG BEACH, 1978)

FIGURE 1-1

*Shoemaker Bridge Replacement Project*  
Regional Location and Project Vicinity





# GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians  
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Department of Transportation  
100 S. Main St. Suite 100  
Los Angeles, CA 90012

March 30, 2018

Re: Section 106 Shoemaker Bridge Replacement Project

Dear Sara Nava,

Please find this letter as a written request for consultation regarding the Shoemaker Bridge Replacement Project in the City of Long Beach, CA. Your project lies within our ancestral tribal territory, meaning descending from, a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission, ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the Native American Heritage Commission (NAHC) will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our potential tribal cultural resources on your project site, at the consultation, we will be providing information pertaining to the significance of tribal cultural resources and the significance of the project's impacts to these resources. We will provide a variety of resources including, but not limited to; ethnography notes, maps, and oral history. We will also be prepared to discuss mitigation measures we feel are appropriate to protect our tribal cultural resources from substantial adverse change to their significance.

Consultation appointments are available during standard business hours on Wednesdays and Thursdays at our offices at 901 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email [gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com) to schedule an appointment.

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman

Albert Perez, treasurer

PO Box 393, Covina, CA 91723

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer

[www.gabrielenoindians.org](http://www.gabrielenoindians.org)

Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the Council of Elders

[gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com)

**From:** Sarah Nava  
**To:** ["Administration Gabrieleno Indians"; gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com)  
**Subject:** RE: Sarah Nava-Long Beach- Department of Transportation-Shoemaker Bridge Replacement Project  
**Date:** Friday, March 30, 2018 12:41:00 PM  
**Attachments:** [image001.jpg](#)

---

Thank you Brandy. We will contact you shortly about setting up a time for consultation.

Warm regards,

**Sarah Nava**  
Archaeologist/GIS Analyst  
[sarahnava@dukecrm.com](mailto:sarahnava@dukecrm.com)



**18 Technology Drive, Suite 103**  
**Irvine, CA 92618**  
P: 949.356.6660 ext. 1007  
F: 949.356.6606  
[www.dukecrm.com](http://www.dukecrm.com)

**From:** Administration Gabrieleno Indians [<mailto:admin@gabrielenoindians.org>]  
**Sent:** Friday, March 30, 2018 11:52 AM  
**To:** Sarah Nava  
**Subject:** Sarah Nava-Long Beach- Department of Transportation-Shoemaker Bridge Replacement Project

Please see attachment

Sincerely,

Brandy Salas

Admin Specialist  
Gabrieleno Band of Mission Indians - Kizh Nation  
PO Box 393  
Covina, CA 91723  
Office: 844-390-0787  
website: [www.gabrielenoindians.org](http://www.gabrielenoindians.org)





**From:** [Sarah Nava](#)  
**To:** [Administration Gabrieleno Indians](#)  
**Cc:** [Curt Duke](#); [Dean Duryea](#)  
**Subject:** RE: Sarah Nava-Long Beach- Department of Transportation-Shoemaker Bridge Replacement Project  
**Date:** Wednesday, November 28, 2018 2:52:37 PM

---

Yes. At 3pm

**From:** Administration Gabrieleno Indians [mailto:[admin@gabrielenoindians.org](mailto:admin@gabrielenoindians.org)]  
**Sent:** Wednesday, November 28, 2018 2:46 PM  
**To:** Sarah Nava  
**Subject:** Fwd: Sarah Nava-Long Beach- Department of Transportation-Shoemaker Bridge Replacement Project

Hello Sarah

We have you down for January 23rd. Can you please get back to us to confirm.  
Thank you

Sincerely,

Brandy Salas  
Admin Specialist  
Gabrieleno Band of Mission Indians - Kizh Nation  
PO Box 393  
Covina, CA 91723  
Office: 844-390-0787  
website: [www.gabrielenoindians.org](http://www.gabrielenoindians.org)



----- Forwarded message -----

**From:** Sarah Nava <[sarahnava@dukecrm.com](mailto:sarahnava@dukecrm.com)>  
**Date:** Wed, Nov 28, 2018 at 2:37 PM  
**Subject:** RE: Sarah Nava-Long Beach- Department of Transportation-Shoemaker Bridge Replacement Project  
**To:** Administration Gabrieleno Indians <[admin@gabrielenoindians.org](mailto:admin@gabrielenoindians.org)>

Thank you for confirming the Jan 23<sup>rd</sup> 3pm conference call Brandy, have a good day.  
-Sarah

**From:** Administration Gabrieleno Indians [mailto:[admin@gabrielenoindians.org](mailto:admin@gabrielenoindians.org)]  
**Sent:** Wednesday, November 28, 2018 2:27 PM  
**To:** Sarah Nava  
**Subject:** Re: Sarah Nava-Long Beach- Department of Transportation-Shoemaker Bridge Replacement

Project

Hello Sarah

We will still be wanting a consultationn regarding the above project.

Thank you

Sincerely,

Brandy Salas  
Admin Specialist  
Gabrieleno Band of Mission Indians - Kizh Nation  
PO Box 393  
Covina, CA 91723  
Office: 844-390-0787  
website: [www.gabrielenoindians.org](http://www.gabrielenoindians.org)



On Fri, Mar 30, 2018 at 12:41 PM Sarah Nava <[sarahnava@dukecrm.com](mailto:sarahnava@dukecrm.com)> wrote:

Thank you Brandy. We will contact you shortly about setting up a time for consultation.

Warm regards,

Sarah Nava  
Archaeologist/GIS Analyst  
[sarahnava@dukecrm.com](mailto:sarahnava@dukecrm.com)  
**Error! Filename not specified.**

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Irvine, CA 92618  
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F: 949.356.6606  
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**From:** Administration Gabrieleno Indians [mailto:[admin@gabrielenoindians.org](mailto:admin@gabrielenoindians.org)]  
**Sent:** Friday, March 30, 2018 11:52 AM  
**To:** Sarah Nava  
**Subject:** Sarah Nava-Long Beach- Department of Transportation-Shoemaker Bridge Replacement Project

Please see attachment

Sincerely,



Brandy Salas

Admin Specialist  
Gabrieleno Band of Mission Indians - Kizh Nation  
PO Box 393  
Covina, CA 91723  
Office: 844-390-0787  
website: [www.gabrielenoindians.org](http://www.gabrielenoindians.org)



**From:** [Harper, Caprice@DOT](mailto:Harper_Caprice@DOT)  
**To:** [admin@gabrielinoindians.org](mailto:admin@gabrielinoindians.org)  
**Cc:** [Curt Duke](#)  
**Subject:** FW: Sorry we missed our last consultation with you regarding the shoemaker bridge  
**Date:** Monday, February 11, 2019 11:46:10 AM

---

To [admin@gabrielinoindians.org](mailto:admin@gabrielinoindians.org),

I am forwarding the email below to [admin@gabrielinoindians.org](mailto:admin@gabrielinoindians.org) because when I responded to Andy's email, gabrielinoindians@yahoo, I got a response that said my message was not received. Please see below for my original message.

Kip

Caprice "Kip" Harper  
Associate Environmental Planner  
PQS Principal Investigator--Prehistoric Archaeology &  
PQS Principal Architectural Historian  
Caltrans - District 7 (Los Angeles)  
(213) 897-0676

---

**From:** Harper, Caprice@DOT  
**Sent:** Monday, February 11, 2019 8:53 AM  
**To:** 'Andrew Salas' <[gabrielinoindians@yahoo.com](mailto:gabrielinoindians@yahoo.com)>; [chairman@gabrielinoindians.org](mailto:chairman@gabrielinoindians.org)  
**Cc:** Curt Duke ([curt@dukecrm.com](mailto:curt@dukecrm.com)) <[curt@dukecrm.com](mailto:curt@dukecrm.com)>  
**Subject:** RE: Sorry we missed our last consultation with you regarding the shoemaker bridge

Hi Andy,

Yikes! What happened? Was Matt in a car accident? Is his leg broken? Is he at least out of the hospital now?

Is he at San Gabriel Hospital? FYI....Don't push that blue "call" button on the wall! My grandmother was at San Gabriel Hospital and she wanted ice for her water while we were watching the afternoon soap operas.

I pushed that button....you do not want to push that button, which turned out to be the code blue button. Twenty people showed up in less than 5 minutes. Oops...

Please tell him that I hope he is feeling better!

We are sorry that you have been unable to reach us to discuss the Shoemaker Bridge Project.

We need to finalize the cultural resources documents ASAP.

If you would like to discuss the project, please give me or Curt Duke a call in the next day or two so that we can incorporate your concerns.

Kip

Caprice "Kip" Harper

Associate Environmental Planner  
PQS Principal Investigator--Prehistoric Archaeology &  
PQS Principal Architectural Historian  
Caltrans - District 7 (Los Angeles)  
(213) 897-0676

---

**From:** Andrew Salas <[gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com)>

**Sent:** Saturday, February 09, 2019 7:08 AM

**To:** Harper, Caprice@DOT <[Caprice.Harper@dot.ca.gov](mailto:Caprice.Harper@dot.ca.gov)>; [chairman@gabrielenoindians.org](mailto:chairman@gabrielenoindians.org)

**Cc:** Harper, Caprice@DOT <[Caprice.Harper@dot.ca.gov](mailto:Caprice.Harper@dot.ca.gov)>

**Subject:** Sorry we missed our last consultation with you regarding the shoemaker bridge

HelloHarper,

Sorry we missed you Guys however Matt is doing better .!!

*(photo deleted by Caltrans)*

Sent from my iPhone



**From:** [Sarah Nava](#)  
**To:** [Curt Duke](#); [Dean Duryea](#)  
**Subject:** Shoemaker Bridge NA Consult Anthony Morales  
**Date:** Tuesday, January 8, 2019 2:50:52 PM

---

I just spoke to Anthony Morales. He said that he has a feeling that if our report states that the sensitivity is low, Caltrans will not want monitoring. Because of this, Anthony would like to be notified only *IF* Caltrans decides that there should be monitoring and/or *if* human remains/resources are found during ground disturbing activities. He would not like to consult otherwise. He stated that he was unable to review the ASR due to commitments, holidays, and that he was unable to download the document. He also stated that Adrian is the one that reviews these documents now and that we should send to him directly. I am going to send to Adrian for his review. Anthony said that he is unsure if Adrian will be able to review before the "deadline" but he may have comments or questions. But for now, he is leaving it up to us to only contact them if monitoring is necessary on the project or if resources are found.

**Sarah Nava**  
Archaeologist/GIS Analyst  
[sarahnava@dukecrm.com](mailto:sarahnava@dukecrm.com)



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**From:** [Sarah Nava](#)  
**To:** [moralesadrian66@yahoo.com](mailto:moralesadrian66@yahoo.com)  
**Cc:** [GTTribalcouncil@aol.com](mailto:GTTribalcouncil@aol.com); [Curt Duke](#); [Dean Duryea](#)  
**Subject:** Shoemaker Bridge ASR  
**Date:** Wednesday, January 9, 2019 10:07:56 AM  
**Attachments:** [Shoemaker ASR Final 11.28.2018 Reduced 1 of 5.pdf](#)  
[Shoemaker ASR Final 11.28.2018 Reduced 2 of 5.pdf](#)

---

Good morning Adrian,

Per Anthony's request, here is a copy of the Shoemaker Bridge ASR. He requested the report be sent through email and not via Dropbox. The report is rather large so I broke it into 5 files. Please confirm the receipt of these 5 pdf files , I am going to be sending them one, right after another in 3 separate emails.

Kind regards,

**Sarah Nava**

Archaeologist/GIS Analyst

[sarahnava@dukecrm.com](mailto:sarahnava@dukecrm.com)



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**Irvine, CA 92618**

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**From:** [Harper, Caprice@DOT](mailto:Harper.Caprice@DOT)  
**To:** [Robert Dorame](mailto:Robert.Dorame@verizon.net); [Robert Dorame \(gtongva@verizon.net\)](mailto:Robert.Dorame@verizon.net)  
**Cc:** [Curt Duke](mailto:Curt.Duke@DOT); [Cordi, Michelle@DOT](mailto:Cordi.Michelle@DOT); [Roach, Jason P@DOT](mailto:Roach.Jason.P@DOT); [Sarah Nava](mailto:Sarah.Nava@dukecrm.com); [Montes, Mario \(Mario.Montes@hdrinc.com\)](mailto:Montes.Mario@hdrinc.com); [Kung, Angie \(Angie.Kung@hdrinc.com\)](mailto:Kung.Angie@hdrinc.com)  
**Subject:** RE: Shoemaker Bridge NA Consultation Update  
**Date:** Wednesday, November 14, 2018 4:23:32 PM

---

Hi Robert,

I spoke with Mariam Dahdul, our District 7 Native American Coordinator about the “standard treatment plan” that you previously provided to us. You provided Caltrans with a number of documents that outline the Gabrielino Tongva Indians of California’s recommendations for Native American monitoring, treatment and disposition of human remains and associated grave goods, and recovery and reburial procedures. These documents discuss the general treatment of Native American cultural resources and we will take them into consideration. We understand that this information is confidential and are appreciative of the information you shared with us.

Currently, we are seeking your input specific to the Shoemaker Bridge Replacement Project, located near the southern end of the 710 freeway, in Long Beach.

Per your request below, the consultant will provide you with a summary of our findings related to this project by the end of next week or sooner. The ASR will follow soon thereafter.

If you have concerns about the project or any specific information about the area, please let us know.

Kip

Caprice "Kip" Harper  
Associate Environmental Planner  
PQS Principal Investigator--Prehistoric Archaeology &  
PQS Principal Architectural Historian  
Caltrans - District 7 (Los Angeles)  
(213) 897-0676

---

**From:** Sarah Nava <sarahnava@dukecrm.com>  
**Sent:** Wednesday, November 14, 2018 8:37 AM  
**To:** Harper, Caprice@DOT <Caprice.Harper@dot.ca.gov>; Kung, Angie (Angie.Kung@hdrinc.com) <Angie.Kung@hdrinc.com>; Montes, Mario (Mario.Montes@hdrinc.com) <Mario.Montes@hdrinc.com>  
**Cc:** Curt Duke <curt@dukecrm.com>; Cordi, Michelle@DOT <Michelle.Cordi@dot.ca.gov>; Roach, Jason P@DOT <jason.roach@dot.ca.gov>  
**Subject:** Shoemaker Bridge NA Consultation Update

FYI,

I got a call back from Robert Dorame yesterday afternoon. He said that he is not interested in a conference call unless they get paid for it because they were “dupped by the federal transit



authority". He said that he is only interested in providing a "standard treatment plan" that he has already provided Caltrans for another project and that the tribe does not want to spend any more time on calls/meetings "pro bono". He ask that we forward him the work we have done thus far.

As for Anthony Morales, and Andy Salas, I am still waiting to hear back from them on their availability. Because of scheduling conflicts and lack of response from the tribes, we will probably have to push the meetings back until the week of the 26<sup>th</sup>.

Thank you,

**Sarah Nava**

Archaeologist/GIS Analyst

[sarahnava@dukecrm.com](mailto:sarahnava@dukecrm.com)



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**From:** [Johntommy Rosas](#)  
**To:** [Andrew DeLeon](#)  
**Cc:** [Curt Duke](#); [Sarah Nava](#); [alvin.papa@longbeach.gov](mailto:alvin.papa@longbeach.gov); [angie.kung@hdrinc.com](mailto:angie.kung@hdrinc.com)  
**Subject:** Re: FW: AB 52 Letter Follow Up- Shoemaker Bridge  
**Date:** Tuesday, April 24, 2018 8:56:17 AM

---

Thanks

I will contact city of long beach directly  
for this ab 52 tribal consultation-  
is there any federal triggers for a sec 106 nhpa tribal consultation as well  
?

On Mon, Apr 23, 2018 at 4:55 PM, Andrew DeLeon <[andrewdeleon@dukecrm.com](mailto:andrewdeleon@dukecrm.com)> wrote:

Good afternoon John Tommy,

On behalf of the City of Long Beach, I am following up on the AB-52 letter for **the Shoemaker Bridge Replacement Project** that was sent out via certified mail on May 4, 2017 and sent electronically via email on April 4, 2018. Please review the attached letter and map that were originally sent. Your acknowledgment of this email is greatly appreciated and if you would like to request consultation with the city, please contact either myself or Alvin Papa (contact information below) by Friday 4/27. Thank you for your input.

Alvin Papa

Long Beach Assistant City Engineer

333 W. Ocean Blvd., 9th Flr

Long Beach, CA 90802

[Alvin.Papa@longbeach.gov](mailto:Alvin.Papa@longbeach.gov)

562.570.6386

Kindest Regards,

**Andrew DeLeon**

Archaeologist

[andrewdeleon@dukecrm.com](mailto:andrewdeleon@dukecrm.com)

**From:** [Johntommy Rosas](#)  
**To:** [Sarah Nava](#)  
**Subject:** Re: AB 52- Project Notice, Shoemaker Bridge, Long Beach  
**Date:** Thursday, May 4, 2017 9:52:49 AM

---

Thank you, Sarah  
I appreciate it, I will review the doc and respond soon ,JT

Sent from JT'S IPHONE please excuse any typos or spell check errors

On May 4, 2017, at 9:19 AM, Sarah Nava <[sarahnava@dukecrm.com](mailto:sarahnava@dukecrm.com)> wrote:

Good afternoon,

Please find the *AB 52 Project Notice for Shoemaker Bridge Replacement* attached. Feel free to contact Meredith Elguira (contact information on letter) with any questions or comments regarding the project.

Warm regards,

**Sarah Nava**  
Archaeologist/GIS Analyst  
[sarahnava@dukecrm.com](mailto:sarahnava@dukecrm.com)  
DUKE CULTURAL RESOURCES MANAGEMENT  
<image001.jpg>  
20371 Lake Forest Drive, A-2  
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<J. T. Rosas- AB 52 Project Notice.pdf>





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---

**From:** Sarah Nava

**Sent:** Thursday, April 5, 2018 12:18 PM

**To:** [tattnlaw@gmail.com](mailto:tattnlaw@gmail.com)

**Cc:** Kung, Angie ([Angie.Kung@hdrinc.com](mailto:Angie.Kung@hdrinc.com)); [alvin.papa@longbeach.gov](mailto:alvin.papa@longbeach.gov); Curt Duke

**Subject:** AB 52 Letter Follow Up- Shoemaker Bridge

Good afternoon John Tommy,

On behalf of the City of Long Beach, I am following up on the AB 52 notification letter sent for the **Shoemaker Bridge Replacement Project**. The letter was sent out via certified mail on May 4, 2017. Since that time, the project was temporarily placed on hold. The City is now reinitiating the AB 52 process with all tribes. Please review the attached letter and map that were previously sent. Please confirm receipt of this email, and do not hesitate to contact either myself, or Alvin Papa (contact information below) if you would like to request consultation.

**Alvin Papa**

**Long Beach Assistant City Engineer**

**333 W. Ocean Blvd., 9th Flr**

**Long Beach, CA 90802**

**[Alvin.Papa@longbeach.gov](mailto:Alvin.Papa@longbeach.gov)**

**562.570.6386**

Kind regards,

**Sarah Nava**

Archaeologist/GIS Analyst

[sarahnava@dukecrm.com](mailto:sarahnava@dukecrm.com)



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--

JOHN TOMMY ROSAS

TRIBAL ADMINISTRATOR

TRIBAL LITIGATOR -TATTN JUDICIAL # 0001

TONGVA ANCESTRAL TERRITORIAL TRIBAL NATION

A TRIBAL SOVEREIGN NATION UNDER THE UNDRIP AND AS A TREATY [s] SIGNATORIES RECOGNIZED TRIBE, WITH HISTORICAL & DNA AUTHENTICATION ON CHANNEL ISLANDS AND COASTAL VILLAGES - AND AS A CALIFORNIA NATIVE AMERICAN TRIBE / SB18-AB 52-AJR 42-ACHP/NHPA - CALIFORNIA INDIANS JURISDICTIONAL ACT U S CONGRESS APPROVED MAY 18, 1928 45 STAT. L 602

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**From:** [Johntommy Rosas](#)  
**To:** [Kathleen Jones](#)  
**Cc:** [Curt Duke](#); [info@shoemakerprojectlb.com](mailto:info@shoemakerprojectlb.com)  
**Subject:** Re: Shoemaker Bridge Replacement Project  
**Date:** Wednesday, December 21, 2016 9:23:18 AM  
**Attachments:** [image001.jpg](#)

---

thanks for updated notice -  
I will review and respond soon-  
thanks jt

On Wed, Dec 21, 2016 at 9:12 AM, Kathleen Jones <[admin@dukecrm.com](mailto:admin@dukecrm.com)> wrote:

Dear John Tommy Rosas:

Attached please find the AB-52 Notification for the Shoemaker Bridge Replacement project located in the City of Long Beach. New AB-52 notifications are being sent due to revisions of the project size and scope from the prior plans. This notification replaces the AB-52 notification dated April 11, 2016.

Please contact the City directly with any questions or comments at the contact information provided in the attached notification:

Contact: Meredith Elguira, Capital Projects Coordinator  
Department of Public Works  
City of Long Beach  
333 W. Ocean Boulevard, 9th Floor  
Long Beach, CA 90802  
Or via email to: [info@shoemakerprojectlb.com](mailto:info@shoemakerprojectlb.com)

Kathleen Jones

[admin@dukecrm.com](mailto:admin@dukecrm.com)



## DUKE CULTURAL RESOURCES MANAGEMENT



20371 Lake Forest Drive, A-2

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[www.dukecrm.com](http://www.dukecrm.com)

--

**JOHN TOMMY ROSAS**

TRIBAL ADMINISTRATOR

TRIBAL LITIGATOR

TONGVA ANCESTRAL TERRITORIAL TRIBAL NATION

A TRIBAL SOVEREIGN NATION UNDER UNDRIP WITH DNA AUTHENTICATION ON CHANNEL ISLANDS AND COASTAL VILLAGES - AND AS A CALIFORNIA NATIVE AMERICAN TRIBE / SB18-AB 52-AJR 42

**25 U.S. Code § 1679 - Public Law 85-671**

**August 18, 1958 | [H. R. 2824] 72 Stat. 619**

Tribal sovereignty in the United States is the inherent authority of indigenous tribes to govern themselves within and outside the borders and waters of the United States of America .

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**[tongvanation.org](http://tongvanation.org)**

May 4, 2016

Attn: Meredith Elguira, Capital Projects Coordinator  
Department of Public Works  
City of Long Beach  
333 West Ocean Boulevard, 9<sup>th</sup> Floor  
Long Beach, CA 90802



**RE: AB 52 Consultation; Shoemaker Bridge Replacement Project**

The Soboba Band of Luiseño Indians has received your notification pursuant under Assembly Bill 52.

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project(s) has been assessed through our Cultural Resource Department. At this time the Soboba Band does not have any specific concerns regarding known cultural resources in the specified areas that the project encompasses, but does request that the appropriate consultation continue to take place between concerned tribes, project proponents, and local agencies.

Also, working in and around traditional use areas intensifies the possibility of encountering cultural resources during any future construction/excavation phases that may take place. For this reason the Soboba Band of Luiseño Indians requests that approved Native American Monitor(s) be present during any future ground disturbing proceedings, including surveys and archaeological testing, associated with this project. The Soboba Band wishes to defer to Gabrieleño Tribal Consultants who are in closer proximity to the project. Please feel free to contact me with any additional questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe", with a long horizontal line extending to the right.

Joseph Ontiveros  
Cultural Resource Director  
Soboba Band of Luiseño Indians  
P.O. Box 487  
San Jacinto, CA 92581  
Phone (951) 654-5544 ext. 4137  
Cell (951) 663-5279  
[jontiveros@soboba-nsn.gov](mailto:jontiveros@soboba-nsn.gov)

Confidentiality: The entirety of the contents of this letter shall remain confidential between Soboba and the City of Long Beach. No part of the contents of this letter may be shared, copied, or utilized in any way with any other individual, entity, municipality, or tribe, whatsoever, without the expressed written permission of the Soboba Band of Luiseño Indians.

**From:** [Dean Duryea](#)  
**To:** [Caprice.Harper@dot.ca.gov](mailto:Caprice.Harper@dot.ca.gov); [Andy.Salas \(gabrielenoindians@yahoo.com\)](mailto:Andy.Salas(gabrielenoindians@yahoo.com)); [Anthony Morales - Gab/Tongva San Gabriel Band Of Mission Indians \(GTTribalcouncil@aol.com\)](#); ["gtongva@gmail.com"](mailto:gtongva@gmail.com)  
**Cc:** [Curt Duke](#); [Sarah Nava](#); [Angie.Kung@hdrinc.com](mailto:Angie.Kung@hdrinc.com); [Montes.Mario \(Mario.Montes@hdrinc.com\)](mailto:Montes.Mario(Mario.Montes@hdrinc.com)); [Natalie.Brim@hdrinc.com](mailto:Natalie.Brim@hdrinc.com); [Traci@koaconsulting.net](mailto:Traci@koaconsulting.net); [Michelle.Cordi@dot.ca.gov](mailto:Michelle.Cordi@dot.ca.gov); [jason.roach@dot.ca.gov](mailto:jason.roach@dot.ca.gov); [Kekoa@KoaConsulting.net](mailto:Kekoa@KoaConsulting.net); [Anthony Morales - Gab/Tongva San Gabriel Band Of Mission Indians \(chiefrbwife@aol.com\)](#); [Andy.Salas \(andysalas07@yahoo.com\)](mailto:Andy.Salas(andysalas07@yahoo.com))  
**Subject:** Shoemaker Bridge Archaeological Survey Report - 11/28/18  
**Date:** Monday, December 3, 2018 3:59:40 PM

---

All, below is a link to Drop Box to access the Archaeological Survey Report for the Shoemaker Bridge Replacement Project for your review. If you cannot access the file, please let me know as soon as possible and I'll send the document via an alternative method. Please review this document and contact DUKE CRM with comments. We look forward to your input.

[https://www.dropbox.com/s/e3xhh1rou0bovnj/Shoemaker%20ASR%20Final\\_11.28.2018.pdf?dl=0](https://www.dropbox.com/s/e3xhh1rou0bovnj/Shoemaker%20ASR%20Final_11.28.2018.pdf?dl=0)

Thank you,

*Dean M. Duryea, Jr. M.A., RPA*

DUKE CULTURAL RESOURCES MANAGEMENT



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San Bernardino, CA 92408  
949-356-6660 ext. 1010 (office)  
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[deanduryea@dukecrm.com](mailto:deanduryea@dukecrm.com)



**DEPARTMENT OF TRANSPORTATION**

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FAX (213) 897-0685  
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*Making Conservation  
a California Way of Life.*

June 11, 2019

Mr. Anthony Morales, Chairman  
Gabrielino Tongva San Gabriel Band of Mission Indians  
P.O. Box 693  
San Gabriel, CA, 91778

Subject: Shoemaker Bridge Replacement Project, City of Long Beach, Los Angeles County, California; 07-LA-710, PM 6.0/6.4 (EFIS 0700021122; EA 27300)

Dear Chairman Morales:

On March 28, 2018, California Department of Transportation (Caltrans) District 7 initiated consultation (via Duke CRM) with your Tribe under Section 106 of the National Historic Preservation Act for the proposed Shoemaker Bridge Replacement Project in the City of Long Beach, Los Angeles County, California. Duke CRM followed up with you via telephone and via email in April 2018, November–December 2018, and January 2019, and with Adrian Morales, who manages Tribal Consultations for the Tribe, in November–December 2018, and January 2019. We understand that you expressed concerns about the following: 1) the Project's location near the ocean; 2) the cultural significance the area holds for your people, including that the Project area is highly sensitive both culturally and spiritually; 3) even though the area is disturbed, construction may result in uncovering cultural material based on your experience on a project that you monitored years ago along the Vincent Thomas Bridge/Harbor area (located approximately 4 miles southwest of the Direct APE); and 4) you wish to be consulted and prefer to have a native monitor on site during construction. Duke CRM previously shared the December 2018 Draft Archaeological Survey Report (ASR) with the Tribe. Caltrans has considered your comments carefully as part of the effort to identify cultural resources within the Shoemaker Bridge Replacement Project's Direct Area of Potential Effects (Direct APE). This letter is to follow up on the Tribe's concerns.

The Archaeological Survey Report (ASR) includes discussion of the environmental and cultural settings, the results of a records search and literature review, Native American consultation, and field survey, and includes an analysis of the archaeological sensitivity of the Direct APE. The records search did not identify any archaeological resources within the Project's Direct APE, but did identify four archaeological sites within ½ mile of the Direct APE. Two of these sites, CA-LAN-693 (19-000693) and CA-LAN-694 (19-000694), are described as prehistoric sites with buried middens and artifact deposits located on the marine terrace that forms a bluff above the L.A. River drainage. According to geology maps, the marine terrace is a Pleistocene-era landform that is typically too old to contain deeply buried archaeological deposits. Site CA-LAN-693 (19-000693), a site with a large number of human skeletons and implements, was

discovered in 1906 when the Drake Park residential development was originally constructed on a knoll of the marine terrace on what is now the edge of a bluff overlooking the channelized Los Angeles River. In 1974 midden associated with the site was observed in Drake Park flower beds as recorded by Keith Dixon at California State University Long Beach (CSULB). Site CA-LAN-694 (19-000694) was first reported by rumor in 1944 in an interview with Long Beach Water Department employees, and also recorded by CSULB/Dixon on the marine terrace in 1974. Shell fragments and chipping waste associated with CA-LAN-694 (19-000694) were visible at that time. The two other sites, CA-LAN-4313H (19-004313) and CA-LAN-2660H (19-002660) are historic sites that relate to historical development of the downtown Long Beach area. CA-LAN-4313H (19-004313) is comprised of several archaeological features that date to the late 19<sup>th</sup> century into the early 20<sup>th</sup> century immediately adjacent to the Direct APE found during construction of the Superior Court of California. The two historical archaeological sites correlate to resources on Sanborn Company Fire Insurance Maps, within platted parcel boundaries, and are, therefore, not anticipated to spill over into the adjacent city streets where Project work is proposed. The closest known ethnographic villages are located 1.3 and 4.0+ miles from the APE (see ASR Map 5). The field survey indicated that the ground surface of the Direct APE is covered by modern development.

The archaeological sensitivity analysis was prepared as part of the ASR to assess the potential for buried prehistoric or historic-era archaeological resources within the Direct APE and to make recommendations for additional steps to identify and treat buried archaeological resources, if necessary, to avoid inadvertent effects by project-related activities. The archaeological sensitivity analysis was carried out using geological data, site records, historic maps and aerial imagery, historic development sources, and ethnographic data. Areas within the Direct APE were identified as to their potential sensitivity to contain undisturbed sediments that could potentially contain archaeological resources, both prehistoric and historic, in conjunction with the records search and Native American consultation. The archaeological sensitivity assessment has shown that the alluvial environment of the L.A. River is both conducive to burying archaeological sites and a source of destruction of archaeological sites during flood events. For the purposes of this study, archaeological sensitivity has been divided into very low sensitivity, low sensitivity, moderate sensitivity, and high sensitivity. However, the results of the study have determined that there are no areas of moderate or high sensitivity within the Direct APE for the Project; therefore, the analysis below discusses two types of archaeological sensitivity in the Direct APE: 1) Very Low Sensitivity; and 2) Low Sensitivity:

*Very Low Sensitivity—L.A. River Flood Control Channel, Port of Long Beach, Long Beach Marina within Direct APE*

In general, there are two areas of very low sensitivity for archaeological resources, i.e., the area where Shoemaker Bridge crosses the L.A. River Flood Control Channel and the east side of the Port of Long Beach, and the Long Beach Marina (south of Ocean Avenue) (ASR Map 12). Significant earthmoving projects related to these areas have drastically changed the landform in modern times. Historically, these areas were dredged from marshlands and salt flats (see ASR Maps 8–12, as well as aerial photographs in Maps 15–18). For example, during construction of the L.A. River Flood Control Channel, over 6 million cubic yards of flood alluvium was dredged from the mouth of the river from 1943-1946. This dredging went to a depth of 25-45 feet below

the mean lower low water level (MLLW). Another 8.2 million cubic yards were dredged to a depth of 70 feet below the MLLW in 1950. The Geology Map (ASR Map 3) shows these areas as artificial fill and unconsolidated shelf sediment and Natural Resources Conservation Service (NRCS) Soils Map shows these as urban land dredged fill (ASR Map 4). Also, no recorded archaeological sites are within the Direct APE in similar environments (ASR Map 1). Therefore, these two reclaimed waterway areas have a very low sensitivity for prehistoric or historic-era archaeological resources.

*Low Sensitivity—Cesar E. Chavez Park, and Streets, Bridges, and Freeways within Direct APE*

The majority of the Direct APE lies outside of the two dredged/reclaimed land areas above, and include additional areas of reclaimed land, lower alluvial areas, and a marine terrace (ASR Map 21). Over the last hundred and thirty years, the west side of Long Beach, including the delta and flood plain of the L.A. River, and the western edge of the marine terrace on which downtown Long Beach was built has had dramatic and significant topographical, geographical, and cultural changes (ASR Maps 8–18). From 1811 to 1891, there were 13 major floods, with associated high energy flooding, along the L.A. River and the San Gabriel River. Both rivers meandered across the Los Angeles Basin. Before 1825, the L.A. River flowed through the Ballona Gap, and the San Gabriel River flowed through the current drainage of the L.A. River. These varying fluctuations of river course are not conducive towards living in alluvial drainages. Historically, living in low lying areas was risky, due to the flood danger. Additionally, most prehistoric archaeological sites along coastlines typically do not survive rising sea levels, incoming tides, waves, and storms over the millennia. Most prehistoric sites along the modern California coast that remain in the archaeological record are those sites located on highlands or bluffs above the coastline and still near enough to marine resources. Bluffs would have afforded more safety for the erratic nature of the rivers. This is evidenced by the two previously recorded prehistoric archaeological sites, CA-LAN-693 (19-000693) and CA-LAN-694 (19-000694) that are recorded outside of the Direct APE on the marine terrace (ASR Map 1), a Pleistocene-era landform that is typically too old to contain buried archaeological deposits. Based on the limited information on the available site records, these two sites were likely recorded at or near the ground surface.

Major construction projects have altered and obscured the landscape or setting of this area, including the multiple freeway and road projects on the east and west sides of the L.A. River Flood Control Channel, and many large-scale development projects in downtown Long Beach. These projects have blurred the lines between the natural bluff and the marsh below (see ASR Maps 10–12, and Maps 15–18 and ASR Appendix B, As-Built Plans and Schemata). ASR Maps 10 and 11 show the drastic change in topography along this western edge of the bluff. ASR Map 12 shows the evolution of the bluff from 1896 to 1972/81. As demonstrated by these maps the bluffs along the western edge of Long Beach have been graded and removed to a median level above the flood plain or sea level, but below the historic elevation of the bluffs, a change in elevation of at least 10 feet.

The majority of the streets in the Direct APE are either on the Pleistocene-age marine terrace to the east of the channelized river within street grids that were platted more than 100 years ago or on Holocene-era alluvial fan deposit to the west of the river (ASR Map 3). Much of the existing I-710 freeway is in land that was historically marshy (ASR Map 8). The historic neighborhoods



along Ocean Park Avenue (ASR Maps 7, 13, and 14) and on the south side of Ocean Boulevard were demolished to make room for the I-710 and Shoreline Drive on-ramps and off-ramps. The empty land between these two major roads became a park (i.e., Cesar E. Chavez Park) that is formed of reclaimed land and marine terrace that has been highly graded and contoured. The western half of this park is comprised of artificial fill (see ASR Maps 3 and 4). The edge of the terrace was pushed back to Golden Avenue. East of Golden Avenue, the terrace appears to be intact and subsequently historic sites like CA-LAN-4313H (19-004313) have been preserved under the remaining historic neighborhoods and districts (see discussion below). Conversely, north of 5<sup>th</sup> Street and along the bluff line and west to the L.A. River Flood Control Channel this area was historically marshlands. These areas were infilled with artificial fill or dredged material in the first half of the 20<sup>th</sup> century (See ASR Maps 3 and 4). Additional demolition and construction in the 1960s has also destroyed any historic features that may have been buried under the present ground surface on the north end of Cesar E. Chavez Park. Modern underground construction in downtown Long Beach has further compromised buried cultural resources on the terrace bluff.

Within a majority of the Direct APE, all areas (i.e., the streets, freeways, and bases of bridge construction have had substantial ground disturbance that has affected the potential for buried cultural resources. For example, the as-built plan for the Los Angeles County Flood Control District, Seaside Storm Drain and Interceptor (District Project No. 132) shows just how many trenches or underground borings were completed in just a segment of 3<sup>rd</sup> Street in 1955 (See ASR Appendix B). Therefore, the majority of the Direct APE has a low sensitivity for prehistoric or historic-era archaeological resources.

#### *Potential Archaeological Impacts*

Proposed ground disturbing activities are relegated to existing streets and freeways, as well as, the channelized L.A. River in the Direct APE (see ASR Map 22a-b). Most anticipated road disturbances east of Golden Avenue are for the excavation footings and foundations for new signals, about 15 feet deep with a diameter of no more than approximately 4 feet. These activities will occur within the existing public right of way of the streets of Long Beach. The streets have been in place for over a century, and have been heavily disturbed from utility construction and maintenance. The as-built plans show underground disturbances at least to 13 feet and as deep as 16 feet in some cases. ASR Map 22 shows the depth of excavation for the proposed Direct APE along with the archaeological sensitivity model overlaid on a contemporary aerial photograph of Long Beach.

The majority of ground disturbance for the Project will be 0–3.5 feet below the surface of existing roadways (including West Shoreline Drive, Golden Shore, and on- and off-ramps to/from 6<sup>th</sup> and 7<sup>th</sup> Streets). This activity involves the removal of the existing asphalt road and the road base down to soil but will not extend into native or fill soils. Other areas that will be excavated are fill soils that have been built up for roadways for bridges or overpasses and will be removed and the road lowered to the adjacent surface elevation.

Deep excavations (25 feet to 150 feet in depth) will occur for the placement of bridge and wall footing and pile. These excavations will occur primarily in areas that have been subject to heavy earthwork activities (south of Ocean Boulevard and within/adjacent to the L.A. River Flood

Control Channel). One small area near the intersection of Broadway and Golden Shore Avenue will involve excavation for the placement of a wall. This area is within the public right of way and is previously disturbed (see ASR Appendix B: the Long Beach World Trade Center/Golden Avenue Realignment as-built).

### *Conclusions*

The archaeological sensitivity throughout a majority of the Direct APE is considered low, with two areas considered to be very low.

It is Caltrans' policy and practice is to have Native American monitoring in three circumstances: 1) during archaeological excavations; 2) during construction and construction-related activities adjacent to known Native American archaeological or cultural sites, or such sites identified as Environmentally Sensitive Areas (ESAs); and 3) during construction or related activities in areas where there is a high probability that there may be a buried deposit based on the geomorphology of the area. The results of the archaeological sensitivity analysis indicate that the Direct APE has a low probability that a buried deposit would be encountered. Therefore, the project does not meet the Caltrans thresholds for monitoring and no recommendations for further management and/or research in the study area were identified as a result of the study. However, it is Caltrans' policy to avoid cultural resources whenever possible. If cultural resources or human remains are exposed during Department activities, Department policy and state and federal law require that activity in that area is stopped until appropriate action can be taken to address the discovery, i.e. until a qualified archaeologist can evaluate the nature and significance of the find. Further investigations may be needed if sites cannot be avoided by the Project. If the Project changes to include areas not previously surveyed, additional survey will be required. Additionally, Caltrans will consult with the Tribe in the event that human remains or other Tribal cultural resources are discovered during construction.

We have directed Duke CRM to forward you a link to an updated version of the ASR (dated June 2019). If you have any questions or concerns regarding the contents of this letter, or if there is any additional information you would like to share regarding the project, please contact me by email at [caprice.harper@dot.ca.gov](mailto:caprice.harper@dot.ca.gov) or by phone at (213) 897-0676.

Sincerely,



**CAPRICE "KIP" HARPER**

Associate Environmental Planner (Archaeology)

cc: Kelly Ewing-Toledo, Environmental Branch Chief, Caltrans District 7, Division of Environmental Planning

Adrian Morales, Tribal Consultations - Cultural Resource Management, Gabrieleno Tongva San Gabriel Band of Mission Indians

Enclosure: Archaeological Survey Report (June 2019) via link to pdf

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life.*

June 11, 2019

Mr. Andrew Salas  
Chairperson  
Gabrieleño Band of Mission Indians – Kizh Nation  
P.O. Box 393  
Covina, CA 91723

Subject: Shoemaker Bridge Replacement Project, City of Long Beach, Los Angeles County, California; 07-LA-710, PM 6.0/6.4 (EFIS 0700021122; EA 27300)

Dear Chairman Salas:

On March 28, 2018, California Department of Transportation (Caltrans) District 7 initiated consultation (via Duke CRM) with your Tribe under Section 106 of the National Historic Preservation Act for the proposed Shoemaker Bridge Replacement Project in the City of Long Beach, Los Angeles County, California. On March 30, 2018, you responded via letter to request Section 106 consultation because the project is within your ancestral tribal territory. In the letter you indicated that the project is located within a sensitive area and may cause a substantial adverse change in the significance of your tribal cultural resources. After several attempts in November 2018 to schedule a meeting, a teleconference was scheduled for January 23, 2019. Unfortunately, you and Mr. Matt Tutimiez were unable to attend the January 23, 2019 teleconference and requested that we reschedule through Vivian. Duke CRM made several attempts between January–February 2019 to reschedule the teleconference, but no new date was proposed. On February 11, 2019, I emailed you to let you know that the cultural resources documents needed to be finalized and requested your comments by February 13, 2019, and did not get a response. Caltrans has carefully considered the comments in your March 30, 2018 letter as part of the effort to identify cultural resources within the Shoemaker Bridge Replacement Project's Direct Area of Potential Effects (Direct APE). This letter is to follow up on the Tribe's concerns.

The Archaeological Survey Report (ASR) includes discussion of the environmental and cultural settings, the results of a records search and literature review, Native American consultation, and field survey, and includes an analysis of the archaeological sensitivity of the Direct APE. The records search did not identify any archaeological resources within the Project's Direct APE, but did identify four archaeological sites within ½ mile of the Direct APE. Two of these sites, CA-LAN-693 (19-000693) and CA-LAN-694 (19-000694), are described as prehistoric sites with buried middens and artifact deposits located on the marine terrace that forms a bluff above the L.A. River drainage. According to geology maps, the marine terrace is a Pleistocene-era landform that is typically too old to contain deeply buried archaeological deposits. Site CA-LAN-693 (19-000693), a site with a large number of human skeletons and implements, was discovered in 1906 when the Drake Park residential development was originally constructed on



a knoll of the marine terrace on what is now the edge of a bluff overlooking the channelized Los Angeles River. In 1974 midden associated with the site was observed in Drake Park flower beds as recorded by Keith Dixon at California State University Long Beach (CSULB). Site CA-LAN-694 (19-000694) was first reported by rumor in 1944 in an interview with Long Beach Water Department employees, and also recorded by CSULB/Dixon on the marine terrace in 1974. Shell fragments and chipping waste associated with CA-LAN-694 (19-000694) were visible at that time. The two other sites, CA-LAN-4313H (19-004313) and CA-LAN-2660H (19-002660) are historic sites that relate to historical development of the downtown Long Beach area. CA-LAN-4313H (19-004313) is comprised of several archaeological features that date to the late 19<sup>th</sup> century into the early 20<sup>th</sup> century immediately adjacent to the Direct APE found during construction of the Superior Court of California. The two historical archaeological sites correlate to resources on Sanborn Company Fire Insurance Maps, within platted parcel boundaries, and are, therefore, not anticipated to spill over into the adjacent city streets where Project work is proposed. The closest known ethnographic villages are located 1.3 and 4.0+ miles from the APE (see ASR Map 5). The field survey indicated that the ground surface of the Direct APE is covered by modern development.

The archaeological sensitivity analysis was prepared as part of the ASR to assess the potential for buried prehistoric or historic-era archaeological resources within the Direct APE and to make recommendations for additional steps to identify and treat buried archaeological resources, if necessary, to avoid inadvertent effects by project-related activities. The archaeological sensitivity analysis was carried out using geological data, site records, historic maps and aerial imagery, historic development sources, and ethnographic data. Areas within the Direct APE were identified as to their potential sensitivity to contain undisturbed sediments that could potentially contain archaeological resources, both prehistoric and historic, in conjunction with the records search and Native American consultation. The archaeological sensitivity assessment has shown that the alluvial environment of the L.A. River is both conducive to burying archaeological sites and a source of destruction of archaeological sites during flood events. For the purposes of this study, archaeological sensitivity has been divided into very low sensitivity, low sensitivity, moderate sensitivity, and high sensitivity. However, the results of the study have determined that there are no areas of moderate or high sensitivity within the Direct APE for the Project; therefore, the analysis below discusses two types of archaeological sensitivity in the Direct APE: 1) Very Low Sensitivity; and 2) Low Sensitivity:

*Very Low Sensitivity—L.A. River Flood Control Channel, Port of Long Beach, Long Beach Marina within Direct APE*

In general, there are two areas of very low sensitivity for archaeological resources, i.e., the area where Shoemaker Bridge crosses the L.A. River Flood Control Channel and the east side of the Port of Long Beach, and the Long Beach Marina (south of Ocean Avenue) (ASR Map 12). Significant earthmoving projects related to these areas have drastically changed the landform in modern times. Historically, these areas were dredged from marshlands and salt flats (see ASR Maps 8–12, as well as aerial photographs in Maps 15–18). For example, during construction of the L.A. River Flood Control Channel, over 6 million cubic yards of flood alluvium was dredged from the mouth of the river from 1943-1946. This dredging went to a depth of 25-45 feet below the mean lower low water level (MLLW). Another 8.2 million cubic yards were dredged to a

depth of 70 feet below the MLLW in 1950. The Geology Map (ASR Map 3) shows these areas as artificial fill and unconsolidated shelf sediment and Natural Resources Conservation Service (NRCS) Soils Map shows these as urban land dredged fill (ASR Map 4). Also, no recorded archaeological sites are within the Direct APE in similar environments (ASR Map 1). Therefore, these two reclaimed waterway areas have a very low sensitivity for prehistoric or historic-era archaeological resources.

*Low Sensitivity—Cesar E. Chavez Park, and Streets, Bridges, and Freeways within Direct APE*

The majority of the Direct APE lies outside of the two dredged/reclaimed land areas above, and include additional areas of reclaimed land, lower alluvial areas, and a marine terrace (ASR Map 21). Over the last hundred and thirty years, the west side of Long Beach, including the delta and flood plain of the L.A. River, and the western edge of the marine terrace on which downtown Long Beach was built has had dramatic and significant topographical, geographical, and cultural changes (ASR Maps 8–18). From 1811 to 1891, there were 13 major floods, with associated high energy flooding, along the L.A. River and the San Gabriel River. Both rivers meandered across the Los Angeles Basin. Before 1825, the L.A. River flowed through the Ballona Gap, and the San Gabriel River flowed through the current drainage of the L.A. River. These varying fluctuations of river course are not conducive towards living in alluvial drainages. Historically, living in low lying areas was risky, due to the flood danger. Additionally, most prehistoric archaeological sites along coastlines typically do not survive rising sea levels, incoming tides, waves, and storms over the millennia. Most prehistoric sites along the modern California coast that remain in the archaeological record are those sites located on highlands or bluffs above the coastline and still near enough to marine resources. Bluffs would have afforded more safety for the erratic nature of the rivers. This is evidenced by the two previously recorded prehistoric archaeological sites, CA-LAN-693 (19-000693) and CA-LAN-694 (19-000694) that are recorded outside of the Direct APE on the marine terrace (ASR Map 1), a Pleistocene-era landform that is typically too old to contain buried archaeological deposits. Based on the limited information on the available site records, these two sites were likely recorded at or near the ground surface.

Major construction projects have altered and obscured the landscape or setting of this area, including the multiple freeway and road projects on the east and west sides of the L.A. River Flood Control Channel, and many large-scale development projects in downtown Long Beach. These projects have blurred the lines between the natural bluff and the marsh below (see ASR Maps 10–12, and Maps 15–18 and ASR Appendix B, As-Built Plans and Schemata). ASR Maps 10 and 11 show the drastic change in topography along this western edge of the bluff. ASR Map 12 shows the evolution of the bluff from 1896 to 1972/81. As demonstrated by these maps the bluffs along the western edge of Long Beach have been graded and removed to a median level above the flood plain or sea level, but below the historic elevation of the bluffs, a change in elevation of at least 10 feet.

The majority of the streets in the Direct APE are either on the Pleistocene-age marine terrace to the east of the channelized river within street grids that were platted more than 100 years ago or on Holocene-era alluvial fan deposit to the west of the river (ASR Map 3). Much of the existing I-710 freeway is in land that was historically marshy (ASR Map 8). The historic neighborhoods along Ocean Park Avenue (ASR Maps 7, 13, and 14) and on the south side of Ocean Boulevard

were demolished to make room for the I-710 and Shoreline Drive on-ramps and off-ramps. The empty land between these two major roads became a park (i.e., Cesar E. Chavez Park) that is formed of reclaimed land and marine terrace that has been highly graded and contoured. The western half of this park is comprised of artificial fill (see ASR Maps 3 and 4). The edge of the terrace was pushed back to Golden Avenue. East of Golden Avenue, the terrace appears to be intact and subsequently historic sites like CA-LAN-4313H (19-004313) have been preserved under the remaining historic neighborhoods and districts (see discussion below). Conversely, north of 5<sup>th</sup> Street and along the bluff line and west to the L.A. River Flood Control Channel this area was historically marshlands. These areas were infilled with artificial fill or dredged material in the first half of the 20<sup>th</sup> century (See ASR Maps 3 and 4). Additional demolition and construction in the 1960s has also destroyed any historic features that may have been buried under the present ground surface on the north end of Cesar E. Chavez Park. Modern underground construction in downtown Long Beach has further compromised buried cultural resources on the terrace bluff.

Within a majority of the Direct APE, all areas (i.e., the streets, freeways, and bases of bridge construction have had substantial ground disturbance that has affected the potential for buried cultural resources. For example, the as-built plan for the Los Angeles County Flood Control District, Seaside Storm Drain and Interceptor (District Project No. 132) shows just how many trenches or underground borings were completed in just a segment of 3<sup>rd</sup> Street in 1955 (See ASR Appendix B). Therefore, the majority of the Direct APE has a low sensitivity for prehistoric or historic-era archaeological resources.

### *Potential Archaeological Impacts*

Proposed ground disturbing activities are relegated to existing streets and freeways, as well as, the channelized L.A. River in the Direct APE (see ASR Map 22a-b). Most anticipated road disturbances east of Golden Avenue are for the excavation footings and foundations for new signals, about 15 feet deep with a diameter of no more than approximately 4 feet. These activities will occur within the existing public right of way of the streets of Long Beach. The streets have been in place for over a century, and have been heavily disturbed from utility construction and maintenance. The as-built plans show underground disturbances at least to 13 feet and as deep as 16 feet in some cases. ASR Map 22 shows the depth of excavation for the proposed Direct APE along with the archaeological sensitivity model overlaid on a contemporary aerial photograph of Long Beach.

The majority of ground disturbance for the Project will be 0–3.5 feet below the surface of existing roadways (including West Shoreline Drive, Golden Shore, and on- and off-ramps to/from 6<sup>th</sup> and 7<sup>th</sup> Streets). This activity involves the removal of the existing asphalt road and the road base down to soil but will not extend into native or fill soils. Other areas that will be excavated are fill soils that have been built up for roadways for bridges or overpasses and will be removed and the road lowered to the adjacent surface elevation.

Deep excavations (25 feet to 150 feet in depth) will occur for the placement of bridge and wall footing and pile. These excavations will occur primarily in areas that have been subject to heavy earthwork activities (south of Ocean Boulevard and within/adjacent to the L.A. River Flood Control Channel). One small area near the intersection of Broadway and Golden Shore Avenue



will involve excavation for the placement of a wall. This area is within the public right of way and is previously disturbed (see ASR Appendix B: the Long Beach World Trade Center/Golden Avenue Realignment as-built).

### *Conclusions*

The archaeological sensitivity throughout a majority of the Direct APE is considered low, with two areas considered to be very low.

It is Caltrans' policy and practice is to have Native American monitoring in three circumstances: 1) during archaeological excavations; 2) during construction and construction-related activities adjacent to known Native American archaeological or cultural sites, or such sites identified as Environmentally Sensitive Areas (ESAs); and 3) during construction or related activities in areas where there is a high probability that there may be a buried deposit based on the geomorphology of the area. The results of the archaeological sensitivity analysis indicate that the Direct APE has a low probability that a buried deposit would be encountered. Therefore, the project does not meet the Caltrans thresholds for monitoring and no recommendations for further management and/or research in the study area were identified as a result of the study. However, it is Caltrans' policy to avoid cultural resources whenever possible. If cultural resources or human remains are exposed during Department activities, Department policy and state and federal law require that activity in that area is stopped until appropriate action can be taken to address the discovery, i.e. until a qualified archaeologist can evaluate the nature and significance of the find. Further investigations may be needed if sites cannot be avoided by the Project. If the Project changes to include areas not previously surveyed, additional survey will be required. Additionally, Caltrans will consult with the Tribe in the event that human remains or other Tribal cultural resources are discovered during construction.

We have directed Duke CRM to forward you a link to an updated version of the ASR (dated June 2019). If you have any questions or concerns regarding the contents of this letter, or if there is any additional information you would like to share regarding the project, please contact me by email at [caprice.harper@dot.ca.gov](mailto:caprice.harper@dot.ca.gov) or by phone at (213) 897-0676.

Sincerely,



**CAPRICE "KIP" HARPER**

Associate Environmental Planner (Archaeology)

cc: Kelly Ewing-Toledo, Environmental Branch Chief, Caltrans District 7, Division of Environmental Planning

Enclosure: Archaeological Survey Report (June 2019) via link to pdf

## **HISTORIC PROPERTY SURVEY REPORT**

# **ATTACHMENT E**

## **Project Description**

This section describes the proposed design alternatives developed by a multidisciplinary team to achieve the proposed Project's purpose while avoiding or minimizing environmental impacts. The alternatives, as described in this section, consist of Alternative 1 (No Build), Alternative 2, and Alternative 3.

### **Alternative 1 (No Build)**

Under the Alternative 1 (No Build), the proposed Project improvements would not be implemented; therefore, no construction activities would occur. The existing structure and highway facility would not meet current structural and geometric design standards and, thus, safety and connectivity would not be improved within the Project area.

### **Alternative 2**

Build Alternative 2 includes the replacement of the ramp structures that connect to the downtown Long Beach roadway system. This alternative would evaluate the roundabout design option (Design Option A) and the "Y" interchange design option (Design Option B) at the east end of the proposed bridge. The new bridge would consist of multiple structures, with numerous spans that cross the LA River, the northbound (NB) lanes of SR-710, and the LA River and Rio Hondo (LARIO) Trail. The new ramps would be located approximately 500 feet (measured from centerline) south of the existing Shoemaker Bridge. A portion of the existing bridge would be repurposed into a nonmotorized recreational public space maintained by the City. The bottom of the new river-spanning structures would exceed the existing 43-foot mean high water level (MHWL).

The deck of the new bridge would accommodate two through ramp lanes in each direction, shoulders, barriers, and a bicycle and pedestrian path on the south side of the bridge. Under Design Option B, the bridge would also include two turn lanes in the southbound (SB) direction. On the west side of the river, the ramps would connect on the left side of the freeway, at approximately the same merge and diverge existing ramp locations. On the east side of the river, a roundabout or controlled intersection would be provided at the ramp termini. The ramp termini would be located at or near the eastern abutment of the river-spanning section of the new Shoemaker Bridge.

### **Local Streets**

As shown in Figure 3, the build alternatives include modifications to nine local streets, including West Shoreline Drive, Ocean Boulevard, Golden Shore/Golden Avenue, West Broadway, 3rd Street, 6th Street, 7th Street, 9th Street, 10th Street, and Anaheim Street.

#### **West Shoreline Drive**

At the eastern end of the new bridge, a new roundabout or controlled intersection would be constructed to allow West Shoreline Drive and 7th Street ingress and egress. The existing NB and SB West Shoreline Drive is currently separated by Cesar E. Chavez Park and the Southern California Edison (SCE) Seabright Substation. The NB roadbed would be removed and integrated into Cesar E. Chavez Park. The existing SB roadbed, located adjacent to the LA River, would be reconfigured and widened to allow two-way traffic and access from the newly configured West Shoreline Drive to the substation. A new controlled intersection would be introduced at West Shoreline Drive and the termini of West Broadway. The loop ramp connector between NB West Shoreline Drive and Ocean Boulevard would be removed and converted into park space. The existing Golden Shore Bridge that crosses over West Shoreline Drive would be removed, and a new controlled intersection would be created at West Shoreline Drive and Golden Shore.



### **3rd Street**

The existing 3rd Street alignment curves to the north through Cesar E. Chavez Park and merges onto NB West Shoreline Drive. The proposed realignment of 3rd Street would be revised to end at Golden Avenue, and the 3rd Street section that curves into the park would be removed and converted into park space. The street, which currently carries one-way traffic in the westbound (WB) direction, would be reconfigured to allow for two-way traffic between Golden and Magnolia Avenues.

### **Ocean Boulevard**

The loop ramp connecting NB West Shoreline Drive and Ocean Boulevard would be removed and converted into park space. The Ocean Boulevard and Golden Shore intersection would be modified to accommodate two-way traffic on Golden Shore between Ocean Boulevard and West Broadway.

### **Golden Shore/Golden Avenue**

Golden Shore is currently a two-way street from Queensway Drive to Ocean Boulevard. North of Ocean Boulevard, Golden Shore becomes Golden Avenue and the roadway splits, providing connections to and from NB West Shoreline Drive and West Broadway. The proposed Project would eliminate the existing Golden Shore Bridge over West Shoreline Drive and reconstruct the street at a lower elevation to create a new controlled intersection at West Shoreline Drive. The connector ramps from SB West Shoreline Drive to Golden Shore and from NB Golden Shore to eastbound (EB) West Shoreline Drive would be removed. The intersection of Golden Shore and West Seaside Way would be eliminated. The proposed Project would also eliminate the ramp connection from NB West Shoreline Drive and realign Golden Avenue to provide connections to and from West Broadway. Access from West Broadway to Golden Avenue would be limited to right-in and right-out only.

### **West Seaside Way**

West Seaside Way between Golden Shore and Queens Way would be reconfigured, and the controlled intersection at Golden Shore would be eliminated. The street would continue to provide access to parking structures and local office buildings. A new intersection allowing access between West Shoreline Drive and West Seaside Way would be constructed approximately 675 feet east of Golden Shore.

### **West Broadway**

The existing terminus of West Broadway is uncontrolled and diverges from the left side of SB West Shoreline Drive. The portion of West Broadway from West Shoreline Drive to Maine Avenue, including its grade separation structure, would be removed. The connection would be replaced by a controlled intersection at West Shoreline Drive and West Broadway. West Broadway would be configured for two-way traffic from West Shoreline Drive to Magnolia Avenue. Traveling EB, a right turn pocket would be provided on West Broadway at the approach to Magnolia Avenue.

### **6th Street**

The existing terminus of 6th Street is uncontrolled and diverges from the right side of SB West Shoreline Drive, on the Shoemaker Bridge. The existing grade separated structure would be removed. The portion of 6th Street from SB West Shoreline Drive to Golden Avenue would be reconfigured to provide access to the warehouse properties located at Topaz Court and Golden Avenue and would not provide connectivity to West Shoreline Drive. 6th Street would be converted from one-way WB to two-way traffic flow between Golden Avenue and Atlantic Avenue. Additionally, a new bicycle path would extend from the new 6th Street terminus, providing

connections to the LARIO Trail and the proposed Shoemaker Bridge. A new roadway would also extend from the existing 6th Street terminus to provide access to Drake Park.

### **7th Street**

The existing terminus of 7th Street is uncontrolled and merges on the right side of NB West Shoreline Drive, on the Shoemaker Bridge. The portion of 7th Street from Golden Avenue to West Shoreline Drive, including its grade separation structure, would be removed and reconstructed. The connection would be replaced by a roundabout or Y intersection at West Shoreline Drive. 7th Street would be reconfigured from one-way EB to two-way traffic between West Shoreline Drive and Atlantic Avenue and would feature two lanes in each direction.

### **9th Street**

The existing terminus of 9th Street is uncontrolled and merges on the right side of SB West Shoreline Drive, on the Shoemaker Bridge. The portion of 9th Street from Fashion Avenue to West Shoreline Drive, including its grade separation structure, would be removed. The connection would not be replaced. The Project would also evaluate traffic calming and signal improvements on 9th Street between Caspian Avenue and Anaheim Street.

### **10th Street**

The existing terminus of 10th Street is uncontrolled and diverges from the right side of NB West Shoreline Drive, on the Shoemaker Bridge. The portion of 10th Street from West Shoreline Drive to Fashion Avenue, including its grade separation structure, would be removed. The connection would not be replaced.

### **Anaheim Street**

The Project would evaluate traffic calming and signal improvements on Anaheim Street between West 9th Street and Atlantic Avenue.

### **Ramps/Connectors**

The new ramps would be operated and maintained by Caltrans. The area owned and maintained by Caltrans after completion of the proposed Project would include the new Shoemaker Bridge terminus on the east of the LA River, the main span over the LA River to SR-710, the structure spanning the NB lanes of SR-710, and the roadbed connecting to SR-710.

## **Alternative 3**

Similar to Alternative 2, Alternative 3 includes the replacement of the ramp structures that connect to the downtown Long Beach roadway system. It would also evaluate both Design Options A and B at the east end of the proposed bridge. In addition, similar to Alternative 2, the bridge under Alternative 3 with Design Option B would include two turn lanes in the SB direction. On the west side of the river, the ramps would connect on the left side of the freeway, at the same merge and diverge locations of the existing ramps. On the east side of the river, a roundabout (Design Option A) or a controlled intersection (Design Option B) would be provided at the ramp termini. The ramp termini are located at or near the eastern abutment of the river-spanning section of the new Shoemaker Bridge. Local street improvements described under Alternative 2 would also apply under Alternative 3. The difference between Alternatives 2 and 3 is the removal of the existing Shoemaker Bridge. The same ramp/connectors proposed under Alternative 2 would apply under Alternative 3.