HISTORIC PROPERTY SURVEY REPORT INTERSTATE 710 CORRIDOR PROJECT BETWEEN OCEAN BOULEVARD AND THE STATE ROUTE 60 INTERCHANGE 07-LA-710 PM 4.9/24.9 EA 249900 E-FIS 0700000443 WBS ID: 165.20.10

Prepared for

Metro

Los Angeles County
Metropolitan Transportation Authority

February 2012

Prepared by:

LSA

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

State of California | Department of Transportation

HISTORIC PROPERTY SURVEY REPORT

1. UNDERTAKING DESCRIPTION AND LOCATION						
District	County	Route	Post Miles	Unit	E-FIS Project Number	Phase
7	LA	710	4.9/24.9		0700000443	
District	*County*	*Funding Source*	*Federal-Aid Proj. No.*	*Location*	*E-FIS Proj. No.*	*Phase*

(For Local Assistance projects off the highway system, use headers in italics)

Project Description:

The California Department of Transportation (Caltrans), the Los Angeles County Metropolitan Transportation Authority (Metro), the Gateway Cities Council of Governments (GCCOG), the Southern California Association of Governments (SCAG), the Ports of Los Angeles (POLA) and Long Beach (POLB), and the Interstate 5 Joint Powers Authority (I-5 JPA), are collectively known as the Interstate 710 (I-710) Corridor Project Funding Partners. These agencies are collectively funding the preparation of preliminary engineering and environmental documentation for the proposed I-710 Corridor Project to evaluate improvements along the I-710 Corridor from Ocean Blvd. in the city of Long Beach to State Route 60 (SR-60) (Historic Property Survey Report [HPSR], Attachment A, Maps 1–4). The proposed alternatives for this project include Alternative 1 (No Build Alternative), Alternative 5A (Freeway Widening up to 10 General-Purpose Lanes), Alternative 6A (10 General Purpose Lanes plus a Four-Lane Freight Corridor), Alternative 6B (10 General Purpose Lanes plus a Zero-Emissions Four-Lane Freight Corridor), and Alternative 6C (10 General Purpose Lanes plus a Zero-Emissions Four-Lane Freight Corridor tolled). Alternative 5A and 6A-6C also include improvements to 42 local arterial intersections within the I-710 Corridor Project Study Area. A detailed project description is included in the Historical Resources Evaluation Report (HRER), Attachment C.

2. AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) for the project was established in consultation with Noah M. Stewart, Caltrans PQS Architectural History; and Abdi Saghafi, Caltrans Project Manager, on December 20, 2011. The APE maps are located in Attachment A of this HPSR.

The I-710 Corridor Project's APE was delineated to include all resources that could potentially be directly or indirectly affected by the I-710 Corridor Project. The areas of direct effects include the areas where physical impacts will occur. These are generally limited to the proposed and existing rights-of-way, as well as areas where utilities will be relocated, and include the horizontal and vertical limits (ranging from a maximum height of 100 feet [ft] [freight corridor construction] to a maximum depth of 150 ft [drilling for borings and bridge piles]) associated with ground-disturbing activities. The areas of indirect effects 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 right-of-way unless they are undeveloped. In most cases, the APE includes only the properties adjacent to the proposed right-of-way and/or temporary construction easements (TCEs), but additional parcels may be included where there are proposed new bridges, bridges that are being widened or replaced, or construction of new elevated features such as ramps and the freight corridor in Alternatives 6A-6C. Exceptions include properties that are buffered by topographic features, large parking and/or landscaped areas, or buildings on other properties. The APE extends around the entirety of those parcels where the built environment will be indirectly affected. The vertical APE includes the maximum anticipated depth of ground disturbing activities, which is expected to be a maximum of 150 ft at bridge pile locations.

For the Federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

HISTORIC PROPERTY SURVEY REPORT

3. CONSULTING PARTIES / PUBLIC PARTICIPATION

X Local Government *(Head of local government, Preservation Office / Planning Department)*

- City of Bell, Planning Department (Dennis Tarango, Director of Building & Planning, 6330 Pine Ave., Bell, CA 90201).
- City of Bell Gardens, Community Development and Planning Division (Carmen Morales, Interim Community Development Director, 7100 S. Garfield Ave., Bell Gardens, CA 90201).
- City of Bell Gardens, Cultural Heritage Board (Marta Solano, 7100 S. Garfield Ave., Bell Gardens, CA 90201).
- City of Carson, Economic Development and Planning Division (Shari Repp-Loadsman, Planning Manager, 701 E. Carson St., Carson, CA 90745).
- City of Commerce, Community Development and Planning Division (Robert Zarrilli, Director, 2535 Commerce Wy., Commerce, CA 90040).
- City of Compton, Planning and Economic Development, Planning Division (Gay K. Morris, Interim Planning Director, 205 S. Willowbrook Ave., Compton, CA 90220).
- City of Lynwood, Development Services Department (Karen Figueredo, Planning Assistant, 11330 Bullis Rd., Lynwood, CA 90262).
- City of Monterey Park, Development Services Department, Planning Division (Jim Basham, Planning Manager, 320 W. Newmark Ave., Monterey Park, CA 91754).
- City of Monterey Park, Historic Heritage Commission (Harry Panagiotes, 320 W. Newmark Ave., Monterey Park, CA 91754).
- City of Paramount, Community Development (Joe Perez, Community Development Director, 16400 Colorado Ave., Paramount, CA 90723).
- City of South Gate, Community Development and Redevelopment Planning Division (Steve Lefever, Director of Community Development, 8650 California Ave., South Gate, CA 90280).
- City of Vernon, Community Services Planning Division (Sergio Canales, Planning Assistant, 4305 Santa Fe Ave., Vernon, CA 90058).
- County of Los Angeles, Regional Planning Department (Jon Sanabria, Acting Director of Planning, 320 W. Temple St., 13th Floor, Los Angeles, CA 90012).
- City of Long Beach, Development Services and Planning Bureau (Lynette Ferenczy, 333 W. Ocean Blvd., 4th Floor, Long Beach, CA 90802).

For more detailed information, refer to Attachment C, Historical Resources Evaluation Report; and Attachment F, Historical Consultation.

X The following Native American tribes, groups, and individuals were contacted via a letter sent by certified mail on March 23, 2009, and again by either follow up email or telephone call between April 3 and April 10, 2009, depending on whether contact was successful:

- LA City/County Native American Indian Community, Ron Andrade, Director; Mr. Andrade will defer to Anthony Morales. Please see below.
- Gabrielino Tongva Council/Gabrielino Tongva Nation, Sam Dunlap, Tribal Secretary; no response received.
- Ti'At Society, Cindi Alvitre; Ms. Alvitre recommends having mitigation measures in place in the event of cultural resources discoveries, and would like to be notified of any discoveries.
- Gabrielino Tongva Indians of California Tribal Council: Robert Dorame, Tribal Chair/Cultural Resources; Mr. Dorame would like to be notified of any cultural resources discoveries.
- Tongva Ancestral Territorial Tribal Nation, John Tommy Rosas; Mr. Rosas responded by email to request full Section 106 consultation and copies of all project related documents. He also stated his opposition to the project as having the potential to have "many negative impacts."

For the Federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

- Gabrieleno/Tongva San Gabriel Band of Mission Indians, Anthony Morales, Chairperson; Mr. Morales responded by telephone to state that he considers the area to be sensitive for cultural resources. He recommended monitoring by both a Native American and archaeologist during all ground-disturbing activities. He would also like to be notified of any cultural resources discoveries.

Due to changes to the APE, the above individuals were contacted again by letter dated June 17, 2011. Mr. Morales responded by telephone on June 21, 2011, to state that the gist of his comments remain the same. Mr. Dunlap responded to say that he has no specific concerns. Follow up emails were sent to the remaining Native American contacts on July 6 and July 12, 2011. Mr. Rosas responded by email on July 12, 2011, to say that he has many concerns and he hopes they can be addressed. No further responses were received.

In July 2011, the project design was updated to include 35 intersections that were added to the APE. Three of these were later removed and 10 new intersections added in September 2011 for a total of 42 intersections added to the APE. Because 31 of the 35 intersections added in July 2011 are well outside of the APE that had thus far been referenced for consultation, a new SLF was requested on July 12, 2011. The NAHC responded on July 12, 2011, to state that the SLF did not identify any Native American cultural resources at any of the 31 locations. A new list of Native American contacts was also provided. The new list contained three additional parties that were not on the 2008 contact list that had been used previously for the consultation described above:

- Gabrielino-Tongva Tribe, Bernie Acuna
- Gabrielino-Tongva Tribe, Linda Candelaria, Chairwoman
- Gabrieleno Band of Mission Indians, Andrew Salas.

Letters regarding the intersections were sent to all nine parties on July 15, 2011. The two letters from the previous consultation efforts were included for the three new consulting parties so that they would have all of the information necessary to comment.

No initial responses were received from the nine consulting parties. Follow up attempts to contact the individuals were made by telephone and email between July 25 and 29, 2011.

Two responses were received as a result. In a phone call on July 26, 2011, Anthony Morales stated that, as he has said previously, the I-710 served as an ancient travel corridor connecting the ocean and the interior, and also the Los Angeles River. He considers the entire area to be very sensitive for cultural resources due to this. Also, many of the neighborhoods in the project were built prior to environmental laws being enacted, and there would not be reports or other written evidence regarding cultural resources that could be disturbed. He cited the Alameda Corridor as an example because many resources were exposed during construction for that project. He feels that vigilance is necessary so that unknown resources are not impacted, and suggests spot-check monitoring by a Native American and an archaeologist.

Sam Dunlap responded by email on July 28, 2011, to say that he would like to talk about this aspect of the project. A detailed voicemail that included the results of the records search was left for Mr. Dunlap on July 29, 2011. No further response has been received.

Andrew Salas, Gabrieleno Band of Mission Indians, responded by email on August 3, 2011, to say that the proposed project is within a very culturally sensitive area that their people once inhabited. Numerous Native American village sites were located in this area due to the proximity of the nearby river and associated food sources. They are dedicated to protecting and preserving their history, and they are requesting that a Native American monitor from their group be present during all ground-disturbing activities.

Letters regarding 10 additional existing intersections to be modified were sent to all nine groups on September 27, 2011. Anthony Morales responded on October 12, 2011, to state that he had no changes to his earlier comments. No other responses have been received to date (October 14, 2011).

For additional details of the Native American consultation, please see Attachment E of this HPSR.

X Native American Heritage Commission

- A Sacred Lands File (SLF) search was requested from the Native American Heritage Commission (NAHC) in a letter dated August 5, 2008. The NAHC responded on August 5, 2008 to advise that the results of the SLF search did indicate the presence of Native American cultural resources within areas of the project shown on the South Gate, California, Whittier, California, and Torrance, California USGS quadrangle areas of the project. The response included a list of six individuals/groups that the NAHC recommended be contacted for information regarding cultural resources that could be affected by the project. The NAHC specifically recommended contacting Anthony Morales, Gabrieleno/Tongva San Gabriel Band of Mission Indians, and Cindi Alvitre, Ti'At Society.
- In a letter dated July 12, 2011, the NAHC was contacted again to request a SLF search for 31 of the 42 intersections that had been added to the APE and were not covered by the initial research. The NAHC responded on July 12, 2011, to state that Native American cultural resources were not identified at the locations provided. The new list provided by the NAHC contained the original six individuals/groups contacted, and an additional three Native American contacts.

X Local Historical Society / Historic Preservation Group *(also if applicable, city archives, etc.)*

- Bellflower Heritage Society (16601 Civic Center Dr., Bellflower, CA 90706);
- Historical Society of Long Beach (Julie Bartolotto, Executive Director, 4260 Atlantic Ave., Long Beach, CA 90807);
- Historical Society of Monterey Park (781 S. Orange Ave., Monterey Park, CA 91754);
- Historical Society of Southern California (Post Office Box 93487, Pasadena, CA 91120);
- Long Beach Heritage (Mary Kay Knottage, Executive Director, Post Office Box 92521, Long Beach, CA 90809);
- Los Angeles Conservancy (Mike Buhler, Director of Advocacy, 523 W. 6th St., Ste. 826, Los Angeles, CA 90014).

For more detailed information refer to Attachment C, Historical Resources Evaluation Report, and Attachment F, Historical Consultation.

X Public Information Meetings *(list locations, dates below and attach copies of notices)*

Public participation meetings have been held with Local Advisory Committees (LACs), Subject Working Groups, and a Corridor Advisory Committee on an ongoing basis since the inception of the I-710 Corridor Project. The LACs are part of an extensive community participation framework being managed by Metro and GCCOG for the I-710 Corridor Project. The LACs were appointed by the local city council/county supervisor and provide an ongoing forum for citizen involvement at the community level. The chairs of the LACs also serve on the Corridor Advisory Committee (CAC) for the I-710 Corridor Project, which reports to the Project Committee. Key issues discussed included, but were not limited to: air quality impacts, noise impacts, aesthetics, community impacts, environmental justice, alternatives, and public transportation. No concerns have been expressed regarding cultural resources.

For the Federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

HISTORIC PROPERTY SURVEY REPORT

4. SUMMARY OF IDENTIFICATION EFFORTS

X	National Register of Historic Places	Month & Year: 1979–2002 & supplements
X	California Register of Historical Resources	Year: 1992 & supplemental information to date
X	California Inventory of Historic Resources	Year: 1976
X	California Historical Landmarks	Year: 1995 & supplemental information to date
X	California Points of Historical Interest	Year: 1992 & supplemental information to date
X	State Historic Resources Commission	Year: 1980–present, minutes from quarterly meetings
X	Caltrans Historic Highway Bridge Inventory	Year: 2006 & supplemental information to date

X Archaeological Site Records [*List names of Institutions & date below*]

X
- A records search at the South Central Coastal Information Center (SCCIC), California State University, Fullerton, was conducted on May 7, 2009.
- Supplemental records searches at the SCCIC, California State University, Fullerton, were conducted on July 14, September 21, and October 3, 2011. The purpose of the supplemental records searches was to examine the locations of 40 of 42 arterial intersections that are now included in the I-710 project but were not covered by the 2009 records search. The other two additional arterial intersections that are now included in the project were covered by the 2009 records search.

X Other sources consulted *[e.g., historical societies, city archives, etc. List names and dates below]*

X
- Refer to Section 3 above.

X Results: *(provide a brief summary of records search and research results, as well as inventory findings)*

May 2009 Results for the I-710 Corridor APE

Eight historic cultural resources (19-150348, 19-178699, 19-186110, 19-186112, 19-186774, 19-186804, 19-187753, and 19-187942) were identified within 0.125 mile of the I-710 APE, three of which (19-186110, 19-186112, and 19-186804) are plotted crossing the horizontal extent of the APE.

- Site 19-186110 is a portion of the UP Railroad (formerly the Southern Pacific Railroad). The resource was previously found eligible for the National Register of Historic Places (National Register).
- Site 19-186112 is also a portion of the UP Railroad. This resource was previously found eligible for the National Register.
- Site 19-186804/30-176663 is a portion of the BNSF (formerly the Atchison, Topeka, and Santa Fe [ATSF] Railway). This site was previously found ineligible for the National Register.
- A 40-mile segment of the Boulder Dam-Los Angeles 287.5,V Transmission Line that was constructed from 1936-1937 was found eligible for the National Register under Criteria A and C in 2008 (record provided by Caltrans District 7 staff).
- Site 19-187854 (Map Reference No. 183) an industrial building that was previously evaluated as ineligible for the National Register by consensus through the Section 106 process (status code 6Y), but had not been evaluated for the California Register or local listing.

One archaeological site (19-000693) has been identified within 0.125 mile of the APE. The site is plotted approximately 300 feet east of the APE on an elevated landform relative to the APE. Site 19-000693 was described in 1974 as being landscaped and developed but containing midden visible around a tennis court and in flower beds and other areas. A large number of Native American burials were reportedly exposed in 1906 during construction of the City of Long Beach's Drake Park.

The National Register lists five properties within 0.125 mile of the APE, none of which are within the APE. The California Register of Historical Resources lists 84 properties within 0.125 mile of the

APE, none of which are within the APE. The California Historical Landmarks, California Points of Historical Interest, and City of Los Angeles Historic-Cultural Monuments listings list no properties within 0.125 mile of the APE. The Historic Resources Inventory lists 301 properties that have been evaluated for historical significance within 0.125 mile of the APE, none of which are within the APE.

Eighty-two studies have been conducted within 0.125 mile of the APE, 48 of which include portions of the APE. Approximately 60 percent of the APE has been previously examined for cultural resources.

July, September, and October, 2011, Results for 40 Arterial Intersections APEs

Supplemental records searches were conducted for 40 of the 42 intersections since two of the intersections were included in the research for the original APE. Fifteen historic cultural resources (19-150349, 19-150363, 19-150364, 19-180181, 19-180783, 19-186110 [also identified in initial search], 19-186868, 19-187127, 19-187128, 19-187131, 19-187187, 19-187218, 19-187854, 19-188180, and 19-188196) were identified within 0.125 mile of 12 of the 40 arterial intersections examined in the supplemental records searches. Of the 15 resources, one (19-186110) is plotted within the APE of five intersections (Nos. 52, 60, 62, 63, and 68). As previously described, this resource is a portion of the UP Railroad (formerly the Southern Pacific Railroad). One other resource (19-187854) is plotted within the APE of intersection No. 41. This resource is an industrial building that was evaluated as ineligible for the National Register by consensus through the Section 106 process (status code 6Y), but has not been evaluated for the California Register or local listing.

Eight archaeological resources (19-000694, 19-002839, 19-002845, 19-002859, 19-002860, 19-002863, 19-002870, and 19-003063) have been identified within 0.125 mile of 4 of the 40 arterial intersections. Of the eight, two (19-002859 and 19-3063) are plotted within the APE of intersection No. 68 and 25 respectively.

- Site 19-002859 consists of two parallel segments of vitrified clay utility conduit located within the APE. The resource meets the criteria for exemption under Property Type 1 as defined in the Section 106 PA, Attachment 4.
- Site 19-003063 is described as a wood box culvert housing at least one circa 1920s abandoned oil pipeline. The site was recorded during archaeological construction monitoring of the Alameda Corridor project and the portion within the Corridor was subsequently destroyed. The resource meets the criteria for exemption under Property Type 1 as defined in the Section 106 PA, Attachment 4.

The National Register lists one property within 0.125 mile of the APE, but it is not within the APE. The California Register of Historical Resources lists two properties within 0.125 mile of the APE, neither of which is within the APE. The California Historical Landmarks, California Points of Historical Interest, and City of Los Angeles Historic-Cultural Monuments listings list no properties within 0.125 mile of the APE. The Historic Resources Inventory lists 141 properties within 0.125 mile of the APE, none of which are within the APE.

Sixty-four studies have been conducted within 0.125 mile of the 40 arterial intersections, 15 of which include the APE of 7 intersections (Nos. 13, 14, 16, 18, 25, 63, and 106).

A review of locally listed properties within the project vicinity revealed that one property is currently listed on the South Gate historic register.

- The South Gate Library and tile mosaic (Map Reference No. 158) has a status code of 5B1.

HISTORIC PROPERTY SURVEY REPORT

5. PROPERTIES IDENTIFIED

X Andrea Galvin, a consultant architectural historian who meets the PQS Standards in the Section 106 Programmatic Agreement (PA), Attachment 1, as a Principal Architectural Historian, has determined that the only other properties present within the APE meet the criteria for Attachment 4 of the Section 106 PA (**Properties Exempt from Evaluation**).

X **Bridges listed as Category 5** in the Caltrans Historic Highway Bridge Inventory are present within the APE. Appropriate pages from the Caltrans Historic Bridge Inventory are attached.

X Properties **previously determined not eligible** for inclusion in the National Register of Historic Places are present within the Project APE. *(Include date of determination)*:

- In 2002 site 19-186804/30-176663, a portion of the BNSF (formerly the ATSF) railroad, was found ineligible for the National Register.
- Site 19-187854 is an industrial building that was previously evaluated as ineligible for the National Register by consensus through the Section 106 process (status code 6Y).

X As assigned by FHWA, **Caltrans has determined** the following properties within the Project APE are **not eligible** for inclusion in the National Register of Historic Places:

- 200 properties. Refer to Attachment C, the Historical Resources Evaluation Report, (tables on pages 33-41) for a full listing of properties.

X Properties **previously listed or determined eligible** for inclusion in the National Register of Historic Places are present within the Project APE. *(Include date of listing or determination)*:

- In 1999 site 19-186110/30-176630, a portion of the UP Railroad (formerly the Southern Pacific Railroad), was found eligible for the National Register,
- In 1999, site 19-186112, also a portion of the UP Railroad, was found eligible for the National Register.
- The Boulder Dam-Los Angeles 287.5kV Transmission Line was evaluated by the Bureau of Land Management in 2000. SHPO formally concurred in a letter dated June 22, 2000 (attached to DPR form in the HRER, Appendix A).

X As assigned by FHWA, Caltrans has determined the following properties within the Project APE are **eligible** for inclusion in the National Register of Historic Places:

- APE Map Reference Number 71, APN 7301-001-001, 4502 E. Alondra Blvd., Compton

6. LIST OF ATTACHED DOCUMENTATION

X Project Vicinity, Location, and APE Maps (Attachment A)

X California Historic Bridge Inventory Sheets (Attachment B)

X Historical Resources Evaluation Report (HRER) (Attachment C)

- Prepared by Andrea Galvin, Galvin Preservation Associates, Inc. February 2012

X Archaeological Survey Report (ASR) (Attachment D)

- Prepared by Phil Fulton, LSA Associates, Inc. February 2012

X Other *(Specify below)*

- Native American Consultation (Attachment E)
- Historical Consultation (Attachment F)

7. HPSR to File

X Not applicable.

HISTORIC PROPERTY SURVEY REPORT

8. HPSR to SHPO

X As assigned by FHWA, Caltrans has determined that there are properties evaluated as a result of the project that are **not eligible** for inclusion in the National Register of Historic Places within the Project APE. Under Section 106 PA Stipulation VIII.C, Caltrans requests SHPO's concurrence in this determination.

X As assigned by FHWA, Caltrans has determined that there are properties evaluated as a result of the project that are **eligible** for inclusion in the National Register of Historic Places within the Project APE. Under Section 106 PA Stipulation VIII.C, Caltrans requests SHPO's concurrence in this determination.

9. Findings for State-Owned Properties

X Caltrans has evaluated and determined that the following **State-owned buildings and structures** within the Project APE **do NOT meet National Register and/or California Historical Landmark** eligibility criteria.

- 53-0836 East Walker Underpass (UP)
- 53-0832 South Gate UP
- 53-0816 Dominguez St. UP
- 53 1170 Standard Oil Pipeline Overcrossing

10. CEQA Impact Findings

X Caltrans, pursuant to CEQA Guidelines §15064.5(a), has determined that the following resources **do NOT meet National Register criteria but ARE historical resources for purposes of CEQA** because they: are listed in the **California Register** or were determined eligible by the State Historical Resources Commission [§15064.5(a)(1)], are included in a **local register** or identified as **significant in a local survey** meeting OHP standards [§15064.5(2)], or Caltrans, as the lead agency, has determined that they meet the criteria for listing in the California Register [§15064.5(a)(3) - (4)]:

- APE Map Reference Number 158, APN 6210-017-909, 8680 California Ave., South Gate

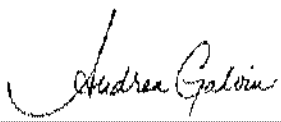
X Caltrans has determined a **finding of no impact** is appropriate because there are no historical resources within the Project Area limits, or there are no impacts to historical resource(s), pursuant to CEQA Guidelines §15064.5(b)(3).

11. HPSR PREPARATION AND DEPARTMENT APPROVAL

Prepared by *(sign on line)*:

District ___ Caltrans PQS: *PQS level and discipline]* — Date

Prepared by: *(sign on line)*



Feb. 3, 2012

Consultant / discipline: *Andrea Galvin, Principal Architectural Historian* — Date

Affiliation
Galvin Preservation Associates
231 California St.
El Segundo, CA 90245

HISTORIC PROPERTY SURVEY REPORT

Reviewed for approval by: *(sign on line)*

District 7 Caltrans PQS discipline/level:

Noah M. Stewart, Principal Architectural Historian

FEB 29, 2012
Date

Approved by: *(sign on line)*

District 7 EBC:

Gary Iverson, Office Chief Environmental Studies, Cultural Branch

3/1/2012
Date

HISTORIC PROPERTY SURVEY REPORT

ATTACHMENT A

MAPS

Map 1: Project Vicinity
Map 2: Project Location
Map 3: Area of Potential Effects

MAP 1

LEGEND

Project Location

N

0 5 10

Miles

SOURCE: TBM (2008)

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project
07-LA-710- PM 4.9/24.9 EA 249900

Project Vicinity Map

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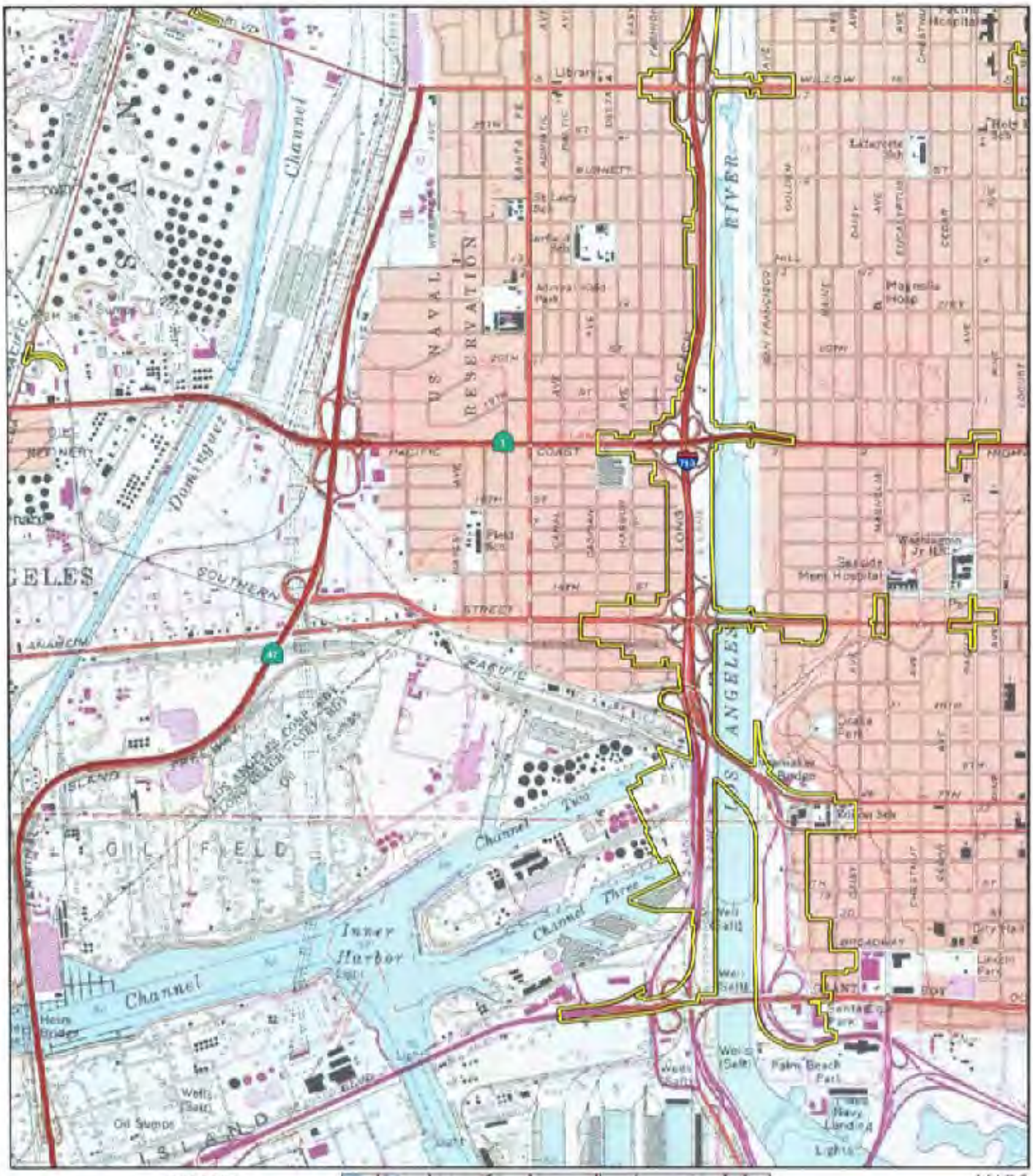

LEGEND

Project Limits

MAP 2

Sheet 1 of 11

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Project Location Map

07-LA-710- PM 4.9/24.9

EA 249900

SOURCE: USGS 7.5' Quad. LONG BEACH ('81), SOUTH GATE ('81), LOS ANGELES ('81)

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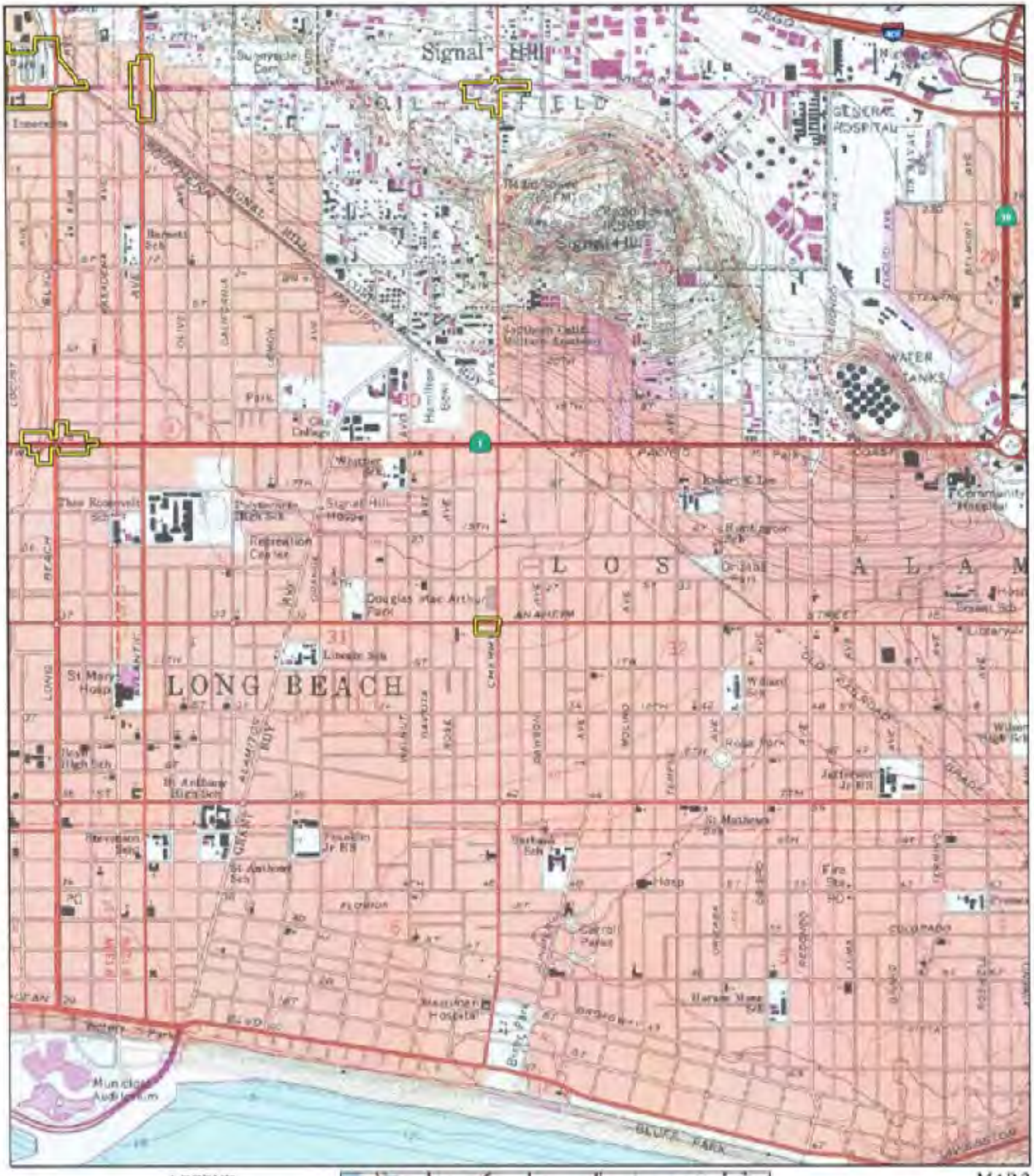

LEGEND

Project Limits

MAP 2
Sheet 2 of 11

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Project Location Map

07-LA-710 PM 4.9/24.9
EA 249000

SOURCE: USGS 7.5' Quad. LONG BEACH ('81), SOUTH GATE ('81), LOS ANGELES ('81)

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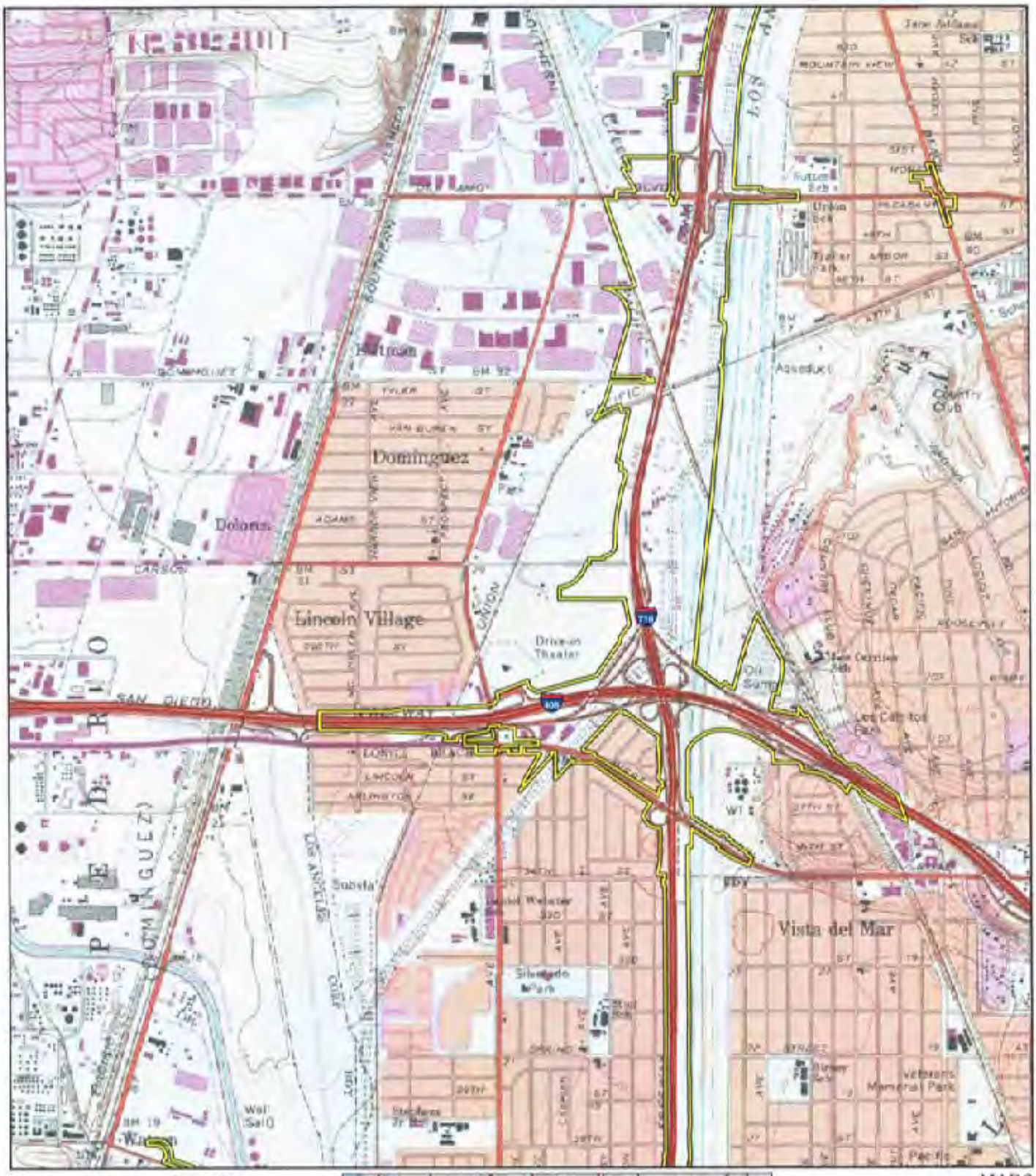

LEGEND

Project Limits

MAP 2
Sheet 3 of 11

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Project Location Map

07-LA-710- PM 4.9/24.9
EA 249900

0 1000 2000
FEET

SOURCE: USGS 7.5' Quad. LONG BEACH (81), SOUTH GATE (81), LOS ANGELES (81)

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MAP 2
Sheet 4 of 11

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Project Location Map
07-LA-710- PM 4.9/24.9
EA 249900

SOURCE: USGS 7.5' Quad. LONG BEACH ('81), SOUTH GATE ('81), LOS ANGELES ('81)

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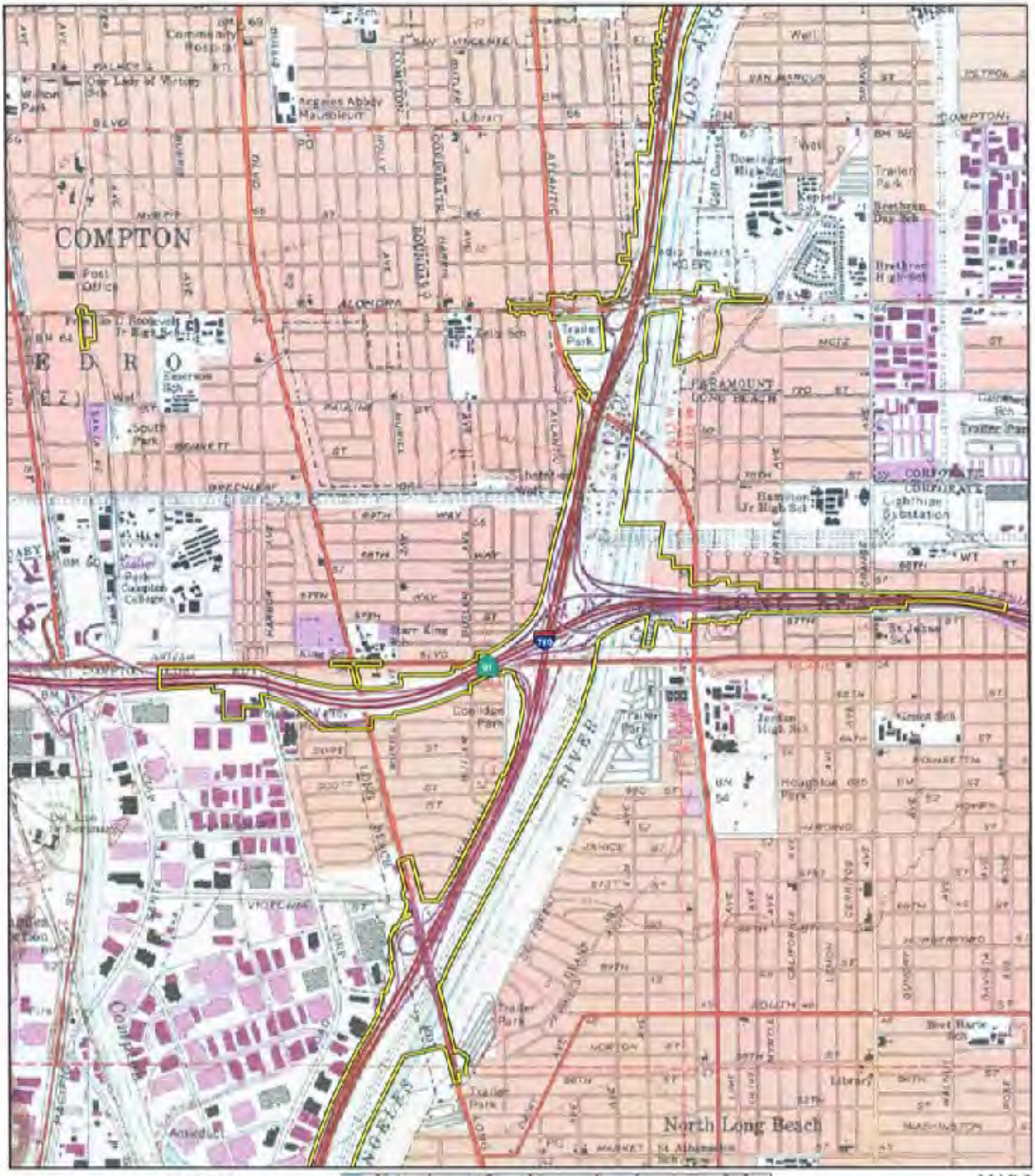

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Project Limits

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FEET

SOURCE: USGS 7.5' Quad: LONG BEACH ('81), SOUTH GATE ('81), LOS ANGELES ('81)

I:\IRS0801\AGIS\Cultural\APE_Proj_Loc_Map.mxd (9/23/11)

MAP 2

Sheet 5 of 11

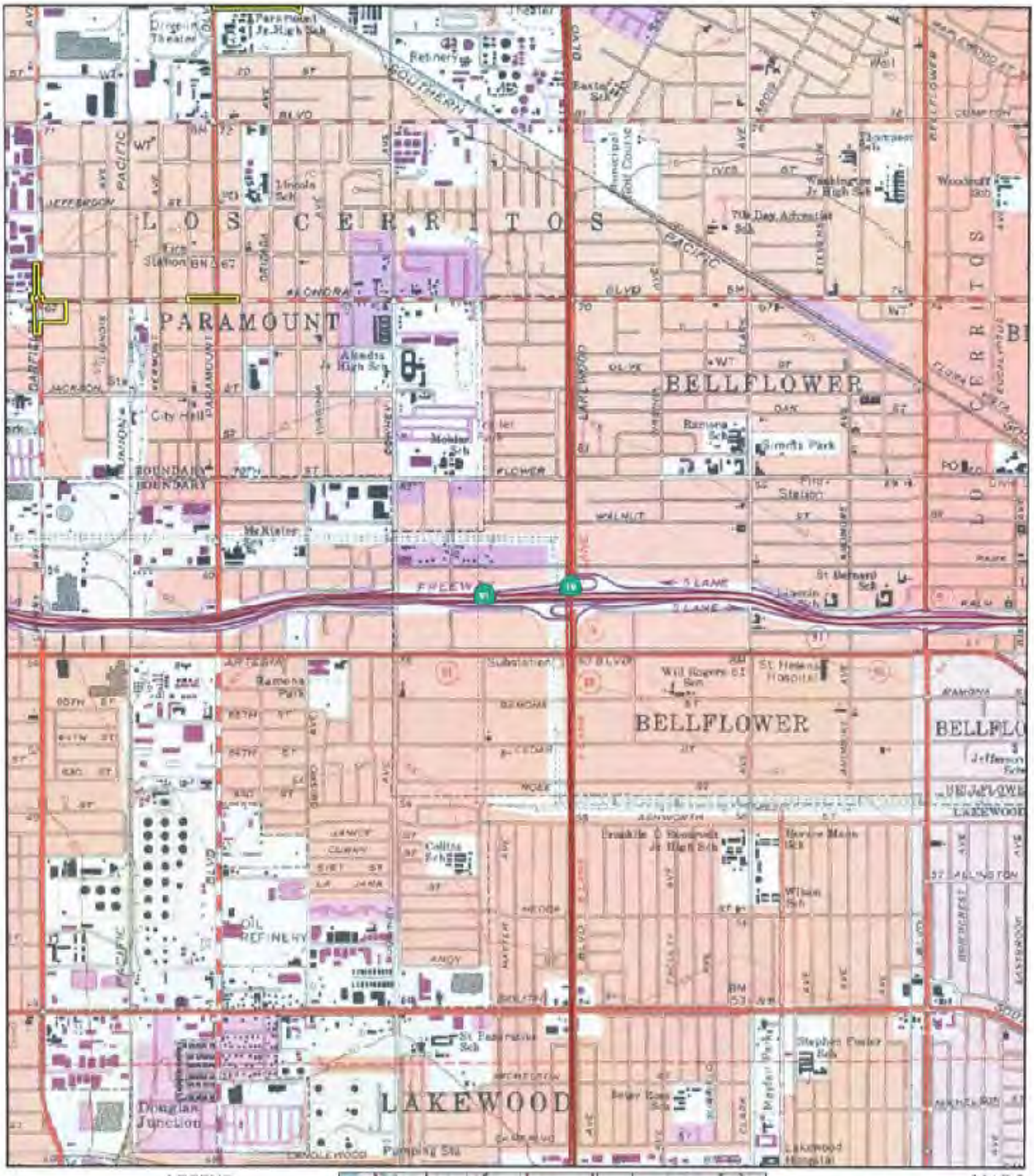
PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Project Location Map

07-LA-710- PM 4.9/24.9

EA 249000



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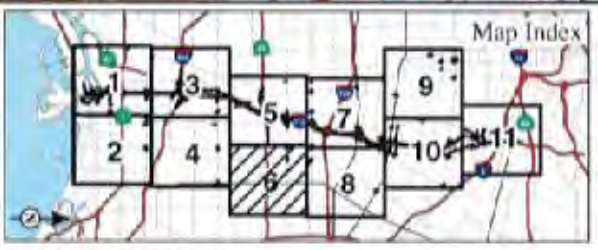
Project Limits



MAP 2
Sheet 6 of 11

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Project Location Map

07-LA-710- PM 4.9/24.9
EA 249900

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FEET

SOURCE: USGS 7.5' Quad. LONG BEACH ('81), SOUTH GATE ('81), LOS ANGELES ('81)

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Project Limits

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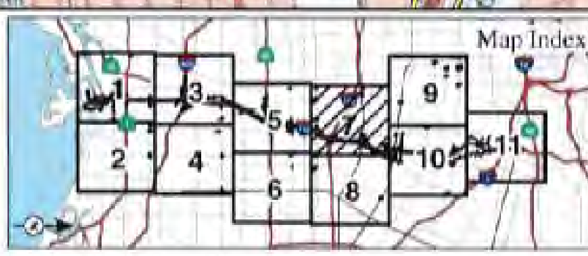

MAP 2

Sheet 7 of 11

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Project Location Map

07-LA-710- PM 4.9/24.9

EA 249900

SOURCE: USGS 7.5' Quad. LONG BEACH ('81), SOUTH GATE ('81), LOS ANGELES ('81)

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Project Limits

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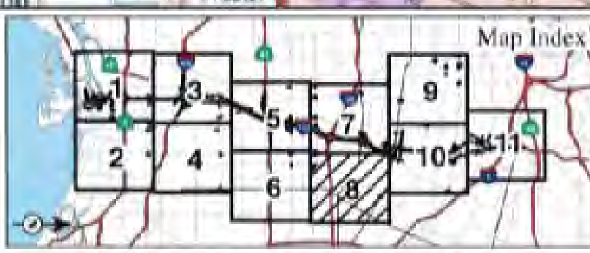

MAP 2
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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Project Location Map

07-LA-710- PM 4.9/24.9

EA 249900

SOURCE: USGS 7.5' Quad. LONG BEACH ('81), SOUTH GATE ('81), LOS ANGELES ('81)

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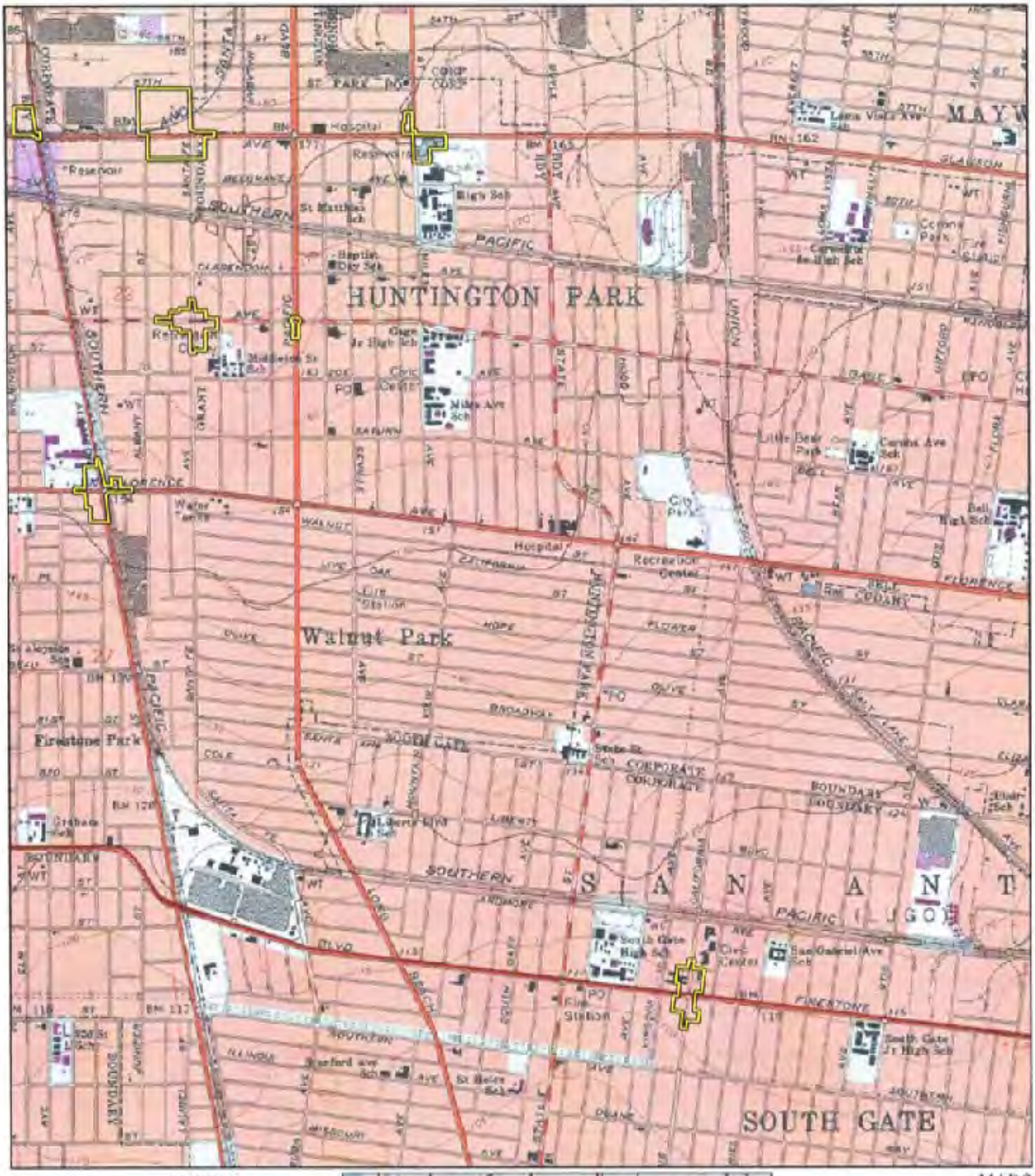

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Project Limits

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FEET

SOURCE: USGS 7.5' Quad. LONG BEACH ('81), SOUTH GATE ('81), LOS ANGELES ('81)

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MAP 2

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Project Location Map

07-LA-710- PM 4.9/24.9

EA 249000

LEGEND

Project Limits

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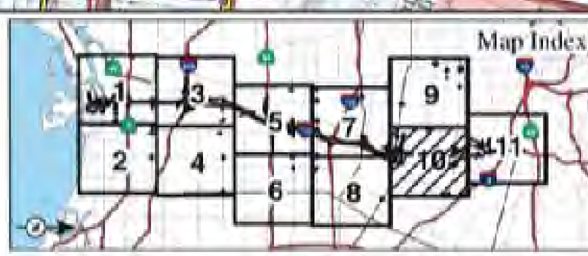
FEET



MAP 2
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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Project Location Map

07-LA-710- PM 4.9/24.9

EA 249900

SOURCE: USGS 7.5' Quad. LONG BEACH (81), SOUTH GATE (81), LOS ANGELES (81)

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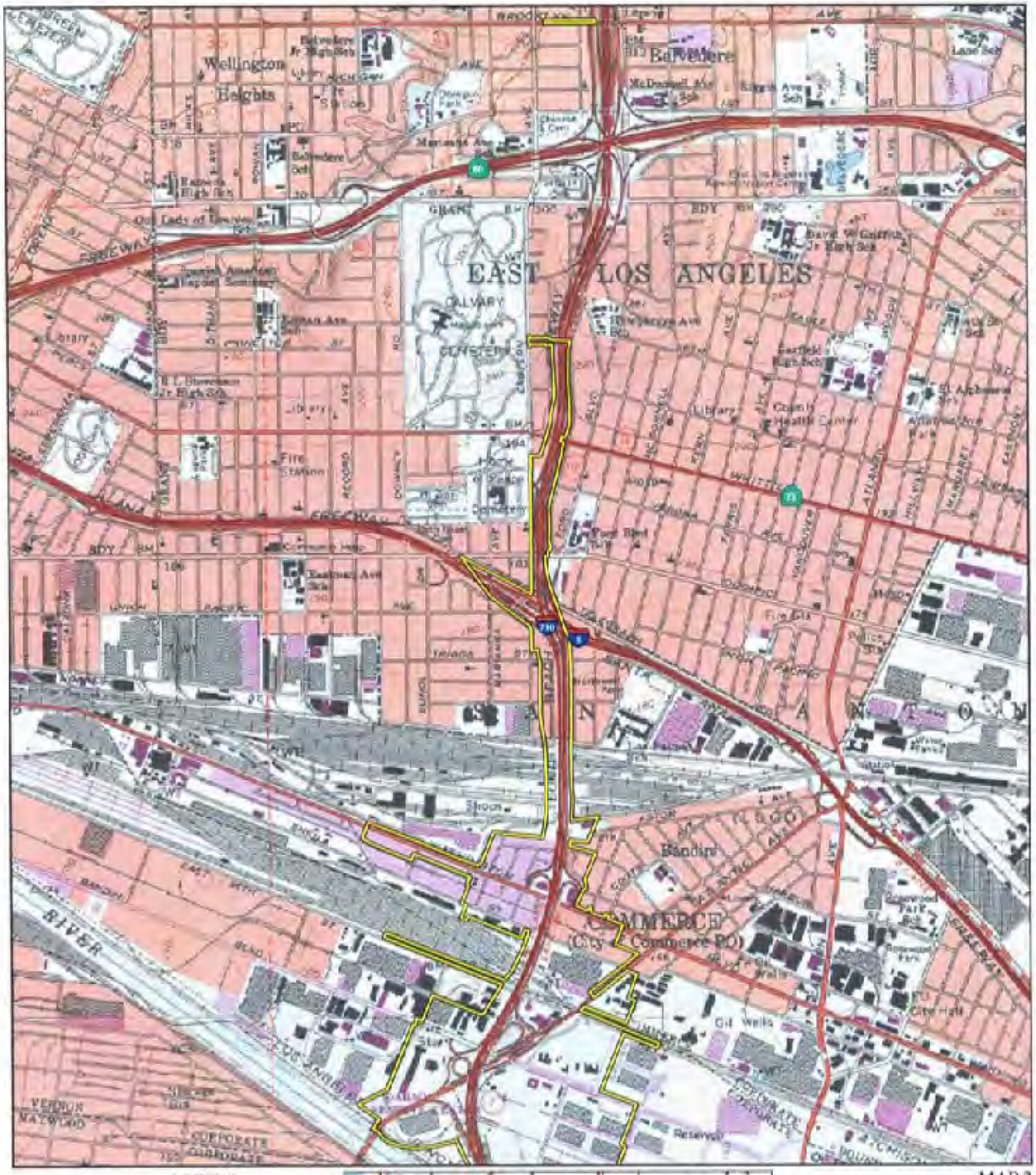

LEGEND

Project Limits

MAP 2
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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Project Location Map
07-LA-710- PM 4.9/24.9
EA 249900

SOURCE: USGS 7.5' Quad: LONG BEACH ('81), SOUTH GATE ('81), LOS ANGELES ('81)

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Caltrans District 7 Project Manager — Date 12/20/2011

Caltrans District 7 Architectural Historian PQS — Date Dec 20, 2011

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometrics
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

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MAP 3
Sheet 1 of 24

PRE-DECISIONAL DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

074-LA-710-PM 4.9/24.9
EA 249900

SOURCE: BING (2009); TBM (2008)

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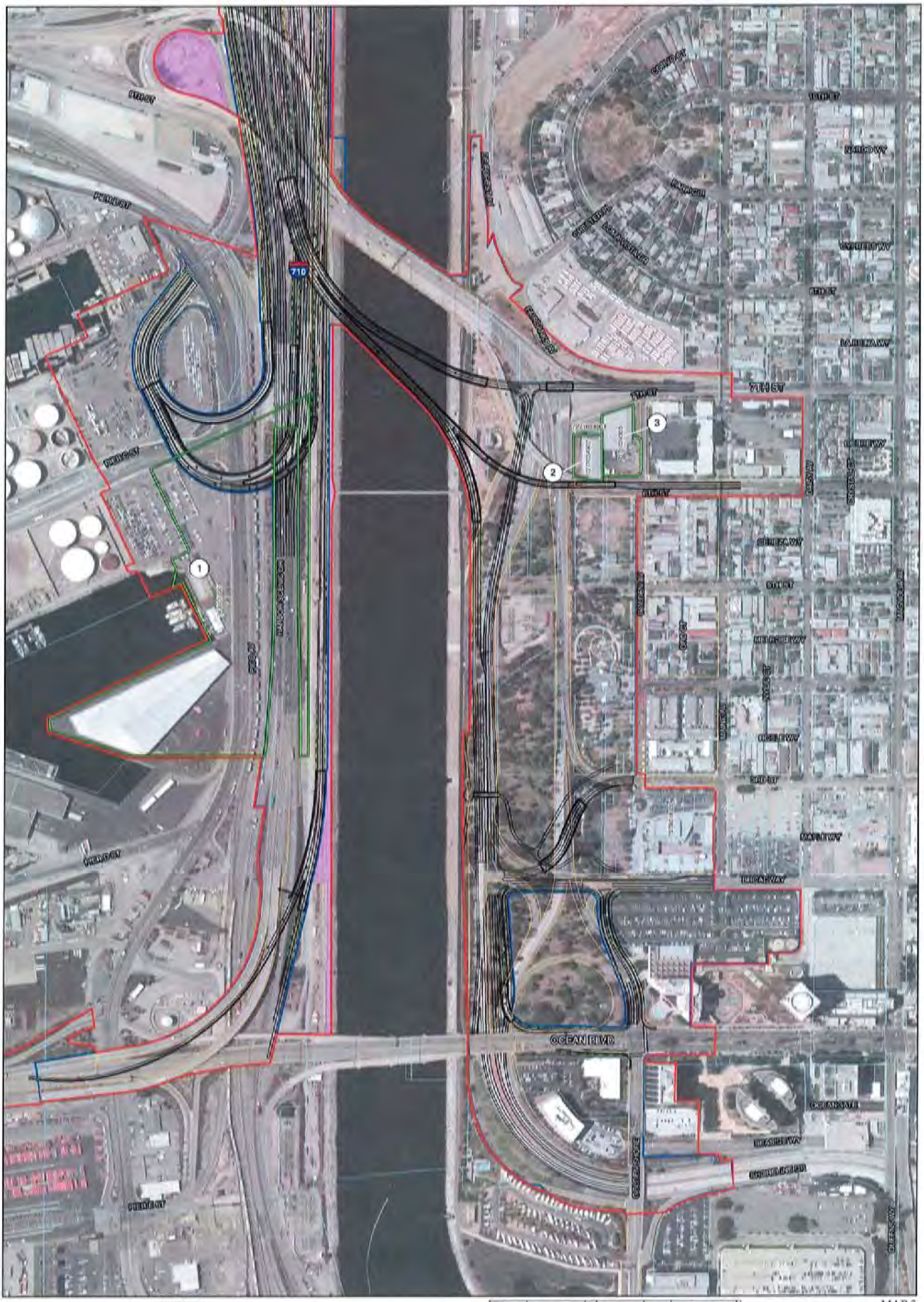

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometries
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400
FEET

SOURCE: BING (2009); TBM (2008)

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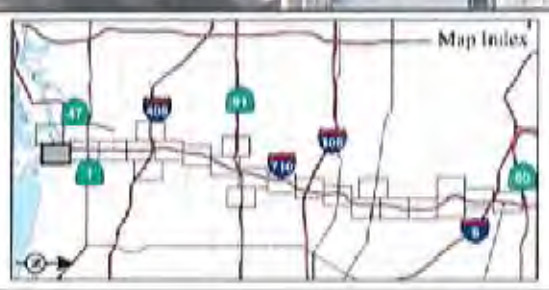

MAP 3
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PRE-DELIBERATIVE DRAFT

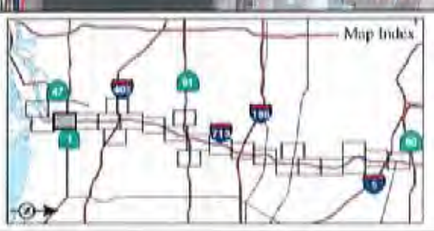
I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710-PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometrics
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)



SOURCE: BING (2009); TBM (2008)

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MAP 3
Sheet 3 of 24

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometries
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400
FEET

SOURCE: BING (2009); TBM (2008)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249800

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometries
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400 FEET

SOURCE: BING (2009); TBM (2008)

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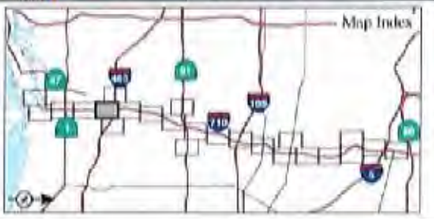

MAP 3
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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometries
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400 FEET

SOURCE: BING (2009); TBM (2008)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project
Corridor Area of
Potential Effects Map
07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometrics
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149, 185-188)

0 200 400
FEET

SOURCE: BING (2009), TBM (2008)
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LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometrics
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400 FEET

SOURCE: BING (2009); TBM (2008)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

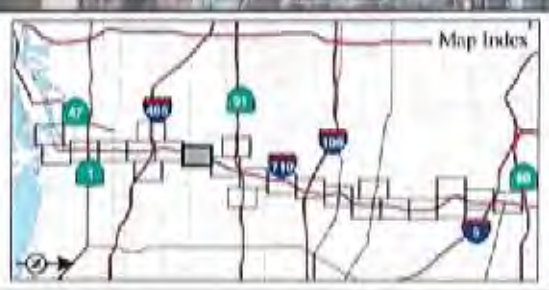
07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometries
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400
FEET

SOURCE: BING (2009); TBM (2008)



MAP 3
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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

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LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometries
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400
FEET

SOURCE: BING (2009); TBM (2008)

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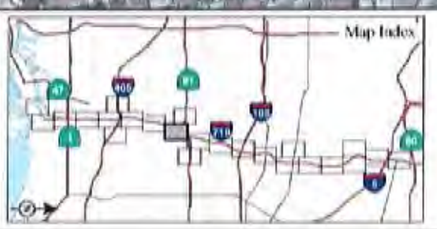

MAP 3
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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometrics
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

Map Index

SOURCE: BING (2009); TBM (2008)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometrics
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

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SOURCE: BING (2009); TBM (2008)

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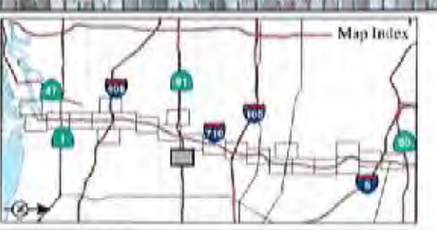

MAP 3
Sheet 12 of 24

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 5A/6B/6C Geometrics
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400
FEET

SOURCE: BING (2009); TBM (2008)

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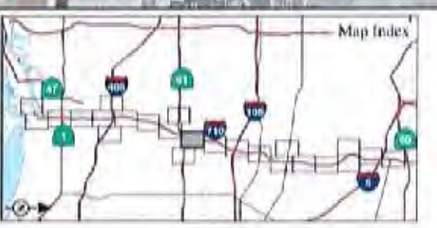


MAP 3
Sheet 13 of 24

PRE-DELIBERATIVE DRAFT

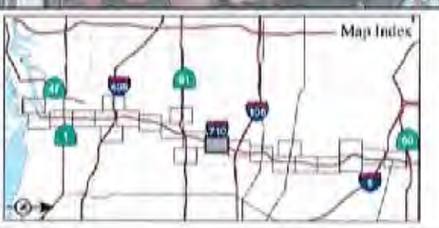
I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometries
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)



SOURCE: BING (2009); TBM (2008)

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MAP 3
Sheet 14 of 24

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249000

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometrics
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400
FEET

SOURCE: BING (2009), TIM (2008)

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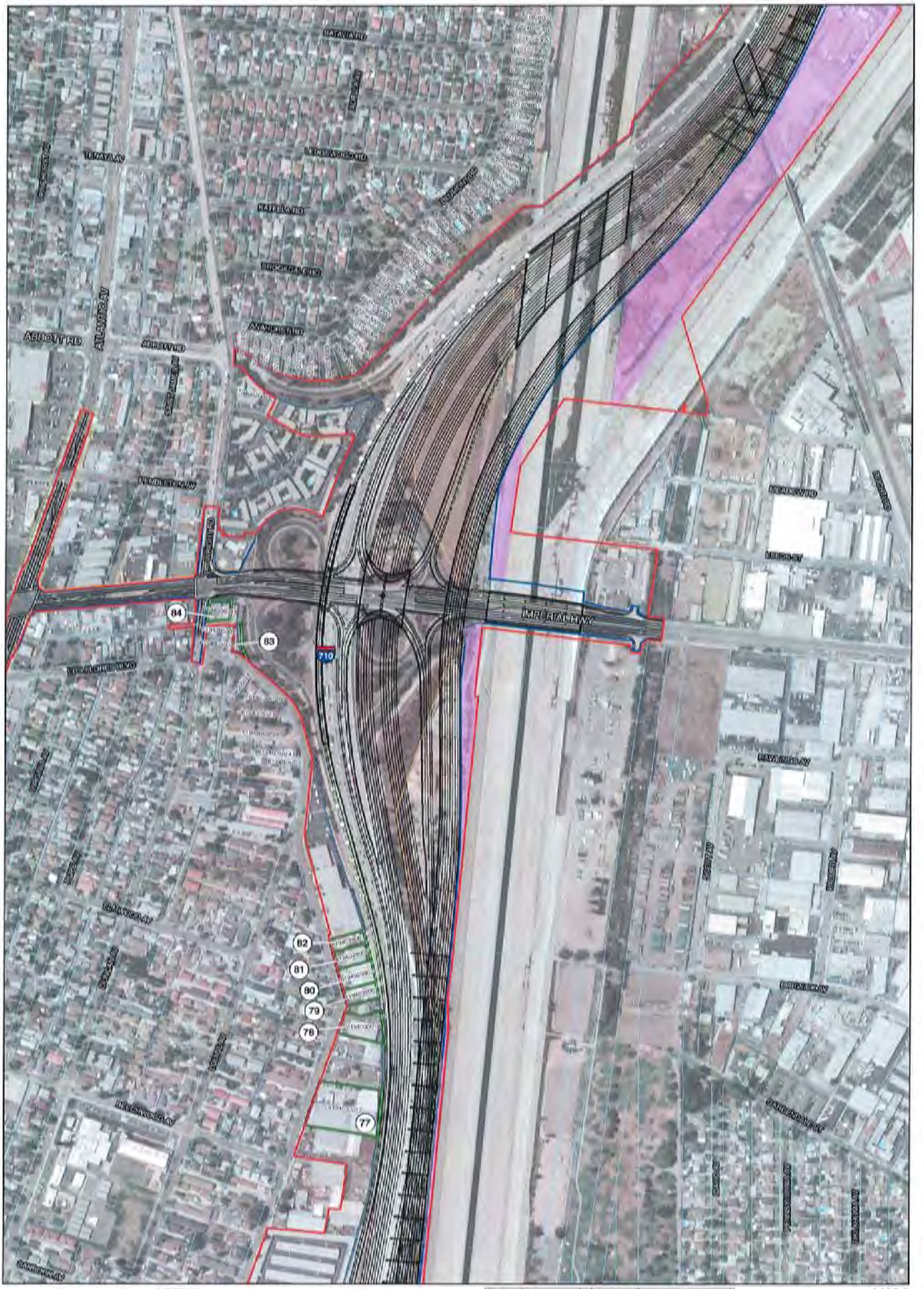
PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

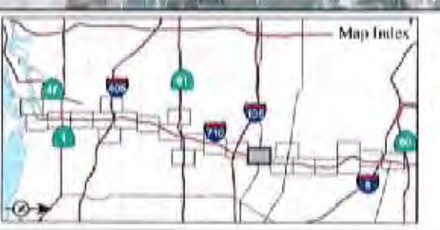
Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900



LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometrics
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)



SOURCE: BING (2009); TBM (2008)

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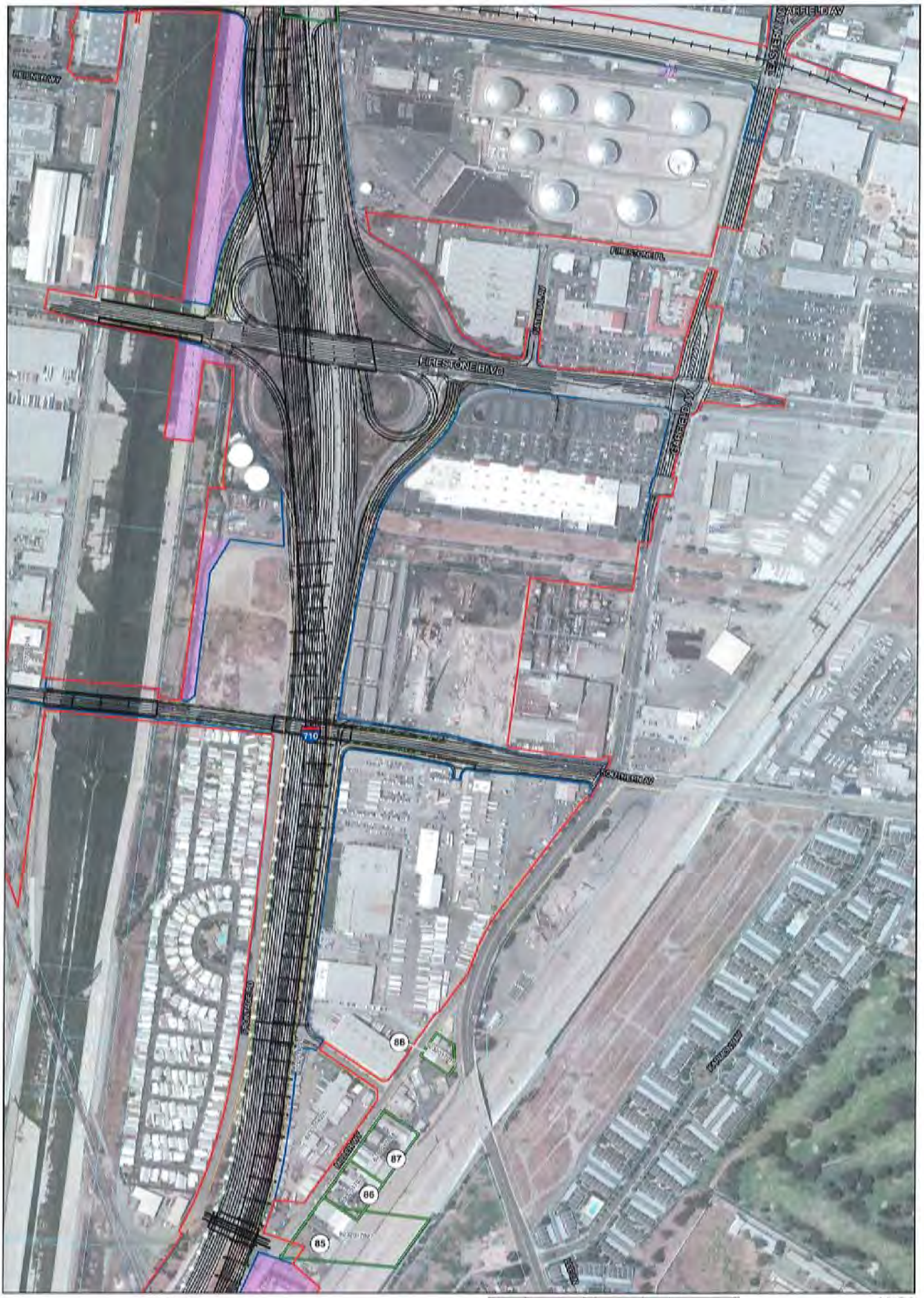
MAP 3
Sheet 16 of 24

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

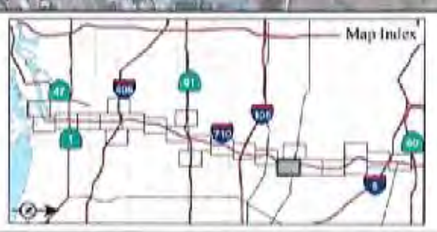
Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900



LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometrics
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)



SOURCE: BING (2009); TRM (2008)

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MAP 3
Sheet 17 of 24

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometrics
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400 FEET

SOURCE: BING (2009); TBM (2008)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometrics
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400 FEET

SOURCE: BING (2009); TBM (2008)

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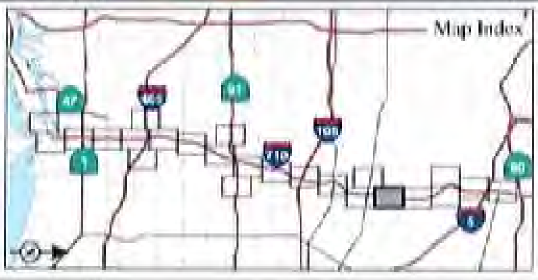

MAP 3

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9

EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometries
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400
FEET

SOURCE: BING (2009); TBM (2008)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Option 1 Geometrics
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400
FEET

SOURCE: BING (2009); THM (2008)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

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LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Option 2 Geometrics
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400 FEET

SOURCE: BING (2009); TBM (2008)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometries
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400
FEET

SOURCE: BING (2009); TBM (2008)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Option 1 Geometries
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400 FEET

SOURCE: BING (2009); TBM (2008)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Option 2 Geometries
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (#) (1-149,185-188)

0 200 400 FEET

SOURCE: BING (2009); TBM (2008)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Alternative 6A/6B/6C Geometrics
- Proposed Bridges and Elevated Structures
- Proposed Retaining Walls
- Potential Sound Barriers
- Existing Caltrans ROW
- Proposed Caltrans ROW
- Temporary Construction Easement
- Parcels
- Resources Evaluated (1-149,185-188)

0 200 400
FEET

SOURCE: BING (2009); TBM (2008)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Corridor Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

Intersection #ID	Intersection Description
#13	Anaheim St & Magnolia
#14	Anaheim St & Pacific Ave
#16	Anaheim St & Cherry Ave
#18	Alameda St & O St
#20	Pacific Coast Hwy & Pacific Ave
#21	PCH & Long Beach Blvd
#25	Alameda St & Sepulveda Blvd
#28	Willow St & Long Beach Blvd
#29	Willow St & Atlantic Blvd
#30	Willow St & Cherry Ave
#35	Del Amo Blvd & Long Beach Blvd
#36	Del Amo Blvd & Atlantic Blvd
#37	Del Amo Blvd & Cherry Ave
#38	Del Amo Blvd & Lakewood Blvd
#39	Artesia Blvd & Long Beach Blvd
#41	Alondra Blvd & Santa Fe Ave
#44	Alondra Blvd & Garfield Ave
#45	Alondra Blvd & Paramount Blvd
#48	Rosecrans Ave & Santa Fe Ave
#49	Rosecrans Ave & Long Beach Blvd
#50	Rosecrans Ave & Atlantic Ave
#51	Rosecrans Ave & Garfield Ave
#52	Rosecrans Ave & Paramount Blvd
#54	Imperial Hwy & Long Beach Blvd
#55	Imperial Hwy & Atlantic Blvd
#57	Imperial Hwy & Paramount Blvd
#59	Firestone Blvd & California Ave
#60	Firestone Blvd & Atlantic Ave
#61	Firestone Blvd & Garfield Ave
#62	Firestone Blvd & Paramount Blvd
#63	Florence Ave & Alameda St
#64	Florence Ave & Atlantic Ave
#68	Slauson Ave & Alameda St
#69	Slauson Ave & Soto St
#71	Slauson Ave & Eastern Ave
#73	Slauson Ave & Garfield Ave
#106	Humphreys Ave & Cesar Chavez Ave
#146	Santa Fe Ave & 223rd St
#151	Slauson Ave & Santa Fe Ave
#152	Pacific Blvd & Gage Ave
#153	Santa Fe Ave & Gage Ave
#161	Del Amo Blvd & Susana Rd

Sheet No.	APE Map Reference Number
1	150
6	151-152
27	153-158
29	159-163
30	164-165
31	166
33	167
34	168
2	169-171
5	172-180
35	181-183
36	184

LEGEND

#18 4 Arterial Intersection Index

Map Sheet Number

Intersection Number

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I-710 Corridor Project

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Area of Potential Effects Map Index

07-LA-710- PM 4.9/24.9

EA 249000

0 0.625 1.25

Miles

SOURCE: BING (2009); URS (7/2011)

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LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

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07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

Arterial Intersections
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07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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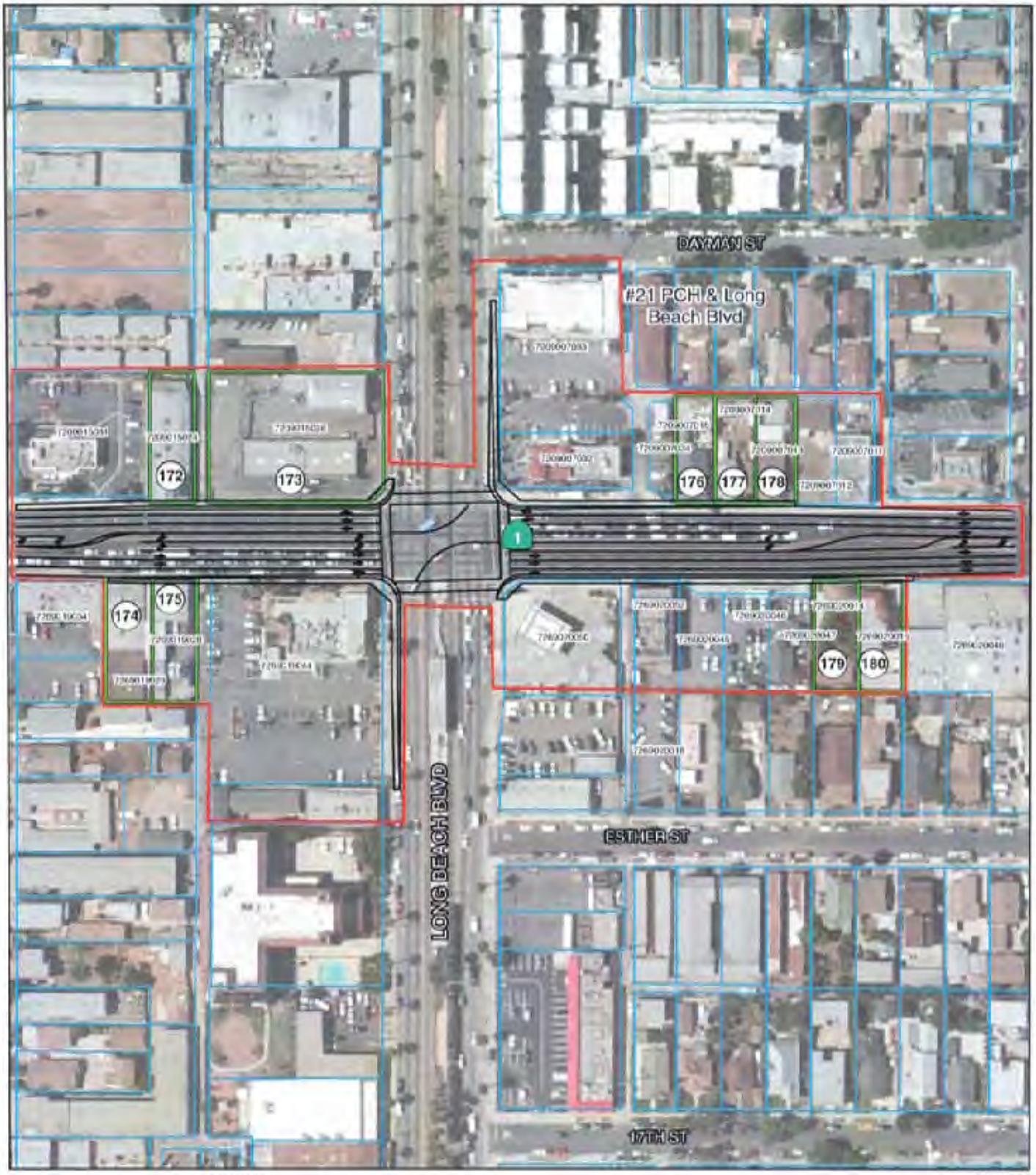
PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900



LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

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07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

Arterial Intersections
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07-LA-710- PM 4.9/24.9
EA 249000

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 100 200
FEET

SOURCE: BING (2009); URS (7/2011)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
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07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
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07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

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LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249000

LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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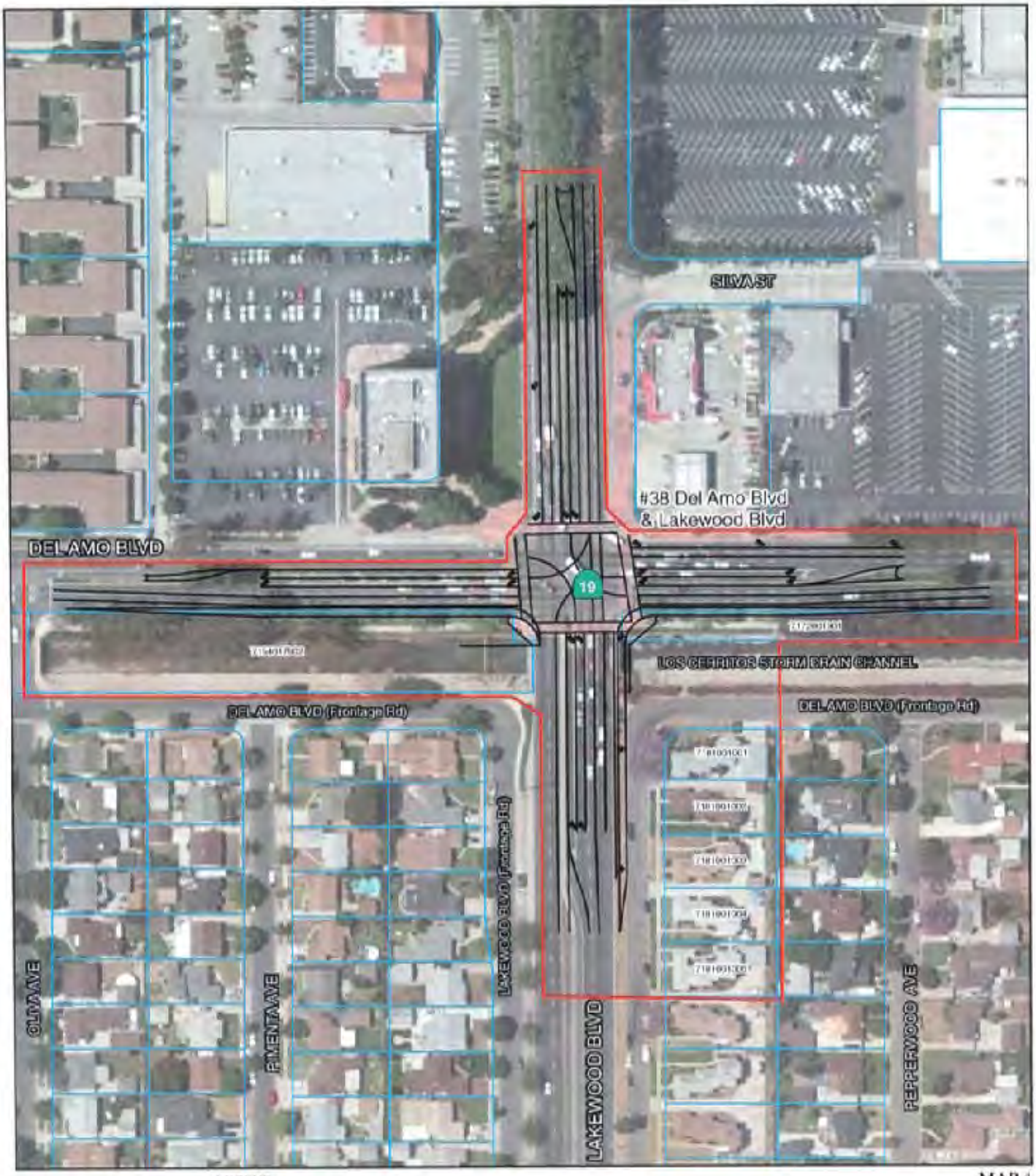
PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249300



LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- (0) Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
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07-LA-710- PM 4.9/24.9
EA 249000

LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

Arterial Intersections
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07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150

FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 240900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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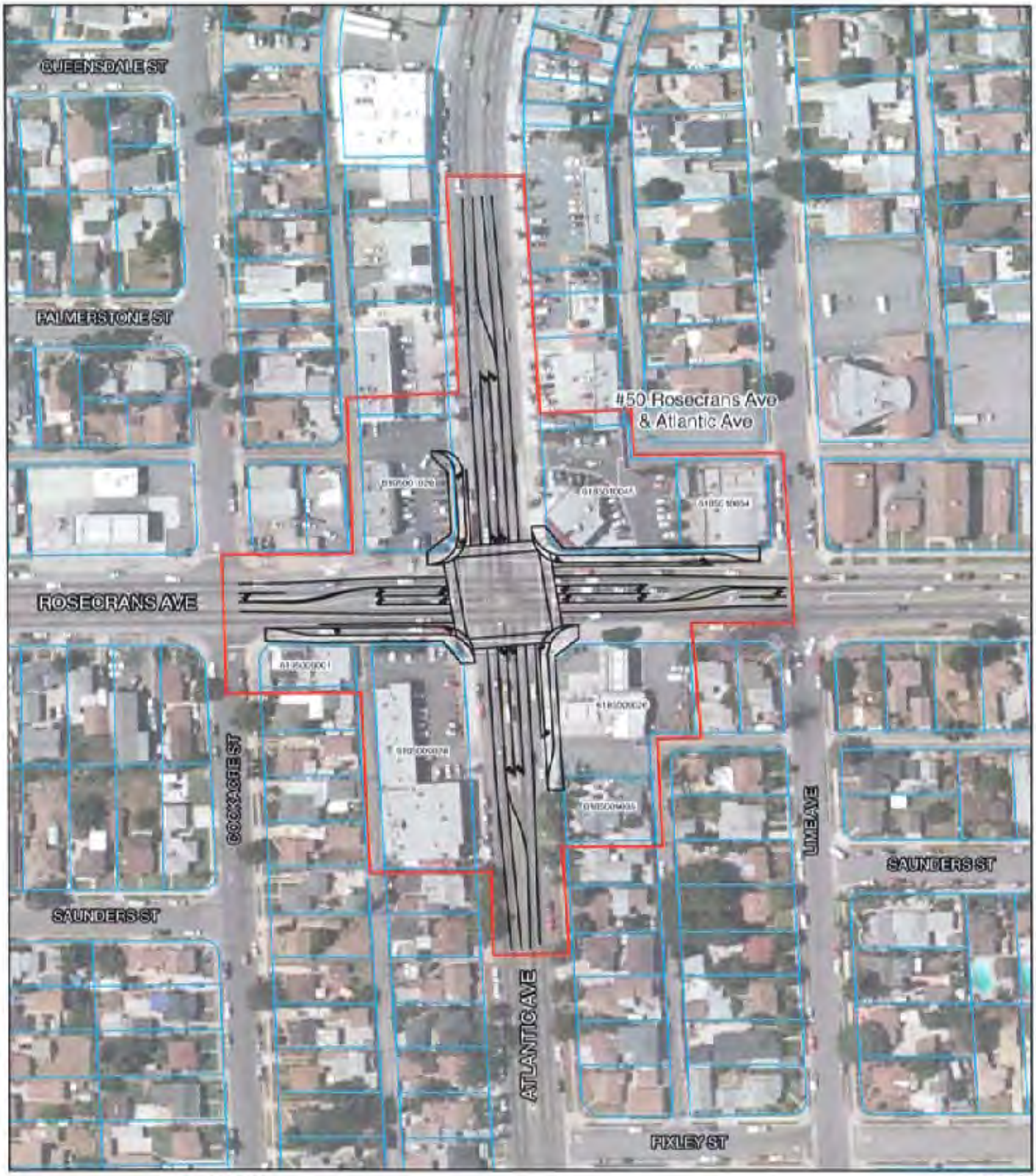
PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900



LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

Arterial Intersections
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EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

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07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 100 200
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

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EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

Arterial Intersections
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07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 25 50
FEET

SOURCE: BING (2009); URS (7/2011)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

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EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- (0) Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
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07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

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07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- (150) Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009), URS (7/2011)

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I-710 Corridor Project

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EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150

FEET

SOURCE: BING (2009); URS (7/2011)

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PRE-DELIBERATIVE DRAFT

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07-LA-710- PM 4.9/24.9
EA 249930

LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

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07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

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07-LA-710: PM 4.9/24.9
EA 249600

LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

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07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

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07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

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EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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I-710 Corridor Project

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07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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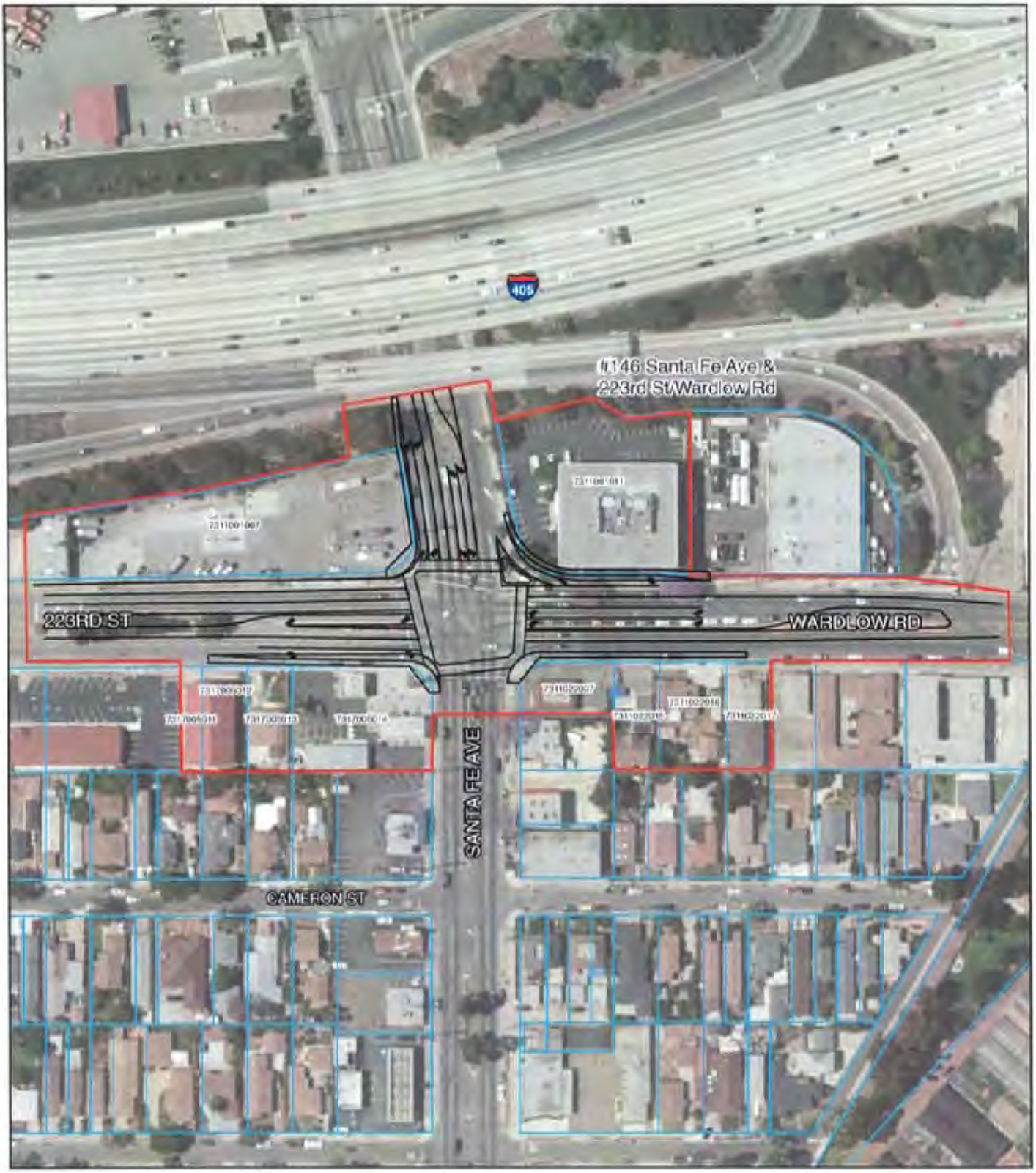
PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900



LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

I:\URS0801A\GIS\Cultural\APE_Map_Intersections_150Scale.mxd (9/29/11)

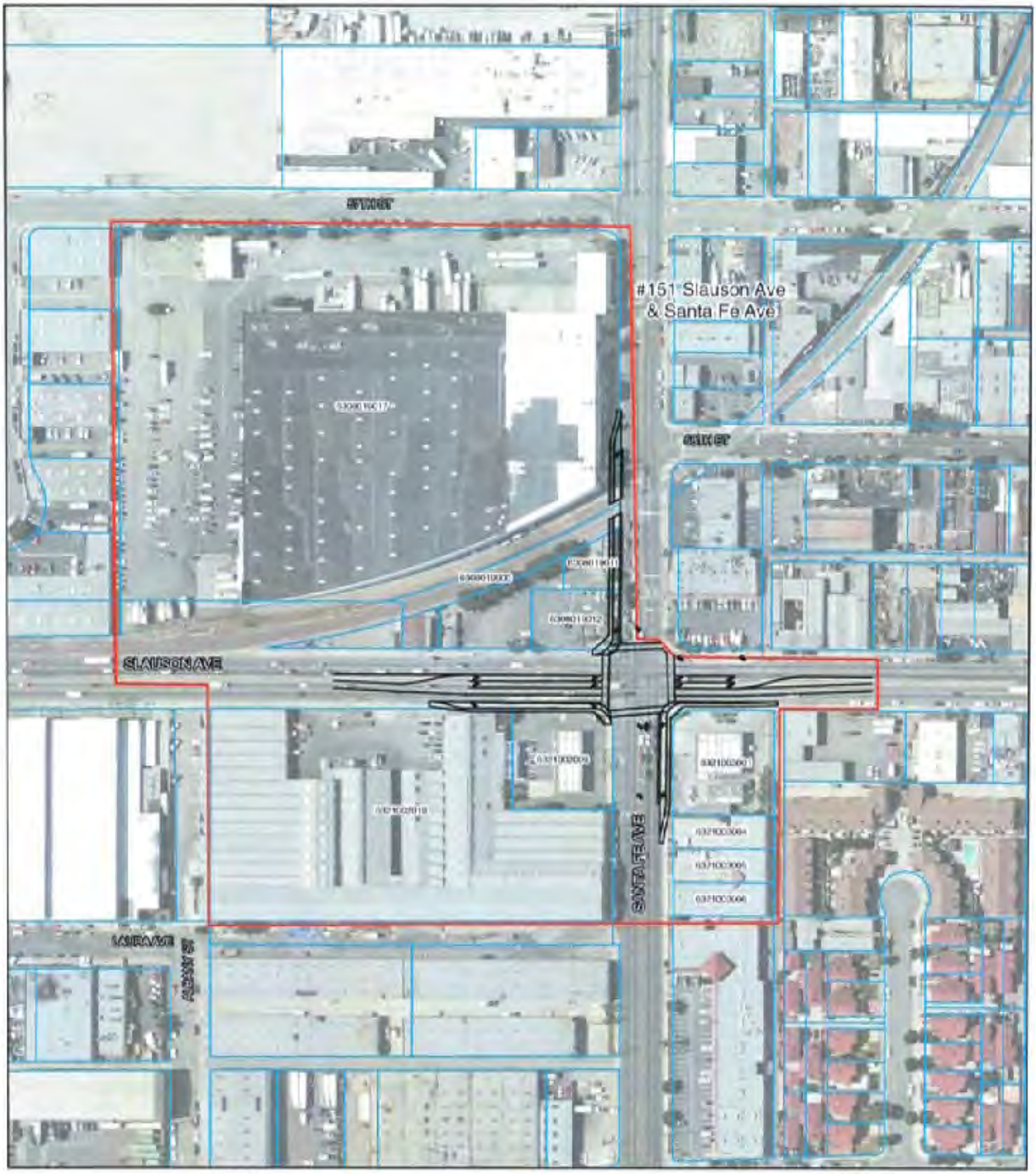
MAP 4
Sheet 38 of 42

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900



LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 100 200
FEET

SOURCE: BING (2009); URS (7/2011)

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MAP 4
Sheet 39 of 42

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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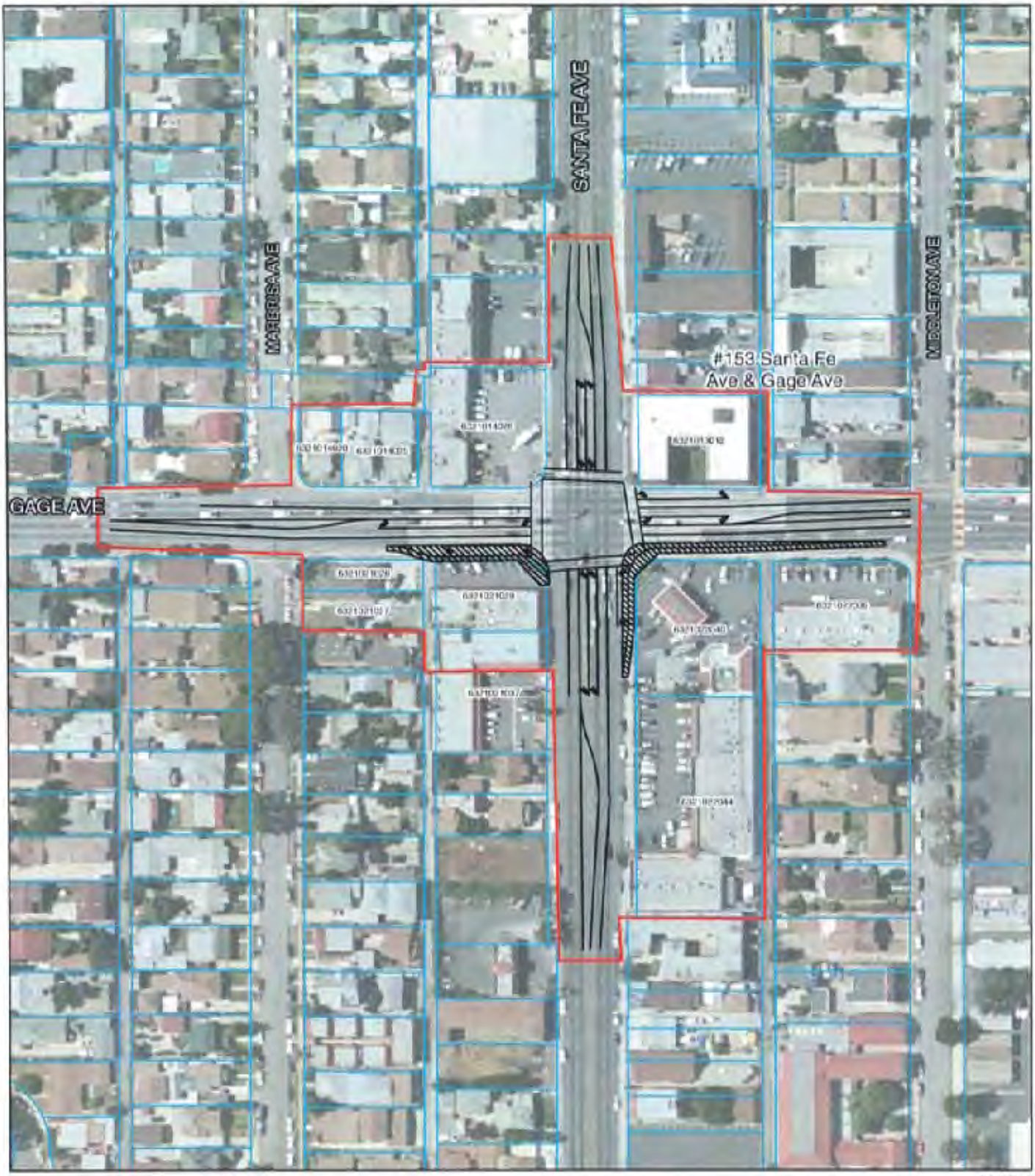
MAP 4
Sheet 40 of 42

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249000



LEGEND

- Area of Potential Effects
- Parcels
- Geometrics
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009); URS (7/2011)

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MAP 4
Sheet 41 of 42

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710-PM 4.9/24.9
EA 249900

LEGEND

- Area of Potential Effects
- Parcels
- Geometries
- Resources Evaluated (150-184)

0 75 150
FEET

SOURCE: BING (2009), URS (7/2011)

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MAP 4
Sheet 42 of 42

PRE-DELIBERATIVE DRAFT

I-710 Corridor Project

Arterial Intersections
Area of Potential Effects Map

07-LA-710- PM 4.9/24.9
EA 249900

HISTORIC PROPERTY SURVEY REPORT

ATTACHMENT B

CALIFORNIA HISTORIC BRIDGE INVENTORY SHEETS

Structure Maintenance & Investigations

SM&I

Historical Significance - State Agency Bridges

June 2011

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 0691	KINGSLEY AVENUE PUC	07-LA--LA	5. Bridge not eligible for NRHP	1950	
53 0692	ECHO PARK PUC	07-LA-101-2.42-LA	5. Bridge not eligible for NRHP	1950	
53 0695	SEPULVEDA BLVD UC	07-LA-405-34.76-LA	5. Bridge not eligible for NRHP	1962	
53 0696	ODIN STREET UC	07-LA-101-7.74-LA	5. Bridge not eligible for NRHP	1954	1966
53 0697L	FRESNO STREET POC	07-LA-060-R1.06-LA	5. Bridge not eligible for NRHP	1966	
53 0701	VENICE BLVD SEPARATION	07-LA-405-27.95-CLC	5. Bridge not eligible for NRHP	1959	2008
53 0702R	FRESNO STREET PUC	07-LA-060-R1.05-LA	5. Bridge not eligible for NRHP	1966	
53 0703	NATIONAL BLVD UC	07-LA-405-29.16-LA	5. Bridge not eligible for NRHP	1959	
53 0703G	N405-E&W10 CONNECTOR OC	07-LA-405-29.16-LA	5. Bridge not eligible for NRHP	1964	
53 0704	EXPOSITION OH	07-LA-405-29.85-LA	5. Bridge not eligible for NRHP	1959	
53 0704F	S405-E&W10 CONNECTOR OC	07-LA-405-29.85-LA	5. Bridge not eligible for NRHP	1964	
53 0706	OLYMPIC BLVD UC	07-LA-405-30.18-LA	5. Bridge not eligible for NRHP	1959	2008
53 0707F	S110-W10 CONNECTOR VIADUCT	07-LA-110-21.71-LA	5. Bridge not eligible for NRHP	1962	
53 0708	ROUTE 405/2 SEPARATION	07-LA-405-30.86-LA	5. Bridge not eligible for NRHP	1959	2006
53 0710	WILSHIRE BLVD UC	07-LA-405-31.54	5. Bridge not eligible for NRHP	1957	2006
53 0711	CONSTITUTION AVENUE UC	07-LA-405-31.9	5. Bridge not eligible for NRHP	1957	
53 0712	MONTANA AVENUE UC	07-LA-405-32.50-LA	5. Bridge not eligible for NRHP	1956	
53 0713	SUNSET BLVD OC	07-LA-405-33-LA	5. Bridge not eligible for NRHP	1955	
53 0714	CHURCH LANE UC	07-LA-405-33.2-LA	5. Bridge not eligible for NRHP	1955	1978
53 0719	DOMINGUEZ CHANNEL	07-LA-001-8.62-LA	5. Bridge not eligible for NRHP	1948	
53 0720	BELL CREEK	07-LA-027-14.27-LA	5. Bridge not eligible for NRHP	1949	1962
53 0722	FOUNTAIN AVENUE OC	07-LA-101-5.94-LA	5. Bridge not eligible for NRHP	1951	
53 0724	BRONSON AVENUE OC	07-LA-101-6.65-LA	5. Bridge not eligible for NRHP	1977	
53 0725	ROUTE 1/710 SEPARATION	07-LA-001-7.29-LBCH	5. Bridge not eligible for NRHP	1952	1957
53 0726	WILLOW STREET OC	07-LA-710-7.69-LBCH	5. Bridge not eligible for NRHP	1947	
53 0727	WARDLOW ROAD OC	07-LA-710-R9.67-LBCH	5. Bridge not eligible for NRHP	1949	
53 0728K	FRANKLIN AVE UC (OFF-RAMP)	07-LA-101-7.2-LA	5. Bridge not eligible for NRHP	1953	
53 0729L	ROUTE 101/170 SEPARATION	07-LA-101-7.84-LA	5. Bridge not eligible for NRHP	1954	1977
53 0730	SAN FERNANDO ROAD OH	07-LA-005-R43.84-LA	5. Bridge not eligible for NRHP	1975	
53 0731	WILTON PLACE OC	07-LA-101-6.15-LA	5. Bridge not eligible for NRHP	1951	
53 0732K	VAN NESS AVENUE OFFRAMP UC	07-LA-101-6.41-LA	5. Bridge not eligible for NRHP	1977	
53 0734	BERKSHIRE PLACE UC	07-LA-210-R21.53-LCF	5. Bridge not eligible for NRHP	1974	
53 0738	GETTY CENTER DRIVE UC	07-LA-405-34.21-LA	5. Bridge not eligible for NRHP	1952	
53 0739	MULHOLLAND DRIVE OC	07-LA-405-37.03-LA	2. Bridge is eligible for NRHP	1959	
53 0740	SEPULVEDA BLVD UC	07-LA-405-38.69-LA	5. Bridge not eligible for NRHP	1952	1969
53 0741	VENTURA BLVD UC	07-LA-405-39-LA	5. Bridge not eligible for NRHP	1956	2008
53 0741G	N405-101 CN OC	07-LA-405-39-LA	5. Bridge not eligible for NRHP	1956	1985
53 0742K	3RD STREET SB ON-RAMP OC	07-LA-110-23.17-LA	5. Bridge not eligible for NRHP	1951	1972
53 0743	SAN FERNANDO ROAD UC	07-LA-002-16.02-LA	5. Bridge not eligible for NRHP	1958	1978
53 0744	4TH STREET OC (NORTH)	07-LA-110-23.01-LA	5. Bridge not eligible for NRHP	1951	
53 0745K	5TH STREET SB ON-RAMP OC	07-LA-110-22.88-LA	5. Bridge not eligible for NRHP	1963	
53 0746	6TH STREET OC	07-LA-110-22.8-LA	5. Bridge not eligible for NRHP	1963	
53 0747K	6TH ST S/B OFF-RAMP OC	07-LA-110-22.76-LA	5. Bridge not eligible for NRHP	1963	

Structure Maintenance & Investigations

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Historical Significance - State Agency Bridges

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District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 0813	ORR AND DAY ROAD OH	07-LA-005-5.92-NRW	5. Bridge not eligible for NRHP	1953	
53 0814L	FIRESTONE BLVD OFF-RAMP UC	07-LA-005-3.84-NRW	5. Bridge not eligible for NRHP	1954	
53 0815	LACTC ACCESS ROAD OC	07-LA-710-R10.31-LBCH	5. Bridge not eligible for NRHP	1954	1989
53 0816	DOMINGUEZ STREET UP	07-LA-710-10.28-LBCH	4. Historical Significance not determined	1954	
53 0817	COMPTON CREEK	07-LA-710-10.59-LBCH	5. Bridge not eligible for NRHP	1953	1966
53 0818	DEL AMO BLVD UC	07-LA-710-10.82-LBCH	5. Bridge not eligible for NRHP	1953	1966
53 0819	LONG BEACH BLVD OC	07-LA-710-12.01-LBCH	5. Bridge not eligible for NRHP	1974	
53 0820	ARTESIA BLVD OC	07-LA-091-11.6-LBCH	5. Bridge not eligible for NRHP	1953	
53 0821	ATLANTIC AVENUE UC	07-LA-710-13.62-COM	5. Bridge not eligible for NRHP	1954	1971
53 0822	ALONDRA BLVD OC	07-LA-710-13.95-COM	5. Bridge not eligible for NRHP	1958	
53 0823	COMPTON BLVD OC	07-LA-710-14.45-PRM	5. Bridge not eligible for NRHP	1986	
53 0824	ROSECRANS AVENUE OC	07-LA-710-14.98-PRM	5. Bridge not eligible for NRHP	1990	
53 0827	IMPERIAL HIGHWAY OC	07-LA-710-16.99-LYN	5. Bridge not eligible for NRHP	1956	
53 0828	LOS ANGELES RIVER	07-LA-710-17.34-SGT	5. Bridge not eligible for NRHP	1955	1965
53 0829	SALT LAKE AVENUE OH	07-LA-710-17.58-SGT	5. Bridge not eligible for NRHP	1957	
53 0830	MILLER WAY UC	07-LA-710-17.68-SGT	5. Bridge not eligible for NRHP	1957	
53 0831	FIRESTONE BLVD OC	07-LA-710-18.44-SGT	5. Bridge not eligible for NRHP	1957	
53 0832	SOUTH GATE UP	07-LA-710-18.74-SGT	4. Historical Significance not determined	1957	
53 0833	CLARA STREET OC	07-LA-710-19.4-BELL	5. Bridge not eligible for NRHP	1957	
53 0834	FLORENCE AVENUE OC	07-LA-710-19.73-BELL	5. Bridge not eligible for NRHP	1957	
53 0835	GAGE AVENUE OC	07-LA-710-20.27-BELL	5. Bridge not eligible for NRHP	1957	
53 0836	EAST WALKER UP	07-LA-710-20.51-BELL	4. Historical Significance not determined	1957	
53 0837	SLAUSON AVENUE OC	07-LA-710-21.03-BELL	5. Bridge not eligible for NRHP	1957	
53 0838	SLAUSON UP	07-LA-710-21.29-BELL	4. Historical Significance not determined	1955	
53 0839	CHELI DEPOT OH	07-LA-710-21.6-BELL	5. Bridge not eligible for NRHP	1957	
53 0839K	CHELI DEPOT OH (RAMP)	07-LA-710-21.79-BELL	5. Bridge not eligible for NRHP	1957	
53 0840	HOBART YARD OH	07-LA-710-22.17-VER	5. Bridge not eligible for NRHP	1954	1997
53 0841	WASHINGTON BLVD UC	07-LA-710-22.45-CMRC	5. Bridge not eligible for NRHP	1955	1997
53 0842	EAST YARD OH	07-LA-710-22.66-CMRC	5. Bridge not eligible for NRHP	1954	1997
53 0843	CARSON STREET UC	07-LA-710-9.78-LBCH	5. Bridge not eligible for NRHP	1954	1981
53 0844	PIONEER BLVD UC	07-LA-005-5.12-NRW	5. Bridge not eligible for NRHP	1954	1958
53 0845	INTERNATIONAL AIRPORT OC	07-LA-001-26.18-LA	5. Bridge not eligible for NRHP	1952	2001
53 0848	SIERRA HIGHWAY SEPARATION	07-LA-005-C45.49-LA	5. Bridge not eligible for NRHP	1955	1984
53 0848G	N5TRK-N14 CONNECTOR OC	07-LA-005-C45.49-LA	5. Bridge not eligible for NRHP	1975	
53 0849	WELDON CANYON OH	07-LA-005-C45.75	5. Bridge not eligible for NRHP	1955	1975
53 0849K	WELDON CANYON OH	07-LA-005-C45.76	5. Bridge not eligible for NRHP	1971	1995
53 0850	PACIFIC WAY OH	07-LA-710-22.41-CMRC	5. Bridge not eligible for NRHP	1954	
53 0851	DUDLEY STREET OC	07-LA-010-44.19-POM	5. Bridge not eligible for NRHP	1969	
53 0852M	CLEVELAND STREET PUC	07-LA-010-44.7-POM	5. Bridge not eligible for NRHP	1954	1969
53 0853	WHITE AVENUE UC	07-LA-010-45.28-POM	5. Bridge not eligible for NRHP	1954	1969
53 0854	PARK AVENUE UC	07-LA-010-45.55-POM	5. Bridge not eligible for NRHP	1954	1969
53 0855	GAREY AVENUE UC	07-LA-010-45.73-POM	5. Bridge not eligible for NRHP	1954	1969
53 0856	21ST STREET POC	07-LA-110-21.04-LA	5. Bridge not eligible for NRHP	1954	1964

Structure Maintenance & Investigations

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Historical Significance - State Agency Bridges

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District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ed
53 0857	TWELFTH STREET UC	07-LA-110-21.88-LA	5. Bridge not eligible for NRHP	1953	1964
53 0858	TOWNE AVENUE UC	07-LA-010-46.4-POM	5. Bridge not eligible for NRHP	1954	1969
53 0859	SAN ANTONIO AVENUE UC	07-LA-010-46.72-POM	5. Bridge not eligible for NRHP	1954	1969
53 0860	INDIAN HILL BLVD UC	07-LA-010-47.74-CLA	5. Bridge not eligible for NRHP	1954	1969
53 0863	STATE COLLEGE RAMP UP	07-LA-010-21.1-LA	5. Bridge not eligible for NRHP	1974	
53 0865K	GOWER STREET OFF-RAMP	07-LA-101-7.04-LA	5. Bridge not eligible for NRHP	1977	
53 0866K	CAHUENGA BLVD UC	07-LA-101-8.25-LA	5. Bridge not eligible for NRHP	1954	
53 0867	EAST EL MONTE OH	07-LA-010-29.81-EMTE	5. Bridge not eligible for NRHP	1958	1961
53 0868L	CROWN VALLEY ROAD UC	07-LA-014-R48.61	5. Bridge not eligible for NRHP	1965	2000
53 0868R	CROWN VALLEY ROAD UC	07-LA-014-R48.61	5. Bridge not eligible for NRHP	1965	2002
53 0869	TRIGGS STREET UC	07-LA-710-23.14-CMRC	5. Bridge not eligible for NRHP	1955	1967
53 0870	VIA VERDE UC	07-LA-010-40.46	5. Bridge not eligible for NRHP	1958	1975
53 0871L	SANTIAGO ROAD UC	07-LA-014-R50.75	5. Bridge not eligible for NRHP	1965	2002
53 0871R	SANTIAGO ROAD UC	07-LA-014-R50.75	5. Bridge not eligible for NRHP	1965	2002
53 0874	FAIRPLEX DRIVE OC	07-LA-010-43.66-POM	5. Bridge not eligible for NRHP	1969	
53 0875S	ATLANTIC BLVD UC, N/B ON-RAMP	07-LA-710-22-VER	5. Bridge not eligible for NRHP	1957	
53 0876K	BANDINI BLVD UC OFF-RAMP	07-LA-710-21.99-VER	5. Bridge not eligible for NRHP	1957	
53 0877	BANDINI BLVD UC	07-LA-710-21.99-VER	5. Bridge not eligible for NRHP	1957	1957
53 0879	ESTARA AVENUE OC	07-LA-002-16.38-LA	5. Bridge not eligible for NRHP	1976	
53 0880	ELEVENTH STREET UC	07-LA-110-21.99-LA	5. Bridge not eligible for NRHP	1953	
53 0882	ROUTE 10/W10-S605&S605-E10 SEPARATION	07-LA-010-31.11-BWP	5. Bridge not eligible for NRHP	1956	
53 0883	LEXINGTON AVENUE UC	07-LA-010-28.84-EMTE	5. Bridge not eligible for NRHP	1956	2004
53 0884	MANZANAR AVENUE PUC	07-LA-005-8.4-DNY	5. Bridge not eligible for NRHP	1953	1982
53 0886S	ARROYO SECO (MARMION WAY)	07-LA-110-29.2-LA	2. Bridge is eligible for NRHP	1940	
53 0887	PICO BLVD UC	07-LA-110-21.76-LA	5. Bridge not eligible for NRHP	1953	1999
53 0888	VENICE BLVD UC	07-LA-110-21.5-LA	5. Bridge not eligible for NRHP	1953	1962
53 0889	WASHINGTON BLVD UC	07-LA-110-21.24-LA	5. Bridge not eligible for NRHP	1964	1981
53 0891	FIGUEROA STREET OC	07-LA-110-20.92-LA	5. Bridge not eligible for NRHP	1964	
53 0893	ADAMS BLVD OC	07-LA-110-20.71-LA	5. Bridge not eligible for NRHP	1959	1996
53 0894	28TH STREET OC	07-LA-110-20.58-LA	5. Bridge not eligible for NRHP	1996	
53 0896	30TH STREET OC	07-LA-110-20.46-LA	5. Bridge not eligible for NRHP	1996	
53 0897	JEFFERSON BLVD UC	07-LA-110-20.21-LA	5. Bridge not eligible for NRHP	1995	
53 0898	EXPOSITION OH	07-LA-110-20-LA	5. Bridge not eligible for NRHP	1959	1996
53 0899	37TH STREET UC	07-LA-110-19.93-LA	5. Bridge not eligible for NRHP	1996	
53 0901L	39TH STREET UC	07-LA-110-19.68-LA	4. Historical Significance not determined	1996	
53 0901R	39TH STREET UC	07-LA-110-19.68-LA	4. Historical Significance not determined	1996	
53 0902	MARTIN LUTHER KING JR BLVD UC	07-LA-110-19.5-LA	5. Bridge not eligible for NRHP	1956	1996
53 0904	43RD STREET OC	07-LA-110-19.12-LA	4. Historical Significance not determined	1993	
53 0905	42ND STREET OC	07-LA-110-19.25-LA	5. Bridge not eligible for NRHP	1993	
53 0906	VERNON AVENUE OC	07-LA-110-19-LA	5. Bridge not eligible for NRHP	1993	
53 0907	47TH STREET OC	07-LA-110-18.81-LA	5. Bridge not eligible for NRHP	1995	
53 0908	49TH STREET OC	07-LA-110-18.62-LA	4. Historical Significance not determined	1994	
53 0909	51ST STREET OC	07-LA-110-18.49-LA	4. Historical Significance not determined	1994	

Structure Maintenance & Investigations

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Historical Significance - State Agency Bridges

June 2011

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 0966	SEPULVEDA BLVD UC	07-LA-110-6.45-LA	5. Bridge not eligible for NRHP	1962	
53 0967	WEST WATSON OH	07-LA-110-6.11-LA	5. Bridge not eligible for NRHP	1962	
53 0968	LOMITA BLVD UC	07-LA-110-4.63-LA	5. Bridge not eligible for NRHP	1962	
53 0969	ROUTE 110/1 SEPARATION	07-LA-110-4.06-LA	5. Bridge not eligible for NRHP	1956	1995
53 0970	ROBIDOUX STREET PUC	07-LA-110-3.9-LA	5. Bridge not eligible for NRHP	1956	1993
53 0971	L STREET UC	07-LA-110-R3.75-LA	5. Bridge not eligible for NRHP	1956	1991
53 0972	GRANT STREET PUC	07-LA-110-3.6-LA	5. Bridge not eligible for NRHP	1956	1991
53 0973	ANAHEIM STREET UC	07-LA-110-3.26-LA	5. Bridge not eligible for NRHP	1956	1991
53 0974	F STREET PUC	07-LA-110-3.1-LA	5. Bridge not eligible for NRHP	1956	
53 0975	E STREET UC	07-LA-110-2.97-LA	5. Bridge not eligible for NRHP	1956	1991
53 0976	"C" STREET UC	07-LA-110-2.77-LA	5. Bridge not eligible for NRHP	1956	1991
53 0977	UNION OIL OH	07-LA-110-2.5-LA	5. Bridge not eligible for NRHP	1956	1991
53 0978	ANGELES CREST TUNNEL #2	07-LA-002-62.97	4. Historical Significance not determined	1950	
53 0979	SIERRA HIGHWAY OC	07-LA-014-R52.17	5. Bridge not eligible for NRHP	1965	
53 0980	MOUNTAIN SPRINGS ROAD OC	07-LA-014-R53.8	5. Bridge not eligible for NRHP	1965	
53 0981	117TH STREET OC	07-LA-110-13.72-LA	5. Bridge not eligible for NRHP	1985	
53 0985S	ARRO SECO AVENUE 43	07-LA-110-27.08-LA	2. Bridge is eligible for NRHP	1940	
53 0986S	ARRO SECO AVENUE 60 RAMP	07-LA-110-28.86-LA	2. Bridge is eligible for NRHP	1940	
53 0988T	AVENUE 60 RAMP PUC	07-LA-110-28.86-LA	2. Bridge is eligible for NRHP	1940	
53 0989K	HIGHLAND AVENUE PUC	07-LA-101-8.15-LA	5. Bridge not eligible for NRHP	1954	
53 0990	LEONIS STREET PUC	07-LA-710-22.6-CMRC	5. Bridge not eligible for NRHP	1954	
53 0991	SAN JOSE WASH	07-LA-010-44.89-POM	5. Bridge not eligible for NRHP	1954	
53 0993M	SUNSET BLVD STORM DRAIN	07-LA-001-39.33-LA	5. Bridge not eligible for NRHP	1969	
53 0994	EDISON COMPANY UC	07-LA-710-6.63-LBCH	5. Bridge not eligible for NRHP	1954	
53 0994G	N405-N710 CONNECTOR OC	07-LA-405-7.66-LBCH	5. Bridge not eligible for NRHP	1961	
53 0996L	WELDON CANYON ROAD UC	07-LA-005-C45.86	5. Bridge not eligible for NRHP	1965	
53 0996R	WELDON CANYON ROAD UC	07-LA-005-C45.86	5. Bridge not eligible for NRHP	1975	
53 0997	DEL AMO FLOOD CONTROL CHANNEL	07-LA-019-3.96-LBCH	5. Bridge not eligible for NRHP	1952	
53 0998	LEWIS ROAD POC	07-LA-101-33.99-AGRH	5. Bridge not eligible for NRHP	1963	1973
53 1001	CONVAIR UC	07-LA-071-1.43-POM	5. Bridge not eligible for NRHP	1952	
53 1003	SILVER BOW POC	07-LA-005-3.97-NRW	5. Bridge not eligible for NRHP	1954	
53 1004S	SIERRA HIGHWAY UC	07-LA-014-R54.5	5. Bridge not eligible for NRHP	1965	
53 1005	VINCENT RAMP UC	07-LA-014-R54.55	5. Bridge not eligible for NRHP	1965	2006
53 1007	JUAREZ STREET UP	07-LA-072-6.81-WIT	4. Historical Significance not determined	1953	
53 1008K	ATLANTIC BLVD S/B ON-RAMP	07-LA-710-21.91-BELL	5. Bridge not eligible for NRHP	1957	
53 1009	ATLANTIC BLVD UC	07-LA-710-21.82-BELL	5. Bridge not eligible for NRHP	1957	1967
53 1010	FLOWER STREET OC	07-LA-110-20.76-LA	5. Bridge not eligible for NRHP	1956	
53 1011	LOS ANGELES AQUEDUCT CHANNEL	07-LA-005-R44.4-LA	5. Bridge not eligible for NRHP	1965	1970
53 1012	LOS ANGELES AQUEDUCT PENSTOCK	07-LA-005-R44.41-LA	5. Bridge not eligible for NRHP	1970	
53 1013	SIERRA HIGHWAY OC	07-LA-014-24.3	5. Bridge not eligible for NRHP	1965	
53 1015	SHOEMAKER AVENUE OC	07-LA-005-3.04-NRW	5. Bridge not eligible for NRHP	1955	
53 1016S	3RD STREET PUC	07-LA-110-23.49-LA	5. Bridge not eligible for NRHP	1952	
53 1019	COLLEGE AVENUE PUC	07-LA-010-48-CLA	5. Bridge not eligible for NRHP	1954	1969

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Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 1021C	BALDWIN AVENUE UC WB BUSWAY	07-LA-010-27.96-EMTE	5. Bridge not eligible for NRHP	1956	
53 1021L	BALDWIN AVENUE UC	07-LA-010-27.96-EMTE	5. Bridge not eligible for NRHP	1958	1972
53 1021R	BALDWIN AVENUE UC	07-LA-010-27.96-EMTE	5. Bridge not eligible for NRHP	1956	1972
53 1022L	GIBSON OH (EB&WB BUSWY)	07-LA-010-28.01-EMTE	5. Bridge not eligible for NRHP	1956	1972
53 1023L	MONTE BONITO DRIVE UC	07-LA-134-L9.72-LA	5. Bridge not eligible for NRHP	1955	
53 1023R	MONTE BONITO DRIVE UC	07-LA-134-L9.72-LA	5. Bridge not eligible for NRHP	1955	
53 1024L	FIGUEROA STREET UC	07-LA-134-L9.91-LA	5. Bridge not eligible for NRHP	1955	
53 1024R	FIGUEROA STREET UC	07-LA-134-L9.91-LA	5. Bridge not eligible for NRHP	1955	
53 1026	35TH STREET PUC	07-LA-110-20.1-LA	5. Bridge not eligible for NRHP	1956	1998
53 1028	UTAH AVENUE PUC	07-LA-010-29.13-EMTE	5. Bridge not eligible for NRHP	1956	2004
53 1029	MEEKER ROAD UC	07-LA-010-29.34-EMTE	5. Bridge not eligible for NRHP	1956	2004
53 1030	STEWART ST ON-RAMP UC	07-LA-010-29.9-EMTE	5. Bridge not eligible for NRHP	1956	2004
53 1031	DURFEE ROAD UC	07-LA-010-30.51-EMTE	5. Bridge not eligible for NRHP	1956	2004
53 1032	GARVEY AVENUE OFF-RAMP UC	07-LA-010-30.58-EMTE	5. Bridge not eligible for NRHP	1956	2004
53 1033	UNION OIL UC	07-LA-110-2.58-LA	5. Bridge not eligible for NRHP	1956	1991
53 1034	DOMINGUEZ CHANNEL	07-LA-091-6.03-LA	5. Bridge not eligible for NRHP	1956	1985
53 1036M	CHELI DEPOT STORM DRAIN	07-LA-710-21.5-BELL	5. Bridge not eligible for NRHP	1957	
53 1037M	40TH PLACE PUC	07-LA-110-19.43-LA	5. Bridge not eligible for NRHP	1955	1956
53 1039	TAYLOR YARD OH	07-LA-002-15.81-LA	5. Bridge not eligible for NRHP	1958	1976
53 1040	DELAY DRIVE OH	07-LA-002-16.12-LA	5. Bridge not eligible for NRHP	1958	1976
53 1041S	SEPULVEDA BLVD UC	07-LA-405-32.75-LA	5. Bridge not eligible for NRHP	1956	
53 1042S	SEPULVEDA BLVD UC	07-LA-405-32.78-LA	5. Bridge not eligible for NRHP	1956	
53 1043	VINCENT AVENUE UC	07-LA-010-35.4-WCOV	5. Bridge not eligible for NRHP	1956	1976
53 1044	OLYMPIC BLVD UC	07-LA-710-23.44-LA	5. Bridge not eligible for NRHP	1956	1987
53 1045F	S405-N110/110 SEPARATION	07-LA-405-12.94-LA	5. Bridge not eligible for NRHP	1961	
53 1047	DE FOREST AVENUE UC	07-LA-001-7.08-LBCH	5. Bridge not eligible for NRHP	1957	
53 1048	LEMORAN AVENUE STORM DRAIN	07-LA-005-7.87-DNY	5. Bridge not eligible for NRHP	1953	1972
53 1049	IMPERIAL HIGHWAY STORM DRAIN	07-LA-005-4.87-NRW	5. Bridge not eligible for NRHP	1954	
53 1050	PADDISON AVENUE STORM DRAIN	07-LA-005-4.66-NRW	5. Bridge not eligible for NRHP	1954	
53 1051	SILVER BOW STORM DRAIN	07-LA-005-3.98-NRW	5. Bridge not eligible for NRHP	1954	
53 1052	BALBOA BLVD UC	07-LA-101-19.22-LA	5. Bridge not eligible for NRHP	1958	1992
53 1053	LOUISE AVENUE OC	07-LA-101-19.74-LA	5. Bridge not eligible for NRHP	1958	
53 1054	WHITE OAK AVENUE UC	07-LA-101-20.23-LA	5. Bridge not eligible for NRHP	1959	
53 1055	LINDLEY AVENUE UC	07-LA-101-20.73-LA	5. Bridge not eligible for NRHP	1959	
53 1056	BURBANK BLVD UC	07-LA-101-21.02-LA	5. Bridge not eligible for NRHP	1959	
53 1057	RESEDA BLVD UC	07-LA-101-21.25-LA	5. Bridge not eligible for NRHP	1959	
53 1058	WILBUR AVENUE UC	07-LA-101-21.76-LA	5. Bridge not eligible for NRHP	1959	
53 1059	TAMPA AVENUE UC	07-LA-101-22.25-LA	5. Bridge not eligible for NRHP	1959	
53 1060	CORBIN AVENUE UC	07-LA-101-22.75-LA	5. Bridge not eligible for NRHP	1959	
53 1061	WINNETKA AVENUE UC	07-LA-101-23.26-LA	5. Bridge not eligible for NRHP	1959	
53 1062	DE SOTO AVENUE UC	07-LA-101-24.31-LA	5. Bridge not eligible for NRHP	1957	
53 1063	CANOGA AVENUE UC	07-LA-101-24.85-LA	5. Bridge not eligible for NRHP	1957	
53 1064	ROUTE 101/27 SEPARATION	07-LA-101-25.34-LA	5. Bridge not eligible for NRHP	1956	1989

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Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 1140	FIGUEROA STREET UC	07-LA-405-12.73-CRSN	5. Bridge not eligible for NRHP	1961	1999
53 1141G	N405-N&S110 CONNECTOR CC	07-LA-405-12.74-CRSN	5. Bridge not eligible for NRHP	1961	
53 1142	405/S110-S405 SEPARATION	07-LA-405-13.06-LA	5. Bridge not eligible for NRHP	1961	
53 1144	VERMONT-190TH UC	07-LA-405-13.28-LA	5. Bridge not eligible for NRHP	1962	1999
53 1145L	N405-N101 CONNECTOR UC	07-LA-101-17.07-LA	5. Bridge not eligible for NRHP	1958	
53 1146F	S101-N405 CONNECTOR OC	07-LA-101-17.14-LA	5. Bridge not eligible for NRHP	1958	
53 1146G	N101-S405 CONNECTOR OC	07-LA-101-17.14-LA	5. Bridge not eligible for NRHP	1958	
53 1146L	ROUTE 101/405 SEPARATION	07-LA-101-17.14-LA	5. Bridge not eligible for NRHP	1958	
53 1146R	ROUTE 101/405 SEPARATION	07-LA-101-17.14-LA	5. Bridge not eligible for NRHP	1958	1971
53 1147R	S405-S101 CONNECTOR UC	07-LA-101-17.29-LA	5. Bridge not eligible for NRHP	1958	1971
53 1150	WHITTIER BLVD UC	07-LA-710-23.77-LA	5. Bridge not eligible for NRHP	1960	1967
53 1151	HUMPHREYS AVENUE OC	07-LA-710-24.22-LA	5. Bridge not eligible for NRHP	1960	1967
53 1152	THIRD STREET OC	07-LA-710-24.47-LA	5. Bridge not eligible for NRHP	1960	
53 1153	FIRST STREET OC	07-LA-710-24.72-LA	5. Bridge not eligible for NRHP	1960	1990
53 1154	CESAR CHAVEZ AVENUE OC	07-LA-710-24.97-LA	5. Bridge not eligible for NRHP	1960	
53 1155L	FLORAL DRIVE UC	07-LA-710-25.21-LA	5. Bridge not eligible for NRHP	1960	1967
53 1155R	FLORAL DRIVE UC	07-LA-710-25.21-LA	5. Bridge not eligible for NRHP	1960	1967
53 1157	PIPELINE ROAD UC	07-LA-110-2.39-LA	5. Bridge not eligible for NRHP	1956	1991
53 1158	GRIER STREET POC	07-LA-071-R1.93-POM	5. Bridge not eligible for NRHP	1958	
53 1159	LOS ANGELES RIVER	07-LA-405-39.62-LA	5. Bridge not eligible for NRHP	1958	
53 1160F	LOS ANGELES RIVER	07-LA-405-39.65-LA	5. Bridge not eligible for NRHP	1958	
53 1162	DEL VALLE STREET POC	07-LA-101-26.68-LA	5. Bridge not eligible for NRHP	1957	
53 1163	SALE AVENUE PUC	07-LA-101-26.18-LA	5. Bridge not eligible for NRHP	1957	
53 1164	AVALON BLVD UC	07-LA-405-11.22-CRSN	5. Bridge not eligible for NRHP	1961	
53 1165	223RD STREET OH	07-LA-405-8.19-LBCH	5. Bridge not eligible for NRHP	1961	1999
53 1166	DOMINGUEZ CHANNEL	07-LA-405-9.76-CRSN	5. Bridge not eligible for NRHP	1962	
53 1167	WILMINGTON AVENUE UC	07-LA-405-9.56-CRSN	5. Bridge not eligible for NRHP	1962	
53 1168	DOLORES YARD OH	07-LA-405-8.76-CRSN	5. Bridge not eligible for NRHP	1962	1998
53 1169	MC HELEN AVENUE UC	07-LA-405-8.45-LBCH	5. Bridge not eligible for NRHP	1961	1999
53 1170	STANDARD OIL PIPELINE OC	07-LA-710-20.61-BELL	4. Historical Significance not determined	1957	
53 1171	CARSON STREET UC	07-LA-405-10.64-CRSN	5. Bridge not eligible for NRHP	1961	
53 1172	WESTERN AVENUE UC	07-LA-405-14.4-LA	5. Bridge not eligible for NRHP	1962	
53 1173	ZOO DRIVE OC	07-LA-005-20.47-LA	5. Bridge not eligible for NRHP	1967	
53 1174	VAN NESS AVENUE UC	07-LA-405-14.92-TOR	5. Bridge not eligible for NRHP	1962	
53 1175	GRENSHAW BLVD UC	07-LA-405-15.45-TOR	5. Bridge not eligible for NRHP	1962	
53 1176	182 ND STREET UC	07-LA-405-15.73-TOR	5. Bridge not eligible for NRHP	1962	
53 1177	YUKON AVENUE UC	07-LA-405-15.98-TOR	5. Bridge not eligible for NRHP	1962	1992
53 1178	SHERMAN WAY UC	07-LA-405-42.36-LA	5. Bridge not eligible for NRHP	1963	
53 1179	NORMANDIE AVENUE OH	07-LA-405-13.83-LA	5. Bridge not eligible for NRHP	1962	
53 1180K	GRIFFITH PARK OC	07-LA-005-24.6-LA	5. Bridge not eligible for NRHP	1957	1992
53 1181S	GRIFFITH PARK OFF-RAMP OC	07-LA-005-24.61-LA	5. Bridge not eligible for NRHP	1957	1992
53 1183	GRIFFITH PARK POC	07-LA-005-23.97-LA	5. Bridge not eligible for NRHP	1957	
53 1184	SOUTH LOS ANGELES UP	07-LA-110-13.77-LA	5. Bridge not eligible for NRHP	1985	

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53 1185	SAN GABRIEL RIVER	07-LA-405-.03-LBCH	5. Bridge not eligible for NRHP	1964	
53 1186	ATHERTON STREET UC	07-LA-405-.27-LBCH	5. Bridge not eligible for NRHP	1964	1992
53 1187	STUDEBAKER ROAD UC	07-LA-405-.46-LBCH	5. Bridge not eligible for NRHP	1963	1992
53 1188	LOS CERRITOS CHANNEL	07-LA-405-.78-LBCH	5. Bridge not eligible for NRHP	1963	1992
53 1189	STEARNS STREET UC	07-LA-405-.96-LBCH	5. Bridge not eligible for NRHP	1963	1998
53 1190	PALO VERDE AVENUE UC	07-LA-405-1.11-LBCH	5. Bridge not eligible for NRHP	1963	
53 1191	WOODRUFF AVENUE UC	07-LA-405-1.64-LBCH	5. Bridge not eligible for NRHP	1963	
53 1192	ALBURY AVENUE PUC	07-LA-405-1.86-LBCH	5. Bridge not eligible for NRHP	1963	
53 1193S	LOS COYOTES DIAGONAL UC	07-LA-405-2.16-LBCH	5. Bridge not eligible for NRHP	1963	
53 1194	BELLFLOWER UC	07-LA-405-2.18-LBCH	5. Bridge not eligible for NRHP	1963	
53 1194S	BELLFLOWER UC	07-LA-405-2.25-LBCH	5. Bridge not eligible for NRHP	1963	
53 1195	CLARK AVENUE UC	07-LA-405-2.76-LBCH	5. Bridge not eligible for NRHP	1963	
53 1196	ROUTE 405/19 SEPARATION	07-LA-405-3.3-LBCH	5. Bridge not eligible for NRHP	1964	
53 1196G	ROUTE 405/19 SEPARATION	07-LA-405-3.3-LBCH	5. Bridge not eligible for NRHP	1900	
53 1197	REDONDO AVENUE UC	07-LA-405-3.62-LBCH	5. Bridge not eligible for NRHP	1964	1995
53 1198	TEMPLE AVENUE OC	07-LA-405-4.33-LBCH	5. Bridge not eligible for NRHP	1964	
53 1199	SPRING STREET OC	07-LA-405-4.53-LBCH	5. Bridge not eligible for NRHP	1962	
53 1200	CHERRY AVENUE OC	07-LA-405-4.88-LBCH	5. Bridge not eligible for NRHP	1964	
53 1201	WALNUT AVENUE OC	07-LA-405-5.14-LBCH	5. Bridge not eligible for NRHP	1964	
53 1202	ORANGE AVENUE OC	07-LA-405-5.39-SIGH	5. Bridge not eligible for NRHP	1964	
53 1203	CALIFORNIA AVENUE OC	07-LA-405-5.64-SIGH	5. Bridge not eligible for NRHP	1964	
53 1204	ATLANTIC AVENUE OC	07-LA-405-6.08-LBCH	5. Bridge not eligible for NRHP	1963	
53 1205	LONG BEACH BLVD UC	07-LA-405-6.34-LBCH	5. Bridge not eligible for NRHP	1963	1996
53 1206	WARDLOW ROAD UC	07-LA-405-6.5-LBCH	5. Bridge not eligible for NRHP	1963	1996
53 1207	PACIFIC AVENUE UC	07-LA-405-6.7-LBCH	5. Bridge not eligible for NRHP	1963	1996
53 1208	BIXBY OVERHEAD	07-LA-405-6.98-LBCH	5. Bridge not eligible for NRHP	1963	
53 1209	LOS ANGELES RIVER	07-LA-405-7.4-LBCH	5. Bridge not eligible for NRHP	1963	
53 1209G	N405-N710 CONNECTOR	07-LA-405-7.4-LBCH	5. Bridge not eligible for NRHP	1983	
53 1209H	N710-S405 CONNECTOR	07-LA-710-9.3-LBCH	5. Bridge not eligible for NRHP	1963	
53 1210	ROUTE 405/710 SEPARATION	07-LA-405-7.57-LBCH	5. Bridge not eligible for NRHP	1961	
53 1210K	ROUTE 405/710 SEPARATION	07-LA-405-7.57-LBCH	5. Bridge not eligible for NRHP	1961	
53 1212	SANTA FE AVENUE UC	07-LA-405-8.06-LBCH	5. Bridge not eligible for NRHP	1961	1998
53 1212F	S405-N710/SANTA FE CONNECTOR	07-LA-405-8.06-LBCH	5. Bridge not eligible for NRHP	1961	
53 1213	DOMINGUEZ CHANNEL	07-LA-110-9.13-LA	5. Bridge not eligible for NRHP	1960	1988
53 1215	SAN FERNANDO BLVD SBD UC	07-LA-005-30.47-BRB	5. Bridge not eligible for NRHP	1960	
53 1216	ROSCOE BLVD OC	07-LA-005-33.28-LA	5. Bridge not eligible for NRHP	1960	
53 1217S	TUXFORD RAMP SEPARATION	07-LA-005-34.72-LA	5. Bridge not eligible for NRHP	1961	
53 1218S	TUXFORD OFF-RAMP OC	07-LA-005-34.82-LA	5. Bridge not eligible for NRHP	1961	
53 1219	LAUREL CANYON BLVD OC	07-LA-005-35.94-LA	5. Bridge not eligible for NRHP	1963	
53 1220	CHATSWORTH DRIVE UC	07-LA-005-39.92-LA	5. Bridge not eligible for NRHP	1963	2010
53 1221F	TUJUNGA WASH CH	07-LA-005-36.35-LA	5. Bridge not eligible for NRHP	1963	
53 1222K	SHARP AVENUE ON-RAMP OC	07-LA-005-36.34-LA	5. Bridge not eligible for NRHP	1963	
53 1224	LOS ANGELES RIVER	07-LA-101-10.83-LA	5. Bridge not eligible for NRHP	1957	1992

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53 1258	BRADDOCK DRIVE UC	07-LA-405-26.96-LA	5. Bridge not eligible for NRHP	1960	2009
53 1259	CULVER BLVD UC	07-LA-405-27.2-CLC	5. Bridge not eligible for NRHP	1960	2009
53 1260	WASHINGTON BLVD UC	07-LA-405-27.45-CLC	5. Bridge not eligible for NRHP	1960	2009
53 1261	WASHINGTON PLACE UC	07-LA-405-27.61-CLC	5. Bridge not eligible for NRHP	1960	
53 1262F	S710-E10 CONNECTOR OC	07-LA-710-R26.57-MONP	5. Bridge not eligible for NRHP	1965	
53 1263	213TH STREET UC	07-LA-405-10.88-CRSN	5. Bridge not eligible for NRHP	1961	
53 1264	AMESTOY AVENUE POC	07-LA-101-19.5-LA	5. Bridge not eligible for NRHP	1958	
53 1267	WESTWOOD FLOOD CONTROL CHANNEL	07-LA-405-28.61-LA	5. Bridge not eligible for NRHP	1959	2008
53 1270	BIXBY SLOUGH	07-LA-001-12.01-LA	5. Bridge not eligible for NRHP	1934	1975
53 1272	VINELAND AVENUE UC	07-LA-134-.35-LA	5. Bridge not eligible for NRHP	1962	
53 1273	LANKERSHIM BLVD UC	07-LA-134-.51-LA	5. Bridge not eligible for NRHP	1962	
53 1274	CAHUENGA BLVD UC	07-LA-134-.86-LA	5. Bridge not eligible for NRHP	1962	
53 1275	LEDGE AVENUE UC	07-LA-134-1.11-LA	5. Bridge not eligible for NRHP	1962	
53 1276	FORMAN AVENUE UC	07-LA-134-1.36-LA	5. Bridge not eligible for NRHP	1962	
53 1277	PASS AVENUE OC	07-LA-134-1.82-BRB	5. Bridge not eligible for NRHP	1962	
53 1278	ALAMEDA AVENUE OC	07-LA-134-2.03-BRB	5. Bridge not eligible for NRHP	1962	
53 1279	HOLLYWOOD WAY OC	07-LA-134-2.11-BRB	5. Bridge not eligible for NRHP	1962	
53 1280	OLIVE AVENUE OC	07-LA-134-2.24-BRB	5. Bridge not eligible for NRHP	1962	
53 1281	CALIFORNIA STREET OC	07-LA-134-2.39-BRB	5. Bridge not eligible for NRHP	1962	
53 1282	BOB HOPE DRIVE UC	07-LA-134-2.67-BRB	5. Bridge not eligible for NRHP	1962	
53 1283	RIVERSIDE DRIVE UC	07-LA-134-2.9-BRB	5. Bridge not eligible for NRHP	1962	
53 1284F	S710-S405 CONNECTOR OC	07-LA-710-9.38-LBCH	5. Bridge not eligible for NRHP	1981	
53 1285	LOS ANGELES RIVER	07-LA-134-3.47-LA	5. Bridge not eligible for NRHP	1962	2006
53 1286	FOREST LAWN DRIVE UC	07-LA-134-3.81-LA	5. Bridge not eligible for NRHP	1962	
53 1287	RIVERSIDE DRIVE OC	07-LA-134-4.81-LA	5. Bridge not eligible for NRHP	1962	
53 1288	BESS AVENUE POC	07-LA-010-31.72-BWP	5. Bridge not eligible for NRHP	1956	
53 1289	ENCINO AVENUE POC	07-LA-101-19.99-LA	5. Bridge not eligible for NRHP	1959	
53 1290M	BROCK AVENUE STORM DRAIN	07-LA-005-8.92-DNY	5. Bridge not eligible for NRHP	1953	1982
53 1291	BURBANK BLVD OC	07-LA-405-40.29-LA	5. Bridge not eligible for NRHP	1963	
53 1292	111TH PLACE OC	07-LA-110-14.18-LA	5. Bridge not eligible for NRHP	1969	
53 1295	ATHOL OC	07-LA-010-31.54-BWP	5. Bridge not eligible for NRHP	1957	
53 1296	PARK EQUESTRIAN UC	07-LA-005-25.07-LA	5. Bridge not eligible for NRHP	1957	
53 1297	GOLF CREEK	07-LA-005-25.55-LA	5. Bridge not eligible for NRHP	1957	1975
53 1301	SANTA MONICA VIADUCT	07-LA-010-14.23-LA	5. Bridge not eligible for NRHP	1959	
53 1303	BARRANCA STREET OC	07-LA-010-38.01-WCOV	5. Bridge not eligible for NRHP	1975	
53 1304	FOURTH STREET UC	07-LA-005-17.56-LA	5. Bridge not eligible for NRHP	1960	
53 1305	FIRST STREET UC	07-LA-005-17.77-LA	5. Bridge not eligible for NRHP	1959	
53 1306	ENCINO EQUESTRIAN UC	07-LA-101-18.51-LA	5. Bridge not eligible for NRHP	1958	
53 1309M	BECK AVENUE PUC	07-LA—LA	5. Bridge not eligible for NRHP	1959	
53 1310	COLFAX AVENUE UC	07-LA-101-12.35-LA	5. Bridge not eligible for NRHP	1959	
53 1311	RADFORD AVENUE UC	07-LA-101-12.6-LA	5. Bridge not eligible for NRHP	1959	1980
53 1312	MISSION ROAD UC	07-LA-005-16.78-LA	5. Bridge not eligible for NRHP	1959	
53 1313	MICHIGAN AVENUE PUC	07-LA-005-17.91-LA	5. Bridge not eligible for NRHP	1959	

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53 1460S	DUVALL STREET ON-RAMP UC	07-LA-005-20.94-LA	5. Bridge not eligible for NRHP	1961	
53 1461	ELMGROVE STREET OFF-RAMP UC	07-LA-005-20.99-LA	5. Bridge not eligible for NRHP	1961	1976
53 1461S	ELMGROVE STREET OFF-RAMP UC	07-LA-005-20.99-LA	5. Bridge not eligible for NRHP	1961	
53 1462R	EB 60 / SB5 SEPARATION	07-LA-060-.45-LA	5. Bridge not eligible for NRHP	1960	
53 1463	PHILADELPHIA STREET STORM DRAIN	07-LA-071-R3.88-POM	5. Bridge not eligible for NRHP	1958	1982
53 1464	BEL AIR CREST ROAD NORTH UC	07-LA-405-35.81-LA	5. Bridge not eligible for NRHP	1962	
53 1465	CENTRAL OUTFALL OC	07-LA-405-23.62-ING	5. Bridge not eligible for NRHP	1961	
53 1466	MANCHESTER BLVD OC (N COLLECTOR)	07-LA-405-23.36-ING	5. Bridge not eligible for NRHP	1961	
53 1467	OLINDA STREET POC	07-LA-005-33.68-LA	5. Bridge not eligible for NRHP	1961	
53 1469	DISNEY EQUESTRIAN UC	07-LA-134-3.17-LA	5. Bridge not eligible for NRHP	1962	
53 1470M	RUBIO AVENUE STORM DRAIN	07-LA-101-18.69-LA	5. Bridge not eligible for NRHP	1958	1972
53 1471	VINCENT THOMAS BRIDGE	07-LA-047-.86	2. Bridge is eligible for NRHP	1963	1990
53 1472	WICKS STREET POC	07-LA-005-35.63-LA	5. Bridge not eligible for NRHP	1963	
53 1473H	710-S405 CONNECTOR OC	07-LA-710-9.2-LBCH	5. Bridge not eligible for NRHP	1963	
53 1474	GLENDALE BLVD UC	07-LA-002-14.21-LA	5. Bridge not eligible for NRHP	1962	
53 1475G	ROSEBUD AVENUE UC	07-LA-002-14.84-LA	5. Bridge not eligible for NRHP	1962	
53 1475L	ROSEBUD AVENUE UC	07-LA-002-14.84-LA	5. Bridge not eligible for NRHP	1962	
53 1475R	ROSEBUD AVENUE UC	07-LA-002-14.84-LA	5. Bridge not eligible for NRHP	1962	
53 1476G	N405-N710 CONNECTOR	07-LA-405-7.2-LBCH	5. Bridge not eligible for NRHP	1963	
53 1477	PECK ROAD OC	07-LA-605-R16.65-IDY	5. Bridge not eligible for NRHP	1963	
53 1480	WILLOW STREET UC	07-LA-405-3.01-LBCH	5. Bridge not eligible for NRHP	1963	
53 1481G	N19-N405 CONNECTOR OC	07-LA-019-1.26-LBCH	5. Bridge not eligible for NRHP	1964	
53 1484S	MANCHESTER BLVD ON-RAMP OC	07-LA-405-23.32-ING	5. Bridge not eligible for NRHP	1963	
53 1485F	CADILLAC RAMP SEPARATION (W10-W187)	07-LA-010-R9.22-LA	5. Bridge not eligible for NRHP	1964	
53 1489	STATE UNIVERSITY UP	07-LA-710-R26.59-MONP	5. Bridge not eligible for NRHP	1974	
53 1490	SKIRBALL CENTER DRIVE	07-LA-405-36.72-LA	5. Bridge not eligible for NRHP	1962	
53 1492K	6TH STREET SB VIADUCT	07-LA-110-22.9-LA	5. Bridge not eligible for NRHP	1958	
53 1493S	RIVERSIDE DRIVE OFF-RAMP OC	07-LA-134-.01-LA	5. Bridge not eligible for NRHP	1959	
53 1496	PLUMMER STREET UC	07-LA-405-45.24-LA	5. Bridge not eligible for NRHP	1953	
53 1498	LASSEN STREET UC	07-LA-405-45.74-LA	5. Bridge not eligible for NRHP	1963	1977
53 1500	DEVONSHIRE STREET UC	07-LA-405-46.24-LA	5. Bridge not eligible for NRHP	1963	1977
53 1501	CHATSWORTH STREET UC	07-LA-405-46.74-LA	5. Bridge not eligible for NRHP	1963	1977
53 1502	TULSA STREET PUC	07-LA-405-46.98-LA	5. Bridge not eligible for NRHP	1953	1977
53 1503	MAGNOLIA BLVD UC	07-LA-170-R15.37-LA	5. Bridge not eligible for NRHP	1962	
53 1504	MORRISON STREET PUC	07-LA-170-R15-LA	5. Bridge not eligible for NRHP	1962	
53 1505	OTSEGO STREET PUC	07-LA-170-R15.3-LA	5. Bridge not eligible for NRHP	1962	
53 1506	RINALDI STREET UC	07-LA-405-47.75-LA	5. Bridge not eligible for NRHP	1963	1994
53 1507	SAN FERNANDO MISSION BLVD	07-LA-405-47.24-LA	5. Bridge not eligible for NRHP	1963	
53 1509	ROUTE 605/72 SEPARATION	07-LA-605-R13.55-WIT	5. Bridge not eligible for NRHP	1964	
53 1510	104TH STREET PUC	07-LA-405-22-LA	5. Bridge not eligible for NRHP	1963	1964
53 1511	SPRUCE AVENUE POC	07-LA-405-22.9-ING	5. Bridge not eligible for NRHP	1963	
53 1512	EXCELSIOR WASH	07-LA-005-2.45-NRW	5. Bridge not eligible for NRHP	1956	
53 1513	TORRANCE LATERAL CHANNEL	07-LA-405-11.39-CRSN	5. Bridge not eligible for NRHP	1961	

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Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 1699	POMONA BLVD UC	07-LA-060-R4.66-MONP	5. Bridge not eligible for NRHP	1967	2004
53 1700S	VICTORY BLVD RAMP SEPARATION	07-LA-170-R17.13-LA	5. Bridge not eligible for NRHP	1966	
53 1701K	VICTORY BLVD RAMP SEPARATION	07-LA-170-R17.33-LA	5. Bridge not eligible for NRHP	1966	
53 1702	NW CONNECTOR UP (S710-W10)	07-LA-710-R26.59-MONP	5. Bridge not eligible for NRHP	1974	
53 1703G	E91-N605 CONNECTOR OC	07-LA-091-R16.97-CRTS	5. Bridge not eligible for NRHP	1966	
53 1704	ROUTE 91/605 SEPARATION	07-LA-091-R16.9-CRTS	5. Bridge not eligible for NRHP	1966	1994
53 1705F	W91-S605 CONNECTOR OC	07-LA-091-R16.93-CRTS	5. Bridge not eligible for NRHP	1966	
53 1706	STUDEBAKER ROAD UC	07-LA-091-R17.08-CRTS	5. Bridge not eligible for NRHP	1968	
53 1707F	W91-N&S605 CONNECTOR OC	07-LA-091-R17.09-CRTS	5. Bridge not eligible for NRHP	1968	
53 1708	HELLMAN AVENUE OC	07-LA-710-R27.11-LA	5. Bridge not eligible for NRHP	1966	
53 1709	MARKLAND DRIVE UC	07-LA-060-R6.3-MTBL	5. Bridge not eligible for NRHP	1967	
53 1709K	MARKLAND DRIVE UC	07-LA-060-R6.3-MTBL	5. Bridge not eligible for NRHP	1967	
53 1710	195TH STREET OC	07-LA-605-R3.4-CRTS	5. Bridge not eligible for NRHP	1964	
53 1711	183RD STREET UC	07-LA-605-R4.26-CRTS	5. Bridge not eligible for NRHP	1966	
53 1712K	HUMPHREYS AVENUE RAMP SEPARATION	07-LA-710-24.32-LA	5. Bridge not eligible for NRHP	1967	
53 1714G	N710-E&W60 CONNECTOR OC	07-LA-710-24.61-LA	5. Bridge not eligible for NRHP	1967	
53 1715H	E60 & W60 - S710 CONNECTOR	07-LA-060-R3.28	5. Bridge not eligible for NRHP	1967	
53 1716F	S710-E&W60 CONNECTOR OC	07-LA-710-24.64-LA	5. Bridge not eligible for NRHP	1967	
53 1717H	E60 & W60 - N710 CONNECTOR	07-LA-060-R3.28	5. Bridge not eligible for NRHP	1967	
53 1718	BELLFLOWER BLVD UC	07-LA-091-R15.61-BFL	5. Bridge not eligible for NRHP	1968	
53 1719	BIXBY AVENUE UC	07-LA-091-R15.87-BFL	5. Bridge not eligible for NRHP	1968	
53 1720	WOODRUFF AVENUE UC	07-LA-091-R16.07-BFL	5. Bridge not eligible for NRHP	1968	
53 1721	DAIRY VALLEY OH	07-LA-605-R4.71-CRTS	5. Bridge not eligible for NRHP	1966	
53 1722	CARSON STREET UC	07-LA-605-R1.74-LKW	5. Bridge not eligible for NRHP	1966	2001
53 1723	SPRING STREET OC	07-LA-605-R.29-LBCH	5. Bridge not eligible for NRHP	1966	
53 1724	CENTRALIA ROAD OC	07-LA-605-R2.31-LKW	5. Bridge not eligible for NRHP	1964	
53 1725	DEL AMO BLVD OC	07-LA-605-R2.87-CRTS	5. Bridge not eligible for NRHP	1966	
53 1726	REYES ADOBE OC	07-LA-101-36.16-AGRH	5. Bridge not eligible for NRHP	1965	
53 1727F	CESAR CHAVEZ AVENUE UC (S710-60)	07-LA-710-24.97-LA	5. Bridge not eligible for NRHP	1967	
53 1728	BELVEDERE POC	07-LA-060-R3.88	5. Bridge not eligible for NRHP	1967	
53 1729	WOODS AVENUE UC	07-LA-060-R4.08-MONP	5. Bridge not eligible for NRHP	1967	2004
53 1730	LOST HILLS OC	07-LA-101-31.91	5. Bridge not eligible for NRHP	1965	
53 1731	LIBERTY CANYON ROAD UC	07-LA-101-32.78	5. Bridge not eligible for NRHP	1973	
53 1732	SOUTH STREET OC	07-LA-605-R3.75-CRTS	5. Bridge not eligible for NRHP	1966	
53 1733	STUDEBAKER ROAD UC	07-LA-605-R4.39-CRTS	5. Bridge not eligible for NRHP	1966	
53 1734	MEDNIK AVENUE OC	07-LA-060-R3.74	5. Bridge not eligible for NRHP	1967	
53 1735	ARTESIA BLVD UC	07-LA-605-R4.77-CRTS	5. Bridge not eligible for NRHP	1966	
53 1735G	N605-E91 CONNECTOR OC	07-LA-605-R4.78-CRTS	5. Bridge not eligible for NRHP	1966	
53 1736	RIO HONDO	07-LA-060-8.89	5. Bridge not eligible for NRHP	1966	
53 1737H	SAN GABRIEL RIVER (S605-N405)	07-LA-405-.02-LBCH	5. Bridge not eligible for NRHP	1966	
53 1738	AVENUE "Q" UC	07-LA-014-R60.19-PMDL	5. Bridge not eligible for NRHP	1966	2006
53 1741	GALAVAN STORM DRAIN	07-LA-110-5.9-LA	5. Bridge not eligible for NRHP	1962	
53 1742	GRIDLEY ROAD POC	07-LA-605-R2.59-LKW	5. Bridge not eligible for NRHP	1966	

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53 2112	RAILROAD DITCH	07-LA-138-44.36-PMDL	5. Bridge not eligible for NRHP	1960	
53 2113	PACOIMA WASH	07-LA-210-R5.14-LA	5. Bridge not eligible for NRHP	1975	
53 2114	ARROYO STREET UC	07-LA-210-R5.46-LA	5. Bridge not eligible for NRHP	1975	
53 2115	PAXTON STREET UC	07-LA-210-R6.01-LA	5. Bridge not eligible for NRHP	1975	
53 2116	VAN NUYS BLVD UC	07-LA-210-R6.56-LA	5. Bridge not eligible for NRHP	1975	
53 2117	TERRA BELLA STREET UC	07-LA-210-R7.16-LA	5. Bridge not eligible for NRHP	1980	
53 2118	FOOTHILL BLVD UC	07-LA-210-R7.82-LA	5. Bridge not eligible for NRHP	1980	
53 2119	BORDEN AVENUE UC	07-LA-118-R13.44-LA	5. Bridge not eligible for NRHP	1975	
53 2120	DRONFIELD AVENUE UC	07-LA-118-R13.68-LA	5. Bridge not eligible for NRHP	1975	
53 2120G	E118-W210 CONNECTOR	07-LA-118-R13.68-LA	5. Bridge not eligible for NRHP	1975	
53 2121	MYRTLE AVENUE UC	07-LA-091-R12.34-LBCH	5. Bridge not eligible for NRHP	1970	
53 2122	ORANGE AVENUE UC	07-LA-091-R12.59-LBCH	5. Bridge not eligible for NRHP	1970	
53 2123	CHERRY AVENUE UC	07-LA-091-R13.09-LBCH	5. Bridge not eligible for NRHP	1970	
53 2124	ATLANTIC AVENUE UC	07-LA-091-R12.09-LBCH	5. Bridge not eligible for NRHP	1970	
53 2126	PIERCE STREET PUC	07-LA-210-R6.84-LA	5. Bridge not eligible for NRHP	1980	
53 2127	WALNUT AVENUE UC	07-LA-091-R12.84-LBCH	5. Bridge not eligible for NRHP	1970	
53 2128	OBISPO AVENUE UC	07-LA-091-R13.86-LBCH	5. Bridge not eligible for NRHP	1970	
53 2129	PARAMOUNT BLVD UC	07-LA-091-R13.59-LBCH	5. Bridge not eligible for NRHP	1970	
53 2130	GLENOAKS BLVD UC	07-LA-118-R13.18-LA	5. Bridge not eligible for NRHP	1975	
53 2131	KAGEL CANYON STREET PUC	07-LA-210-R7.51-LA	5. Bridge not eligible for NRHP	1980	
53 2132	CABALLERO CREEK	07-LA-101-20.88-LA	5. Bridge not eligible for NRHP	1959	
53 2133M	TYLER AVENUE STORM DRAIN	07-LA-060-10.1-SEMT	5. Bridge not eligible for NRHP	1966	
53 2134M	PECK ROAD STORM DRAIN	07-LA-060-10.96-SEMT	5. Bridge not eligible for NRHP	1966	
53 2137K	COLORADO BLVD OFF-RAMP OC	07-LA-134-R11.6-LA	5. Bridge not eligible for NRHP	1971	
53 2138	FOOTHILL LA CANADA SEPARATION	07-LA-210-R19.51-LCF	5. Bridge not eligible for NRHP	1970	
53 2139M	WILEY CANYON CHANNEL	07-LA-005-R49.2	5. Bridge not eligible for NRHP	1967	
53 2140	PATRICIAN WAY OC	07-LA-134-R11.69-LA	5. Bridge not eligible for NRHP	1971	
53 2142	LOS ANGELES RIVER	07-LA-091-R11.81-LBCH	5. Bridge not eligible for NRHP	1971	
53 2142F	LA RIVER (S710-E91)	07-LA-710-13.03-LBCH	5. Bridge not eligible for NRHP	1971	
53 2143F	LA RIVER (W91-N710&S710)	07-LA-091-R11.7-LBCH	5. Bridge not eligible for NRHP	1971	
53 2144K	LA RIVER (ROUTE 91 ON-RAMP)	07-LA-091-R11.62-LBCH	5. Bridge not eligible for NRHP	1971	
53 2145S	LA RIVER, N710 ON-RAMP	07-LA-710-13.06-LBCH	5. Bridge not eligible for NRHP	1971	
53 2146	LA AQUEDUCT UC	07-LA-014-R27.55-SCTA	5. Bridge not eligible for NRHP	1972	1998
53 2147M	ARROYO DRIVE DRAIN	07-LA-060-R8.32-RSMD	5. Bridge not eligible for NRHP	1967	
53 2148K	COLORADO BLVD ON-RAMP SEPARATION	07-LA-134-R11.62-LA	5. Bridge not eligible for NRHP	1971	
53 2149R	GOLDEN SPRINGS DRIVE UC	07-LA-057-R4.49-DMBR	5. Bridge not eligible for NRHP	1972	
53 2150L	S57/60 SEPARATION	07-LA-057-R4.51-DMBR	5. Bridge not eligible for NRHP	1972	
53 2151L	FIGUEROA STREET UC	07-LA-134-R11.44-LA	5. Bridge not eligible for NRHP	1971	
53 2151R	FIGUEROA STREET UC	07-LA-134-R11.44-LA	5. Bridge not eligible for NRHP	1971	
53 2151S	FIGUEROA STREET UC	07-LA-134-R11.44-LA	5. Bridge not eligible for NRHP	1971	
53 2152	TEXACO OH	07-LA-001-8.69-LA	5. Bridge not eligible for NRHP	1967	
53 2153	ARROYO BLVD OC	07-LA-210-R22.49-PAS	5. Bridge not eligible for NRHP	1973	
53 2154	CASITAS AVENUE UC	07-LA-210-R22.84-PAS	5. Bridge not eligible for NRHP	1973	

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53 2402	FIGUEROA OC (S110-W105)	07-LA-110-13.85-LA	5. Bridge not eligible for NRHP	1991	
53 2403G	E105-S110 CONNECTOR OC	07-LA-105-R7.2-LA	5. Bridge not eligible for NRHP	1991	
53 2404G	E105-N110 CONNECTOR OC	07-LA-105-R7.02-LA	5. Bridge not eligible for NRHP	1989	
53 2405L	ROUTE 105/110 SEPARATION	07-LA-105-R7.26-LA	5. Bridge not eligible for NRHP	1991	
53 2405R	ROUTE 105/110 SEPARATION	07-LA-105-R7.26-LA	5. Bridge not eligible for NRHP	1986	
53 2406F	S110-E105 CONNECTOR OC	07-LA-110-13.9-LA	5. Bridge not eligible for NRHP	1991	
53 2407F	W105-S110 CONNECTOR OC	07-LA-105-R7.43-LA	5. Bridge not eligible for NRHP	1991	
53 2408H	N&S110-E105 CONNECTOR OH	07-LA-110-13.7-LA	5. Bridge not eligible for NRHP	1991	
53 2409	BROADWAY OH	07-LA-105-R7.65-LA	5. Bridge not eligible for NRHP	1989	
53 2410L	MAIN STREET UC	07-LA-105-R7.79-LA	5. Bridge not eligible for NRHP	1985	
53 2410R	MAIN STREET UC	07-LA-105-R7.79-LA	5. Bridge not eligible for NRHP	1986	
53 2413K	ROSCRNS OFF-RAMP	07-LA-710-R15.2-LYN	5. Bridge not eligible for NRHP	1990	
53 2414F	W105-S710 CONNECTOR OC	07-LA-105-R13.65-LYN	5. Bridge not eligible for NRHP	1992	
53 2415G	N710-W105 CONNECTOR OC	07-LA-710-R15.44-LYN	4. Historical Significance not determined	1990	1991
53 2416F	S710-W105 CONNECTOR OC	07-LA-710-R15.01-LYN	4. Historical Significance not determined	1992	
53 2418G	E105-N710 CONNECTOR OC	07-LA-105-R13.14-LYN	5. Bridge not eligible for NRHP	1990	1991
53 2419	ROUTE 105/710 & LA RIVER SEPARATION	07-LA-105-R13.47-PRM	5. Bridge not eligible for NRHP	1990	
53 2420F	S710-E105 CONNECTOR OC	07-LA-710-R15.01-LYN	4. Historical Significance not determined	1990	1992
53 2421K	GARFIELD AVENUE-W105/710 RAMP	07-LA-105-R13.63-PRM	5. Bridge not eligible for NRHP	1993	
53 2423	GARFIELD AVENUE OC	07-LA-105-R14.13-PRM	5. Bridge not eligible for NRHP	1989	
53 2424	FACADE AVENUE OC	07-LA-105-R14.34-PRM	5. Bridge not eligible for NRHP	1988	
53 2425	PARAMOUNT BLVD OC	07-LA-105-R14.65-SGT	5. Bridge not eligible for NRHP	1989	
53 2426	ARTHUR AVENUE UTILITY & POC	07-LA-105-R14.43-PRM	5. Bridge not eligible for NRHP	1988	
53 2427	CENTURY BLVD UP	07-LA-105-R14.38-PRM	5. Bridge not eligible for NRHP	1988	
53 2428	MERKEL AVENUE OC	07-LA-105-R14.95-PRM	5. Bridge not eligible for NRHP	1989	
53 2429	DOWNEY AVENUE OC	07-LA-105-R15.09-PRM	5. Bridge not eligible for NRHP	1989	
53 2430	GARDENDALE STREET OC	07-LA-105-R15.36-DNY	5. Bridge not eligible for NRHP	1989	
53 2431Y	DYNAMETR DRIVE OC	07-LA-134-R13.22-PAS	5. Bridge not eligible for NRHP	1975	
53 2432	HAWTHORNE BLVD OC	07-LA-105-R3.05-HAW	5. Bridge not eligible for NRHP	1993	
53 2434T	IMPERIAL HIGHWAY ON-RAMP OC (CONNECTOR)	07-LA-405-R21.32-LA	5. Bridge not eligible for NRHP	1989	
53 2435	INGLEWOOD AVENUE UC	07-LA-105-R2.53-HAW	4. Historical Significance not determined	1993	
53 2435F	W105-N&S405 CONNECTOR OC	07-LA-105-R2.53-HAW	5. Bridge not eligible for NRHP	1993	
53 2436G	E105-S405 CONNECTOR TUNNEL	07-LA-105-R1.99-LA	5. Bridge not eligible for NRHP	1993	
53 2437G	E105-N405 CONNECTOR TUNNEL	07-LA-105-R2-LA	5. Bridge not eligible for NRHP	1993	
53 2438F	S405-W105 CONNECTOR SEPARATION	07-LA-405-R21.42-LA	5. Bridge not eligible for NRHP	1994	
53 2439S	NORTHBOUND COLLECTOR OC	07-LA-405-R21.28-LA	5. Bridge not eligible for NRHP	1989	
53 2441F	W105-S405 CONNECTOR TUNNEL	07-LA-105-R2.29-LA	5. Bridge not eligible for NRHP	1993	
53 2442G	N405-W105 CONNECTOR SEPARATION	07-LA-405-R21.01-LA	5. Bridge not eligible for NRHP	1991	
53 2442H	N&S405-W105 CONNECTOR OC	07-LA-405-R21.18-LA	5. Bridge not eligible for NRHP	1989	
53 2443F	S405-E105 CONNECTOR SEPARATION	07-LA-405-R21.51-HAW	5. Bridge not eligible for NRHP	1991	
53 2452	ATLANTIC AVENUE UC	07-LA-105-R12.88-LYN	5. Bridge not eligible for NRHP	1990	
53 2453	WRIGHT ROAD UC	07-LA-105-R13.21-LYN	5. Bridge not eligible for NRHP	1992	
53 2455G	N710-E105 CONNECTOR OC	07-LA-710-R15.44-LYN	4. Historical Significance not determined	1992	

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53 2711	WORLD WAY (NORTH) OC	07-LA-001-26.96-LA	5. Bridge not eligible for NRHP	1963	
53 2712	UNIVERSAL CENTER DRIVE OC	07-LA-101-9.6-LA	5. Bridge not eligible for NRHP	1983	
53 2713	PALO VERDE AVENUE POC	07-LA-022-1.08-LBCH	5. Bridge not eligible for NRHP	1982	
53 2715	BROADWAY UC (EB LRT)	07-LA-105-R7.48-LA	5. Bridge not eligible for NRHP	1991	
53 2718	RIO RANCHO ROAD OC	07-LA-071-3.61-POM	5. Bridge not eligible for NRHP	1988	
53 2719G	E105-S605/FLATBUSH AVENUE OC	07-LA-105-R17.66-NRW	5. Bridge not eligible for NRHP	1987	
53 2721	SHOEMAKER AVENUE OC	07-LA-091-R19.81-CRTS	5. Bridge not eligible for NRHP	1992	
53 2723S	HUGHES PARKWAY-N405 ON-RAMP	07-LA-405-24.69-LA	5. Bridge not eligible for NRHP	1994	
53 2724S	N405 - HUGHES PARKWAY OC	07-LA-405-24.56-LA	5. Bridge not eligible for NRHP	1994	
53 2725	WESTCHESTER PARKWAY OC	07-LA-001-26.6-LA	5. Bridge not eligible for NRHP	1993	
53 2731	COTA UP	07-LA-710-10.32-LBCH	5. Bridge not eligible for NRHP	1990	
53 2733	HOV VIADUCT #1	07-LA-110-9.6-LA	5. Bridge not eligible for NRHP	1995	
53 2734	HOV VIADUCT #2	07-LA-110-16.14-LA	5. Bridge not eligible for NRHP	1992	1995
53 2735	HOV VIADUCT #3	07-LA-110-20.33-LA	5. Bridge not eligible for NRHP	1995	
53 2738S	DOUGLAS STREET ON-RAMP OC	07-LA-105-R1.2-LA	5. Bridge not eligible for NRHP	1998	
53 2739	HAWTHORNE BLVD POC	07-LA-105-R3.14-HAW	5. Bridge not eligible for NRHP	1991	
53 2740K	4TH STREET ON-RAMP SEPARATION	07-LA-001-R34.83-SMCA	5. Bridge not eligible for NRHP	1992	
53 2741F	W60-N71 CONNECTOR OC	07-LA-060-R29.38-POM	5. Bridge not eligible for NRHP	1996	
53 2742G	S71-E60 CONNECTOR OC	07-LA-071-R4.22-POM	5. Bridge not eligible for NRHP	1997	
53 2743F	N71-W60 CONNECTOR OC	07-LA-071-R4.76-POM	5. Bridge not eligible for NRHP	1997	
53 2744F	W60-S71 CONNECTOR OC	07-LA-060-R29.38-POM	5. Bridge not eligible for NRHP	1996	
53 2746L	ROUTE 71/60 SEPARATION	07-LA-071-R4.31-POM	5. Bridge not eligible for NRHP	1997	
53 2746R	ROUTE 71/60 SEPARATION	07-LA-071-R4.31-POM	5. Bridge not eligible for NRHP	1997	
53 2746G	S71-E60 CONNECTOR OC	07-LA-071-R4.05-POM	5. Bridge not eligible for NRHP	1997	
53 2747G	S71-E60 CONNECTOR OC	07-LA-071-R3.74-POM	5. Bridge not eligible for NRHP	1997	
53 2751	ROSECRANS AVENUE OC	07-LA-110-11.89-LA	5. Bridge not eligible for NRHP	1996	
53 2752S	ROSECRANS ON-RAMP VIADUCT	07-LA-110-11.99-LA	5. Bridge not eligible for NRHP	1996	
53 2756K	RIO RANCHO ROAD OFF-RAMP OC	07-LA-071-R4.05-POM	5. Bridge not eligible for NRHP	1997	
53 2759	HOXIE AVENUE OC	07-LA-105-R17.91-NRW	5. Bridge not eligible for NRHP	1993	
53 2760Y	DOMINGUEZ CHANNEL	07-LA-091-6.03-LA	4. Historical Significance not determined	1994	
53 2761R	WEST PLAZA POC	07-LA-105-R17.79-NRW	5. Bridge not eligible for NRHP	1993	
53 2762R	EAST PLAZA POC	07-LA-105-R17.88-NRW	5. Bridge not eligible for NRHP	1993	
53 2767S	220 STREET ON-RAMP	07-LA-110-6.78-CRSN	4. Historical Significance not determined	1995	
53 2768R	STUDEBAKER SIDEHILL VIADUCT	07-LA-405-.46-LBCH	5. Bridge not eligible for NRHP	1993	
53 2769K	S405 OFF RAMP SIDEHILL VIADUCT	07-LA-405-.66-LBCH	5. Bridge not eligible for NRHP	1993	
53 2772	90TH STREET OC	07-LA-001-27.4-LA	5. Bridge not eligible for NRHP	1993	
53 2773K	39TH STREET RAMP SEPARATION	07-LA-110-19.6-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 2777M	ROSECRANS ON-RAMP RETAINING WALL	07-LA-110-11.9-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 2779	MAGIC MOUNTAIN PARKWY POC	07-LA-126-7.4-SCTA	5. Bridge not eligible for NRHP	1995	
53 2780F	S405-N710 CONNECTOR OC	07-LA-405-R7.79-LBCH	5. Bridge not eligible for NRHP	1997	

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53 2781	LIVE OAK CHANNEL	07-LA-030-4.4-CLA	5. Bridge not eligible for NRHP	1996	
53 2782	FAIR OAKS-E210 HOV RAMP	07-LA-210-R25.3-PAS	5. Bridge not eligible for NRHP	1996	
53 2784K	WARDLOW ROAD UC (OFF-RAMP)	07-LA-405-6.5-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-LBCH	5. Bridge not eligible for NRHP	1994	
53 2788	NEWHALL CREEK	07-LA-126-10.57-SCTA	5. Bridge not eligible for NRHP	1996	
53 2790L	GAVIN CANYON UC	07-LA-005-R47.83	5. Bridge not eligible for NRHP	1994	
53 2790R	GAVIN CANYON UC	07-LA-005-R47.83	5. Bridge not eligible for NRHP	1994	
53 2791	LA CIENEGA-VENICE SEPARATION	07-LA-010-R8.83-LA	5. Bridge not eligible for NRHP	1994	
53 2791S	LA CIENEGA-VENICE SEPARATION	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-110-R8.63-LA	5. Bridge not eligible for NRHP	1994	
53 2793R	MISSION-GOTHIC UC	07-LA-110-R8.63-LA	5. Bridge not eligible for NRHP	1994	
53 2794L	BULL CREEK CANYON CHANNEL	07-LA-110-R8.84-LA	5. Bridge not eligible for NRHP	1994	
53 2794R	BULL CREEK CANYON CHANNEL	07-LA-110-R8.84-LA	5. Bridge not eligible for NRHP	1994	
53 2795F	S14-S5 CONNECTOR OH	07-LA-014-R24.73-LA	5. Bridge not eligible for NRHP	1994	
53 2796G	ROUTE 14/5 SEPARATION OVERHEAD	07-LA-005-R45.58-LA	5. Bridge not eligible for NRHP	1994	
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-R.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-R.53-LA	5. Bridge not eligible for NRHP	1990	
53 2803K	NASH STREET OFF-RAMP OC	07-LA-105-R.96-LA	5. Bridge not eligible for NRHP	1989	
53 2805G	E105-N&S405 CONNECTOR SEPARATION	07-LA-105-R1.63-LA	5. Bridge not eligible for NRHP	1990	
53 2806S	IMPERIAL HIGHWAY 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	LRT OC	07-LA-105-R1.79-LA	5. Bridge not eligible for NRHP	1989	
53 2809L	BUTTE CANYON	07-LA-005-R50.8	5. Bridge not eligible for NRHP	1994	
53 2809R	BUTTE CANYON	07-LA-005-R50.8	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 2818	MALIBU LAGOON	07-LA-001-46.86-MAL	4. Historical Significance not determined	1995	
53 2826	ROBBS GULCH	07-LA-039-24.1	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 2830	THOMPSON CREEK	07-LA-030-5.09-CLA	5. Bridge not eligible for NRHP	1998	
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-110-20.7-LA	5. Bridge not eligible for NRHP	1996	
53 2857L	FIGUEROA STREET SIDEHILL VIADUCT	07-LA-110-25.27-LA	5. Bridge not eligible for NRHP	2001	
53 2858L	AMADOR STREET SIDEHILL VIADUCT	07-LA-110-25.05-LA	5. Bridge not eligible for NRHP	2001	
53 2859L	STADIUM WAY SIDEHILL VIADUCT	07-LA-110-24.73-LA	5. Bridge not eligible for NRHP	2001	

Structure Maintenance & Investigations

SM&I

Historical Significance - State Agency Bridges

June 2011

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
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 (STATE ROUTE 30)	07-LA-030-7.46-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-R1.83-LBCH	5. Bridge not eligible for NRHP	2001	
53 2890	VIA PRINCESSA ROAD OC	07-LA-126-9.75-SCTA	5. Bridge not eligible for NRHP	2001	
53 2894Z	CENTER DRIVE OC	07-LA-405-24.9-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	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 2925	SANTA CLARA RIVER BRIDGE	07-LA-005-R53.7-SCTA	5. Bridge not eligible for NRHP	2006	
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-M5.95-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 2969K	HUNTINGTN DRIVE-E&W210/CENTRAL	07-LA-210-R36.39-DRT	5. Bridge not eligible for NRHP	1968	
53 2970H	"C" STREET RAMP	07-LA-001-0.15-LA	5. Bridge not eligible for NRHP	2004	
53 2973R	GREENLEAF ST ON RAMP UC	07-LA-405-39.05-LA	5. Bridge not eligible for NRHP	2008	
53 2981	PALMS BLVD OC	07-LA-405-28.51-LA	5. Bridge not eligible for NRHP	2009	
53 3072	BUENA VISTA PARK CHANNEL	07-LA-134-2.82-BRB	5. Bridge not eligible for NRHP	1959	

HISTORIC PROPERTY SURVEY REPORT

ATTACHMENT C

HISTORICAL RESOURCES EVALUATION REPORT

HISTORICAL RESOURCES EVALUATION REPORT INTERSTATE 710 CORRIDOR PROJECT BETWEEN OCEAN BOULEVARD AND THE STATE ROUTE 60 INTERCHANGE 07-LA-710 PM 4.9/24.9 EA 249900 E-FIS 0700000443 WBS ID: 165.20.10

Prepared for

Metro

Los Angeles County
Metropolitan Transportation Authority

April 2012

Prepared by:

Galvin Preservation Associates

GPA

[illegible]

HISTORICAL RESOURCES EVALUATION REPORT

FOR THE

INTERSTATE 710 CORRIDOR PROJECT BETWEEN OCEAN BOULEVARD AND THE STATE ROUTE 60 INTERCHANGE

COUNTY OF LOS ANGELES, CALIFORNIA
07-LA-710 PM 4.9/24.9 EA 249900
E-FIS 0700000443
WBS ID: 165.20.10

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February 2012

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B: Department of Parks and Recreation Forms for Properties Evaluated for this Project
C: Bridge Department of Parks and Recreation Forms

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LIST OF ACRONYMS AND ABBREVIATIONS

ACSC	Automobile Club of Southern California
APE	Area of Potential Effects
APN	Assessor's Parcel Number
ASA	archaeological survey area
ASR	*Archaeological Survey Report*
BNSF	Burlington Northern Santa Fe Railroad
California Register	California Register of Historical Resources
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHL	California Historical Landmarks
CNG	compressed natural gas
DEIR	*Draft Environmental Impact Report*
DPR	Department of Parks and Recreation
DWP	Los Angeles Department of Water and Power
FHWA	Federal Highway Administration
ft	foot, feet
GCCOG	Gateway Cities Council of Governments
HPSR	*Historic Property Survey Report*
HRER	*Historical Resources Evaluation Report*
HRI	California State Historic Resources Inventory
I-5 JPA	Interstate 5 Joint Powers Authority
I-10	Interstate 10
I-110	Interstate 110
I-210	Interstate 210
I-405	Interstate 405
I-605	Interstate 605
I-710	Interstate 710
ITS	Intelligent Transportation Systems
LAHCM	City of Los Angeles Historic-Cultural Monuments
LOS	level of service
LPS	Locally Preferred Strategy
LRN	Legislative Route Number
MCS	Major Corridor Study
Metro	Los Angeles County Metropolitan Transportation Authority
National Register	National Register of Historic Places
NHPA	National Historic Preservation Act
PA	Programmatic Agreement
pces/ln/hr	passenger car equivalents per lane per hour
PHI	California Points of Historical Interest
POLA	Port of Los Angeles
POLB	Port of Long Beach
PQS	Professionally Qualified Staff

PRC	Public Resources Code
RNG	renewable natural gas
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SR-1	Pacific Coast Highway
SR-7	State Route 7
SR-60	State Route 60
SR-91	State Route 91
TCE	temporary construction easement
TDM	Transportation Demand Management
TSM	Transportation Systems Management
UP	underpass
UP Railroad	Union Pacific Railroad
USC	United States Code
USGS	United States Geological Survey
WPA	Works Progress Administration
WWII	World War II

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SUMMARY OF FINDINGS

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), the Gateway Cities Council of Governments (GCCOG), the Southern California Association of Governments (SCAG), the Ports of Los Angeles (POLA) and Long Beach (POLB), and the Interstate 5 Joint Powers Authority (I-5 JPA), proposes to widen Interstate 710 (I-710) from Ocean Blvd. in the city of Long Beach north to State Route 60 (SR-60). Caltrans, Metro, GCCOG, SCAG, POLA, POLB, and the I-5 JPA are collectively referred to as the I-710 Funding Partners. These agencies are collectively funding the preparation of preliminary engineering and environmental documentation for the I-710 Corridor Project to evaluate improvements along the I-710 Corridor from Ocean Blvd. in the city of Long Beach to SR-60.

The existing I-710 mainline generally consists of eight general-purpose lanes north of Interstate 405 (I-405) and six general purpose lanes south of I-405. Five alternatives are under consideration for the I-710 Corridor Project. These are: Alternative 1, the No Build Alternative; Alternative 5A, which involves freeway widening of up to 10 general purpose lanes; Alternative 6A, which involves constructing 10 general purpose lanes plus a four-lane freight corridor; Alternative 6B, which includes 10 general purpose lanes plus a zero-emission four-lane freight corridor; and Alternative 6C, which includes 10 general purpose lanes plus a four-lane freight corridor tolled.

This Historical Resources Evaluation Report (HRER) was prepared in accordance with the Section 106 Programmatic Agreement (PA) *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 as it Pertains to the Administration of the Federal-Aid Highway Program in California*, executed January 1, 2004, with First and Second Addendums to the PA signed in August 2007. This HRER discusses all aspects of Federal compliance as governed by the PA for compliance with Section 106 of the National Historic Preservation Act (NHPA; 36 Code of Federal Regulations [CFR] §800). Properties located within the I-710 Corridor Project's Area of Potential Effects (APE) were identified and evaluated for inclusion in the National Register of Historic Places (National Register) and in compliance with the California Environmental Quality Act (CEQA) Guidelines, Title 14 of the California Code of Regulations (CCR) §15064.5 and Public Resources Code (PRC) §5024.

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Because the project consists of improvements both along the I-710 Corridor, as well as to non-contiguous arterial intersections, this project contains several APEs; one for the I-710 Corridor (Historic Property Survey Report [HPSR], Attachment A, Map 3) and additional APEs for the arterial intersections (HPSR, Attachment A, Map 4).

Several records searches were conducted as part of this study. They identified six previously recorded built environment properties within the I-710 Corridor APE and the Arterial Intersections APEs. These consist of:

- A Civic Center Community Center Building and tile mosaic (Map Reference No. 158) is listed as a local landmark (status code 5B1);
- A C-Los Angeles-A1 railroad segment (Union Pacific Railroad [UP Railroad] and Southern Pacific Railroad [SP Railroad], 19-186110/P-30-176630) that was constructed in the 1870s and found to be eligible for the National Register under Criteria A and B in 1999;
- A C-Los Angeles-A1 railroad segment (UP Railroad and SP Railroad, 19-186112) that was constructed in the 1870s and found to be eligible from the National Register under Criteria A and B in 1999;
- A CRM 789-50H railroad segment (Burlington Northern Santa Fe Railroad [BNSF Railroad; formerly the Atchison, Topeka and Santa Fe Railway], 19-186804) that was constructed between 1885 and 1888 and given the status code of 6Z (found ineligible for the National Register) in 2002
- A 40-mile segment of the Boulder Dam-Los Angeles 287.5 kV Transmission Line that was constructed from 1936-1937 and found eligible for the National Register under Criteria A and C in 2008; and
- 19-187854 (Map Reference No. 183) an industrial building that was previously evaluated as ineligible for the National Register by consensus through the Section 106 process (status code 6Y), but had not been evaluated for the California Register or local listing.

The three previously determined National Register-eligible properties (Boulder Dam-Los Angeles Transmission segment and two C-Los Angeles-A1 railroad segments [UP Railroad, 19-186110 and 19-186112]) were not re-evaluated as part of this study, but copies of the original Department of Parks and Recreation (DPR) inventory form sets are located in Appendix A for reference.

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As a result of the archaeological and architectural field surveys for this project, a total of 201 historic-period (45 years of age or older) resources were documented and evaluated in the project APE. These consist of 161 buildings and 5 bridges within the I-710 Corridor APE and 35 buildings within the Arterial Intersection APEs. Of the 201 resources, 199 resources were evaluated and recommended as ineligible for listing in the National Register or to be considered historical resources for the purposes of CEQA. One building was determined eligible for listing in the National Register. Therefore, this building was determined to be an historic property for the purposes of Section 106 of the NHPA and is considered a historical resource for the purposes of CEQA.

APE Map Reference Number	APN	Address	Description	Year Built	Status
71	7301-017-001	4502 E. Alondra Blvd., Compton	1-3 Story Comm. Bldg.	1955	3S

APE = Assessor's Parcel Number

One building, with its associated Works Progress Administration (WPA) tile mosaic has been listed on the local register for the city of South Gate. Therefore, in accordance with 5020.1(k) of the Public Resources Code, it is presumed to be historically significant for the purposes of CEQA.

APE Map Reference Number	APN	Address	Description	Year Built	Status
158	6210-017-909	8680 California Ave., South Gate	Community Building and WPA Tile Mosaic	1938	5S1

Andrea Galvin, who meets the Professional Qualifications Standards in the Section 106 PA, Attachment 1, as a Principal Architectural Historian, has reviewed the I-710 Corridor Project's APE and confirmed that all other buildings and structures located within the APE meet the criteria in Attachment 4 of the PA (Properties Exempt from Evaluation).

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HIGHWAY PROJECT LOCATION AND DESCRIPTION

PROJECT LOCATION

The I-710 Corridor Project Study Area (Study Area) includes the portion of I-710 (6 or 8 lanes) from Ocean Blvd. in Long Beach to SR-60, a distance of approximately 18 miles (see Figure 1). At the freeway-to-freeway interchanges, the Study Area extends one mile east and west of I-710 for the I-405, State Route 91 (SR-91), Interstate 105 (I-105), and I-5 interchanges. The I-710 Corridor Project traverses portions of the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Los Angeles, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, and portions of unincorporated Los Angeles County, all within Los Angeles County, California. Specifically, the linear project extends from a terminus at 33° 45' 53.69"N latitude by 118° 12' 5.33"W longitude (T5S, R13W) north to 34° 01' 49.07"N latitude by 118° 10' 16.66"W longitude (T2S, R12W). Large portions of the I-710 Corridor Project are not within the Public Land Survey System, so specific section information is lacking. The I-710 Corridor Project Study Area is depicted on the *Long Beach, South Gate,* and *Los Angeles, California* 7.5-minute series United States Geological Survey (USGS) topographic maps (HPSR, Attachment A, Map 2). The APE is generally characterized by densely developed urban lands developed with a wide variety of property types, including: single- and multifamily housing; commercial, office, manufacturing, and industrial buildings; railroad segments and related facilities; portions of the Los Angeles River; highway segments; and recreational buildings.

PROJECT DESCRIPTION

I-710 (also known as the Long Beach Freeway) is a major north/south interstate freeway connecting the city of Long Beach to central Los Angeles. Within the I-710 Corridor Project Study Area, the freeway serves as the principal transportation connection for goods movement between the Port of Los Angeles (POLA)/Port of Long Beach (POLB) shipping terminals and the BNSF Railroad/UP Railroad rail yards in the cities of Commerce and Vernon and destinations along I-710, as well as destinations north and east of I-710.

The *I-710 Major Corridor Study* (MCS), undertaken to address the mobility and safety needs of the I-710 Corridor and to explore possible solutions for transportation improvements, was completed in March 2005 and identified a community-based Locally Preferred Strategy (LPS) consisting of 10 general purpose lanes next to four separated freight movement lanes. Metro, Caltrans, the GCCOG, SCAG, POLA, POLB, and the I-5 JPA are collectively known as the I-710 Funding Partners. Through a cooperative agreement, these agencies are funding the preparation of preliminary engineering and environmental documentation for the I-710 Corridor

Project to evaluate improvements identified in the MCS along the I-710 Corridor from Ocean Blvd. in the city of Long Beach to SR-60. The I-710 Funding Partners have continued this engineering and environmental study effort within the same broad, continuous community participation framework that was used for the MCS.

The environmental impacts of the I-710 Corridor Project will be assessed and disclosed in compliance with both CEQA and the National Environmental Policy Act (NEPA). Caltrans is the Lead Agency for CEQA compliance and the lead agency for NEPA compliance, pursuant to Section 6005 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (23 United States Code [USC] 327).

The need for the I-710 Corridor Project is as follows:

- I-710 experiences high heavy-duty truck volumes, resulting in high concentrations of diesel particulate emissions within the I-710 Corridor.
- I-710 experiences accident rates, especially truck-related, that are well above the statewide average for freeways of this type.
- At many locations along I-710, the on- and off-ramps do not meet current design standards and weaving sections within and between interchanges are of insufficient length.
- High volumes of both trucks and cars have led to severe traffic congestion throughout most of the day (6:00 a.m. to 7:00 p.m.) on I-710, as well as on the connecting freeways. This is projected to worsen over the next 25 years.
- Increases in population, employment, and goods movement between now and 2035 will lead to more traffic demand on I-710 and on the streets and roadways within the I-710 Corridor as a whole.

The purpose of the I-710 Corridor Project is to achieve the following within the I-710 Corridor (2035 time frame):

- Improve air quality and public health;
- Improve traffic safety;
- Provide modern design for the I-710 mainline;
- Address projected traffic volumes; and

- Address projected growth in population, employment, and activities related to goods movement (based on SCAG population projections and projected container volume increases at the two ports).

ALTERNATIVES DESCRIPTION

This section describes the alternatives based on the Major Corridor Study that were developed by a multidisciplinary technical team to achieve the I-710 Corridor Project purpose and subsequently were reviewed and concurred upon by the various committees involved in the I-710 Corridor Project community participation framework. Alternatives 2, 3, and 4 were considered but withdrawn from further environmental study as stand-alone alternatives but elements of these alternatives have been included in Build Alternatives 5A and 6A/B/C. The alternatives are Alternative 1, Alternative 5A (I-710 Widening up to 10 General Purpose Lanes), Alternative 6A (10 General Purpose Lanes plus a Four-Lane Freight Corridor), Alternative 6B (10 General Purpose Lanes plus a Zero-Emission Four-Lane Freight Corridor), and Alternative 6C (10 General Purpose Lanes plus a Four-Lane Freight Corridor Tolled).

ALTERNATIVE 1 – NO BUILD ALTERNATIVE

The No Build Alternative does not include any improvements within the I-710 Corridor other than those projects that are already planned and committed to be constructed by or before the planning horizon year of 2035. The projects included in this alternative are based on SCAG's 2008 Regional Transportation Improvement Program (RTIP) project list, including freeway, arterial, and transit improvements within the SCAG region. This alternative also assumes that goods movement to and from the ports make maximum utilization of existing and planned railroad capacity within the I-710 Corridor. Alternative 1 is the baseline against which the build alternatives proposed for the I-710 Corridor Project will be assessed. The existing I-710 mainline generally consists of eight general purpose lanes north of I-405 and six general purpose lanes south of I-405.

ALTERNATIVE 5A – FREEWAY WIDENING UP TO 10 GENERAL PURPOSE LANES

Alternative 5A proposes to widen the I-710 mainline to up to ten general purpose lanes (northbound I-710 and southbound I-710). This alternative will:

- Provide an updated design at the I-405 and SR-91 interchanges (no improvements to the I-710/I-5 interchange are proposed under Alternative 5A)

- Reconfigure all local arterial interchanges within the project limits that may include realignment of on- and off-ramps, widening of on- and off-ramps, and reconfiguration of interchange geometry

- Eliminate local ramp connections over I-710 (9th St. to 6th St. and 7th St. to 10th St.) in the city of Long Beach
- Eliminate a local interchange at Wardlow Ave. in the city of Long Beach
- Add a local street connection under I-710 to Thunderbird Villas at Miller Wy. in the city of South Gate
- Add a local connection (bridge) over I-710 at Southern Ave. in the city of South Gate
- Add a local arterial interchange at northbound and southbound I-710/Slauson Ave. in the city of Maywood
- Shift the I-710 centerline at several locations to reduce right-of-way requirements.

Additionally, various structures, such as freeway connectors, ramps, and local arterial overcrossings, structures over the Los Angeles River and structures over the two rail yards throughout the project limits, will be replaced, widened, or added as part of Alternative 5A.

In addition to improvements to the I-710 mainline and the interchanges, Alternative 5A also includes Transportation Systems/Transportation Demand Management (TSM/TDM), Transit, and Intelligent Transportation Systems (ITS) improvements. TSM improvements include provision of or future provision of ramp metering at all locations and the addition of improved arterial signage for access to I-710. Parking restrictions during peak periods (7:00 a.m.–9:00 a.m. and 4:00 p.m.–7:00 p.m.) will be implemented on four arterial roadways: Atlantic Blvd. between Pacific Coast Hwy. and SR-60; Cherry Ave./Garfield Ave. between Pacific Coast Hwy. and SR-60; Eastern Ave. between Cherry Ave. and Atlantic Blvd.; and Long Beach Blvd. between San Antonio Dr. and Firestone Blvd. Transit improvements that will be provided as part of the I-710 Corridor Project include increased service on all Metro Rapid routes and local bus routes in the Study Area. ITS improvements include updated fiber-optic communications to interconnect traffic signals along major arterial streets to provide for continuous, real-time adjustment of signal timing to improve traffic flow as well as other technology improvements.

Alternative 5A also includes improvements to 35 local arterial intersections within the I-710 Corridor Project Study Area (see Figure 2). These improvements generally consist of lane restriping or minimal widening to provide additional intersection turn lanes that will reduce traffic delay and improve intersection operations for those intersections with projected Level of Service (LOS) F.

In addition to the transportation system improvements described above, Alternative 5A also includes:

- **Aesthetic Enhancements:** Landscaping and irrigation systems would be provided within the corridor where feasible. Urban design and aesthetic treatment concepts for community enhancement will be integrated into the design of the I-710 Corridor Project. These concepts will highlight unique community identities within a unified overall corridor theme; strengthen physical connections and access/mobility within and between communities; and implement new technologies and best practices to ensure maximum respect for the environment and natural resources. They will continue to evolve and be refined through future phases of project development.

- **Drainage/Water Quality Features:** Alternative 5A includes modifications to the Los Angeles River levee; new, extended, replacement, and additional bents and pier walls in the Los Angeles River; additional and extended bents and pier walls in the Compton Channel; modifications to existing pump stations or provision of additional pump stations; and detention basins and bioswales that will provide for treatment of surface water runoff prior to discharge into the storm drain system.

ALTERNATIVE 6A – 10 GENERAL PURPOSE LANES PLUS A FOUR-LANE FREIGHT CORRIDOR

Alternative 6A includes all the components of Alternatives 1 and 5A described above. (The alignment of the general purpose lanes in Alternative 6A will be slightly different than Alternative 5A in a few locations.) In addition, this alternative includes a separated four-lane freight corridor from Ocean Blvd. northerly to its terminus near the UP Railroad and BNSF Railroad rail yards in the city of Commerce. The freight corridor would be built to Caltrans highway design standards and would be restricted to the exclusive use of heavy-duty trucks (5+ axles). In Alternative 6A, these trucks are assumed to be "conventional" trucks (conventional trucks are defined to be newer [post-2007] diesel/fossil-fueled trucks [new or retrofitted engines required per new regulations and standards].

The freight corridor would be both at-grade and on elevated structure with two lanes in each direction. There are exclusive, truck only ingress and egress ramps to and/or from the freight corridor at the following locations:

- Harbor Scenic Dr. (northbound ingress only)
- Ocean Blvd. (northbound ingress only)
- Pico Ave. (northbound ingress and southbound egress only)
- Anaheim St. (northbound ingress and southbound egress only)
- Southbound I-710 general purpose lanes just south of Pacific Coast Hwy. (southbound egress only)

- Northbound I-710 general purpose lanes north of I-405 at 208th St. (northbound ingress only)
- Southbound I-710 general purpose lanes north of I-405 at 208th St. (southbound egress only)
- Eastbound SR-91 (northbound egress only)
- Westbound SR-91 (southbound ingress only)
- Patata St. (northbound egress and southbound ingress only)
- Southbound I-710 general purpose lanes at Bandini Blvd. (southbound ingress only)
- Northbound I-710 general purpose lanes at Bandini Blvd. (northbound egress only)
- Washington Blvd. (northbound egress and southbound ingress only) (Design Options 1 and 2)
- Washington Blvd. (northbound egress and southbound ingress via Indiana Ave.) (Design Option 3)
- Sheila St. (northbound egress only) (Design Option 3)

In addition to the freight corridor feature, Alternative 6A includes:

- Partial modification to the I-5 interchange, notably the replacement of the northbound I-710 to the northbound I-5 connector (right-side ramp replacement of left-side ramp) and a realigned southbound I-5 to southbound I-710 connector and 5 southbound general purpose lanes from SR-60 to Washington Blvd.
- 3 northbound general purpose lanes from I-5 to SR-60
- Retention of and modification to the I-710 southbound on- and off-ramps at Eastern Ave. to slightly realign them
- A local connection over I-710 at Patata St. in the cities of South Gate and Bell Gardens

As with Alternative 5A, Alternative 6A will include additional aesthetic enhancements, and drainage/water quality features as follows:

Aesthetic Enhancements: In addition to the aesthetic enhancements described above for Alternative 5A, specific aesthetic treatments will be developed for the freight corridor, including

use of screen walls and masonry treatments on the freight corridor structures (including soundwalls).

Drainage/water quality features: Alternative 6A includes features to capture and treat the additional surface water runoff from the freight corridor, as well as some modifications to the Los Angeles River levees in order to accommodate electrical transmission line relocations.

ALTERNATIVE 6B – 10 GENERAL PURPOSE LANES PLUS A ZERO-EMISSIONS FOUR-LANE FREIGHT CORRIDOR

Alternative 6B includes all the components of Alternative 6A as described above, but would restrict the use of the freight corridor to zero-emission trucks rather than conventional trucks. This proposed zero-emission truck technology is assumed to consist of trucks powered by electric motors in lieu of internal combustion engines and producing zero tailpipe emissions while traveling on the freight corridor. The specific type of electric motor is not defined, but feasible options include linear induction motors, linear synchronous motors, or battery technology. The power systems for these electric propulsion trucks could include, but are not limited to, hybrid with dual-mode operation (ZEV Mode), Range Extender EV (Fuel Cell or Turbine with ZEV mode), Full EV (with fast charging or infrastructure power), road-connected power (e.g., overhead catenary electric power distribution system), alternative fuel hybrids, zero nitrogen oxide [NOx] dedicated fuel engines (compressed natural gas [CNG], renewable natural gas [RNG], H2 ICE), and range extender EV (turbine). For purposes of the I-710 environmental studies, the zero-emission electric trucks are assumed to receive electric power while traveling along the freight corridor via an overhead catenary electric power distribution system (road-connected power).

Alternative 6B also includes the assumption that all trucks using the freight corridor will have an automated control system that will steer, brake, and accelerate the trucks under computer control while traveling on the freight corridor. This will safely allow for trucks to travel in "platoons" (e.g., groups of 6–8 trucks) and increase the capacity of the freight corridor from a nominal 2,350 passenger car equivalents per lane per hour (pces/ln/hr) (as defined in Alternative 6A) to 3,000 pces/ln/hr in Alternative 6B.

The design of the freight corridor will also allow for possible future conversion, or be initially constructed, as feasible (which may require additional environmental analysis and approval), of a fixed-track guideway family of alternative freight transport technologies (e.g., Maglev). However, this fixed-track family of technologies has been screened out of this analysis for now, as they have been determined to be inferior to electric trucks in terms of cost and ability to readily serve the multitude of freight origins and destinations served by trucks using the I-710 corridor.

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ALTERNATIVE 6C – 10 GENERAL PURPOSE LANES PLUS A FOUR-LANE FREIGHT CORRIDOR WITH TOLLS

Alternative 6C includes all the components of Alternative 6B as described above, but would toll trucks using the freight corridor. Although tolling trucks in the freight corridor could be done under either Alternative 6A or 6B, for analytical purposes, tolling has only been evaluated for Alternative 6B, as this alternative provides for higher freight corridor capacity than Alternative 6A due to the automated guidance feature of Alternative 6B.

Tolls would be collected using electronic transponders, which would require overhead sign bridges and transponder readers like the SR-91 toll lanes currently operating in Orange County, where no cash toll lanes are provided. The toll pricing structure would provide for collection of higher tolls during peak travel periods.

DESIGN OPTIONS

For Alternatives 6A/B/C, three design options for the portion of I-710 between the I-710/Slauson Ave. interchange to just south of the I-710/I-5 interchange are under consideration. These configurations will be fully analyzed so that they can be considered in the future selection of a Preferred Alternative for the project. These options are as follows:

Design Option 1

Design Option 1 applies to Alternatives 6A/B/C and provides access to Washington Blvd. using three ramp intersections at Washington Blvd.

Design Option 2

Design Option 2 applies to Alternatives 6A/B/C and provides access to Washington Blvd. using two ramp intersections at Washington Blvd.

Design Option 3

Design Option 3 applies only to Alternative 6B[1] and removes access to Washington Blvd. at its current location. The ramps at the I-710/Washington Blvd. interchange would be removed to accommodate the proposed freight corridor ramps in and out of the rail yards. The southbound off-ramp and northbound on-ramp access would be accommodated by Alternative 6B in the vicinity of the existing interchange by the proposed new southbound off-ramp and northbound on-ramp at Oak St. and Indiana St. These two ramps are proposed as mixed-flow ramps (freight connector ramps that would also allow automobile traffic). However, the southbound on-ramp and northbound off-ramp traffic that previously used the Washington Blvd. interchange would be required to access the Atlantic Blvd./Bandini Blvd. interchange located south of the existing Washington Blvd. interchange to ultimately reach I-710.

[1] Design Option 3 only applies to Alternative 6B because it was not included in the travel demand modeling for either Alternative 6A or 6C.

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AREA OF POTENTIAL EFFECTS

Because the project consists of improvements both along the I-710 Corridor, as well as to non-contiguous intersections, this project contains several APEs, one for the I-710 Corridor (HPSR, Attachment A, Map 3), and additional APEs for the arterial intersections (HPSR, Attachment A, Map 4). The entire APE for the I-710 Corridor Project was established in consultation with Noah M. Stewart, Caltrans Professionally Qualified Staff (PQS) Architectural History; and Abdi Saghafi, Caltrans Project Manager on (date) (HPSR, Attachment A, Map 3). The project's APE was delineated to include all resources that could potentially be directly or indirectly affected by the proposed undertaking. The areas of direct effects include the areas where physical impacts will occur. These are generally limited to the proposed and existing right-of-way, as well as areas where utilities will be relocated, and include the horizontal and vertical limits (ranging from a maximum height of 100 feet [freight corridor construction] to a maximum depth of 125 feet [drilling for borings and bridge piles]) associated with ground-disturbing activities. The areas of indirect effects extend beyond those of the direct effects and incorporate areas that may be indirectly affected by visual; audible or atmospheric intrusions; shadow effects; vibrations from construction activities; or change in access or use. The areas of indirect effects generally include all properties that are adjacent to the proposed right-of-way unless they are undeveloped. In most cases, the APE includes only the properties adjacent to the proposed right-of-way and/or temporary construction easements (TCEs), but additional parcels may be included where there are proposed new bridges, bridges that are being widened or replaced, or construction of new elevated features such as ramps and the freight corridor in Alternatives 6A/6B/6C. Exceptions include properties that are buffered by topographic features, large parking and/or landscaped areas, or buildings on other properties. The APE extends around the entirety of those parcels where the built environment will be indirectly affected.

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RESEARCH METHODS

Background research was conducted to determine the proximity of previously documented archaeological and architectural resources to the I-710 Corridor APE and the Arterial Intersections APEs, and to help establish a context for the potential presence and significance of historic properties. Records searches from the South Central Coastal Information Center (SCCIC), at California State University, Fullerton, were requested on April 7, 2009, July 12, 2011, and September 19 and 30, 2011. On May 7, 2009, and July 14, 2011, Michelle Galaz, staff researcher at the SCCIC, conducted the requested records searches. On September 21, 2011, and October 3, 2011, Lindsey Noyes, staff researcher at the SCCIC, conducted the requested records searches. These searches included a review of all recorded historic and prehistoric archaeological sites situated within a 1/8-mile radius of the APE, as well as a review of the cultural resources reports on file. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the California Register of Historical Resources (California Register), the National Register, the California State Historic Resources Inventory (HRI), and the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings were reviewed. Additionally, letters were sent to the local planning departments requesting identification of any locally significant properties within the project APE; no locally significant resources were listed.

Within a 1/8-mile radius of all the APEs, 148 cultural resources studies have been conducted. Of these, 65 included portions of the APE. Nine archaeological sites have been identified within a 1/8-mile radius of the APE, two of which (19-002859 and 19-003063) are plotted within the APE. Twenty-four built environment cultural resources (Boulder Dam-Los Angeles 287.5kV Transmission Line, Civic Center Community Building and Tile Mosaic, 19-150348, 19-150349, 19-150363, 19-150364, 19-178699, 19-180181, 19-180783, 19-186110, 19-186112, 19-186744, 19-186804, 19-186868, 19-187127, 19-187128, 19-187131, 19-187187, 19-187218, 19-187753, 19-187854, 19-187942, 19-188180, and 19-188196) have been recorded within a 1/8-mile radius of the APE. Of these resources, six are located within the project APE. These resources include:

- A Civic Center Community Center Building and tile mosaic (Map Reference No. 158) that is listed on the City of South Gate Register at the local level;
- A C-Los Angeles-A1 railroad segment (UP Railroad, 19-186110) that was constructed in the 1870s and found to be eligible for the National Register under Criteria A and B in 1999;

- A C-Los Angeles-A1 railroad segment (UP Railroad, 19-186112) that was constructed in the 1870s and found to be eligible for the National Register under Criteria A and B in 1999;

- A CRM TECH 789-50H railroad segment (BNSF Railroad; formerly the Atchison, Topeka and Santa Fe Railway, 19-186804) that was constructed between 1885 and 1888 and given the status code of 6Z (not eligible for the National Register) in 2002

- A 40-mile segment of the Boulder Dam-Los Angeles 287.5 kV Transmission Line that was constructed from 1936-1937 and found eligible for the National Register under Criteria A and C in 2008; and

- 19-187854 (Map Reference No. 183), an industrial building that was previously evaluated as ineligible for the National Register by consensus through the Section 106 process (status code 6Y) but has not been evaluated for the California Register or local listing.

The three previously determined National Register-eligible properties (two C-Los Angeles-A1 railroad segments [UP Railroad, 19-186110 and 19-186112] and the 40-mile segment of the Boulder Dam Transmission Line) were not re-evaluated as part of this study. Copies of the original DPR inventory form sets are located in Appendix A for reference.

In addition to the records search, general and building-specific research was conducted for the APE to identify significant local historical events, personages, development patterns, and unique interpretations of architectural styles. General research was conducted on various dates from June through September 2009, and on October 12 and December 9, 2009, at the following locations:

- **Los Angeles Central Public Library (630 W. 5th St., Los Angeles, CA 90071):** The Regional History California Index was searched and several newspaper articles and journals pertaining to I-710 were found. The Photo Collection database was also searched and a few photographs of I-710 were found.

- **Long Beach Public Library (101 Pacific Ave., Long Beach, CA 90822):** General history books on the city of Long Beach and POLB were found. A search of the library's history files on I-710 and POLB resulted in several newspaper clippings and magazine articles. Several Long Beach newspaper articles were also found through the library's Long Beach History Index online database.

- **Caltrans Transportation Library and History Center (1120 N. St., Room 1430, Sacramento, CA 95814):** A search of the files resulted in several historic photographs and newspaper clippings and magazine articles on the I-710 Corridor. A hard-copy index to the online database of the magazine publication *California Highways and Public Works* was also obtained.

- **Riverside Public Library (3581 Mission Inn Ave., Riverside, CA 92501)**: Various books regarding Los Angeles County history were reviewed.
- **A. K. Smiley Library (125 W. Vine St., Redlands, CA 92373):** Various books regarding Los Angeles County history were reviewed.

Initial building-specific research was conducted online between February and September 2009.

- **Zillow.com** (http://www.zillow.com/) was accessed to ascertain build dates for single-family residential properties within the I-710 Corridor Project APE.
- The **Los Angeles County Assessor's Property Search** website (http://assessormap.co.la.ca.us/mapping/viewer.asp) was accessed to ascertain build date information for multifamily residential properties and nonresidential properties.

Additional building-specific research was conducted at one or more of the following locations December 22-30, 2009, June 21, 2011, July 14, 2011, and September 27, 2011.

- **City of Bell Building and Safety Division (7100 S. Garfield Ave., Bell Gardens, CA 90201)**; reviewed building permits. Visited on December 29, 2009, June 21, 2011, and July 14, 2011.
- **City of Commerce Building and Safety Department (2535 Commerce Wy., Commerce, CA 90040)**; reviewed building permits. Visited on December 29, 2009, June 21, 2011, and September 27, 2011.
- **City of Compton Building and Safety Department (205 South Willowbrook Ave., Compton, CA 90220)**; reviewed building permits. Visited on December 22, 2009, June 21, 2011, and September 27, 2011.
- **City of Downey Building and Safety Department (11111 Brookshire Ave., Downey, CA 90241)**; reviewed building permits. Visited on July 14, 2011.
- **City of Huntington Park Building and Safety Department (6550 Miles Ave. No. 145, Huntington Park, CA 90253)**; reviewed building permits. Visited on July 14, 2011.
- **City of Los Angeles Building and Safety Department (201 N. Figueroa St., Los Angeles, CA 90012)**; reviewed building permits. Visited on July 14, 2011.
- **City of Lynwood Building and Safety Division (11330 Bullis Rd., Lynwood, CA 90262)**; reviewed building permits. Visited on December 22, 2009.

- **City of South Gate Building and Safety (8650 California Ave., South Gate, CA 90280);** reviewed building permits. Visited on December 22, 2009, and July 14, 2011.

- **City of Vernon Building Division (4305 Santa Fe Ave., Vernon, CA 90058);** reviewed building permits. Visited on December 29, 2009.

Local historical societies and local governments were identified and invited to participate in the Section 106 process in accordance with 36 CFR §800.3(f)(1). On September 30, 2009, the I-710 Corridor Project team sent letters to the consulting parties and other individuals and organizations likely to have knowledge of or concerns regarding historical properties in the area (HPSR, Attachment F). The purpose of the letter was to seek information and identify any issues related to the undertaking's potential effects on historic properties as part of the process of identifying historic properties (36 CFR §800.4 (a)(3)). Following is a list of organizations contacted and a summary of their comments:

- **Bellflower Heritage Society (16601 Civic Center Dr., Bellflower, CA 90706):** No response was received.

- **City of Bell Planning Department (Dennis Tarango, Director of Building & Planning, 6330 Pine Ave., Bell, CA 90201):** No response was received.

- **City of Bell Gardens Community Development and Planning Division (Carmen Morales, Interim Community Development Director, 7100 S. Garfield Ave., Bell Gardens, CA 90201):** No response was received.

- **City of Bell Gardens Cultural Heritage Board (Marta Solano, 7100 S. Garfield Ave., Bell Gardens, CA 90201):** No response was received.

- **City of Carson Economic Development and Planning Division (Sheri Repp-Loadsman, Planning Manager, 701 E. Carson St., Carson, CA 90745):** No response was received.

- **City of Commerce Community Development and Planning Division (Robert Zarrilli, Director, 2535 Commerce Wy., Commerce, CA 90040):** Alex Hamilton, Assistant Director of Community Development for the City of Commerce, responded via telephone on October 29, 2009. Mr. Hamilton indicated the City does have criteria for local landmark designation; however, there are no properties listed or designated as historic resources at this time. He indicated that the Citadel and the train station may be on State or Federal lists of significance; however, both properties are at least 0.25 mile from the I-710 Corridor. He also noted that the Hobart Yard rail tower is a known resource outside of Commerce in the vicinity of either Vernon or East Los Angeles; however, that resource is located outside of the I-710 Corridor Project APE.

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- **City of Compton Planning and Economic Development Planning Division (Gay K. Morris, Interim Planning Director, 205 S. Willowbrook Ave., Compton, CA 90220):** No response was received.

- **City of Lynwood Development Services Department (Karen Figueredo, Planning Assistant, 11330 Bullis Rd., Lynwood, CA 90262):** No response was received.

- **City of Monterey Park Development Services Department Planning Division (Jim Basham, Planning Manager, 320 W. Newmark Ave., Monterey Park, CA 91754):** No response was received.

- **City of Monterey Park Historic Heritage Commission (Harry Panagiotes, 320 W. Newmark Ave., Monterey Park, CA 91754):** No response was received.

- **City of Paramount Community Development (Joe Perez, Community Development Director, 16400 Colorado Ave., Paramount, CA 90723):** No response was received.

- **City of South Gate Community Development and Redevelopment Planning Division (Steve Lefever, Director of Community Development, 8650 California Ave., South Gate, CA 90280):** Mr. Lefever sent a response via email on October 6, 2009. He stated that to the best of the City's knowledge, there are no "cultural resources" (i.e., prehistoric or historic archaeological sites, buildings, structures, or objects; unique ethnic cultural assets; or existing religious or sacred sites) within the I-710 Corridor Project boundaries.

- **City of Vernon Community Services Planning Division (Sergio Canales, Planning Assistant, 4305 Santa Fe Ave., Vernon, CA 90058):** No response was received.

- **Historical Society of Long Beach (Julie Bartolotto, Executive Director, 4260 Atlantic Ave., Long Beach, CA 90807):** No response was received.

- **Historical Society of Monterey Park (781 S. Orange Ave., Monterey Park, CA 91754):** No response was received.

- **Historical Society of Southern California (Post Office Box 93487, Pasadena, CA 91120):** No response was received.

- **Long Beach Heritage (Mary Kay Knottage, Executive Director, Post Office Box 92521, Long Beach, CA 90809):** John Thomas, President of Long Beach Heritage, responded to the letter via email on October 8, 2009. Mr. Thomas requested that Long Beach Heritage be added to the distribution list for the Draft Environmental Impact Report (DEIR) and other documents. Mr. Thomas' contact information was sent to the appropriate project managers and Long Beach Heritage was added to the distribution list.

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- **Los Angeles Conservancy (Mike Buhler, Director of Advocacy, 523 W. 6th St., Ste. 826, Los Angeles, CA 90014):** No response was received.

- **County of Los Angeles Regional Planning (Jon Sanabria, Acting Director of Planning, 320 W. Temple St., 13th Floor, Los Angeles, CA 90012):** No response was received; and

- **City of Long Beach Development Services and Planning Bureau (Lynette Ferenczy, 333 W. Ocean Blvd., 4th Floor, Long Beach, CA 90802):** Ms. Ferenczy responded via email on October 9, 2009, and on November 12, 2009. In her initial email, she requested detailed maps of the APE. Preliminary APE maps of the Long Beach area were sent to Ms. Ferenczy on October 16, 2009. The maps sent showed the Long Beach section of the project in detail. A follow-up email was sent by Ms. Ferenczy on November 12, 2009, stating that there are no cultural resources located within the project APE; however, she did list nearby historic resources and a historic district located near but outside the APE.

For a discussion of the Native American consultation, please refer to the HPSR Attachment E (Native American consultation).

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FIELD METHODS

ARCHITECTURAL SURVEY METHODS

An initial site visit to the I-710 Corridor APE was conducted on December 12, 2008, by architectural historians Andrea Galvin, Christeen Taniguchi, and Casey Tibbet, and archaeologist Deborah McLean. The purpose of this initial visit was to drive the area and become familiar with the types of potential architectural resources within the APE. Following this initial site visit, Nicole Collum, Jennifer Krintz, and Laura Vanaskie conducted a field survey of the APE sporadically between September 24, 2009, and December 22, 2009. Noah Allison and Mandy Jones conducted an additional field survey within the revised I-710 Corridor APE boundaries on June 2 and 3, 2011. Noah Allison and Elysha Dory conducted an additional field survey for the Arterial Intersections APE on July 8, 2011. A final field survey for the additional arterial intersections was completed on September 16, 2011 and September 22, 2011 by Noah Allison and confirmed by Ben Taniguchi on January 10, 2012. The surveys were conducted under the guidance of Andrea Galvin, who meets the Professional Qualifications Standards in the Section 106 PA, Attachment 1, as a Principal Architectural Historian. The purpose of the field visits was to identify buildings and/or structures located within the APE that are older than 45 years of age that would require evaluation for historical significance.

A total of 201 properties were identified that required evaluation. These include 161 buildings and 5 bridges within the I-710 Corridor APE and 35 buildings within the Arterial Intersections APEs. Photographs and notes were taken for each building identified within the entire APE. Notes from visual observations were taken in the field and documentary photographs were later used for developing the State of California DPR 523 forms for those buildings requiring evaluation. There were also four bridges that had a historical rating of 4 (meaning they were unevaluated) on the statewide historic bridge inventory. Generally, category 4 bridges constructed before 1960 are associated with properties that have not yet been evaluated, such as railroads, canals, or potentially eligible historic roads; therefore, these four bridges were also documented on State of California DPR 523 forms, which are located in Appendix C of this report.

Andrea Galvin is a consultant who meets the Professional Qualifications Standards in the Section 106 PA, Attachment 1, as a Principal Architectural Historian. She has reviewed the project's APE and confirmed that all other buildings and structures located within the APE meet the criteria in Attachment 4 of the PA (Properties Exempt from Evaluation).

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HISTORICAL OVERVIEW

As previously noted, the APE is within a densely developed urban area with a wide variety of modern and historic-period property types, including: single-family and multifamily residential units; commercial, office, and manufacturing uses; recreational uses; and segments of railroads, freeways, and the Los Angeles River. This section provides a historical overview of the I-710 Corridor Project APE that focuses on the historic themes that pertain specifically to the resources that were recorded and evaluated in the APE as part of this report. These themes include transportation, freeway subdivisions, and architecture.

EARLY TRANSPORTATION ROUTES

Prior to Spanish exploration and occupation of California in the mid to late 18th century, the San Fernando Valley, the Los Angeles Basin, the San Gabriel Valley, the coastline between present-day Santa Monica and Seal Beach, and Catalina Island were populated by native Gabrielinos. The tribes numbered between 8,000 and 10,000 people (Robinson 2005). Trails criss-crossed the Gabrielino lands and were used in trading between inland and coastal native groups. Some of these trails led from the coastal area of present-day San Pedro into the Los Angeles area and through the passes beyond (Robinson 2005). During the early development of Pueblo de los Angeles, the plains south and southeast of the pueblo became the center of the hide and tallow trade, with San Pedro being its major embarkation point (Robinson 1978). A well-rutted road connected Los Angeles with San Pedro and crossed the flat plains, where the only change in landscape was the low rise of the Dominguez Hills (Robinson 1978).

Los Angeles, San Pedro, and the main dirt road joining them changed little until 1847, when American settlement began. During the early 1850s, the Sepulveda family of nearby Rancho Los Palos Verdes established freight and passenger service between Los Angeles and San Pedro (Robinson 1978). There was great competition between stage lines to deliver goods and passengers in the shortest amount of time. The route in these early days was known as both the San Pedro Rd. and Sepulveda's Stage Rd. (Robinson 1978). The 2.5-hour ride usually cost about $5, but the price was lowered considerably during competitive rate wars (Robinson 1978). As the population of Los Angeles grew and the coastal shipping industry developed, with more schooners and steamer traffic arriving at San Pedro, the San Pedro Rd. became a major artery of travel and the forerunner of later paved roads and highways (Robinson 1978).

In the late 1850s, staging entrepreneur Phineas Banning developed the first harbor at San Pedro and established wharves at Wilmington (now POLA) to facilitate shipping and trade between Los Angeles and the coast. With the establishment of Wilmington came a highly competitive rivalry in the staging business between San Pedro and Los Angeles. Banning and

his principal rival, John J. Tomlinson, competed for the fastest time by stage between the two destinations. The rivalry between the two men lasted a decade until Banning became one of the first investors to realize the potential of newly developed railroad technology and capitalized on it by quickly establishing the Los Angeles and San Pedro Railroad (Robinson 1978).

After the opening of the Los Angeles and San Pedro Railroad in 1869, dirt roads continued to serve the needs of travel by wagon, horse, or foot (Robinson 1978). Seasonal rains and consequent flooding were a continual problem for the dirt road transportation routes between Los Angeles and San Pedro, and in 1898, 383 miles of dirt roads were treated with oil throughout Los Angeles County (Blow 1920:162). The type of oil that was typically used was bitumen, which created a spongy layer over the dirt roads (*Los Angeles Times* 1905a). At the time, this was considered the "last word in road improvement" (Blow 1920:162). The automobile made its first appearance on Los Angeles County roads in the late 1890s (*Los Angeles Times* 1897a). Around this time, an electric trolley system was being developed in the County and by the 1910s, Los Angeles County had an extensive interurban railway and streetcar system that was linked with Orange, Riverside, and San Bernardino counties. By 1919, automobiles were a common sight in all parts of Los Angeles County, with more than 110,000 of them on the road. Thus, by this time over 600 miles of asphalt-paved highways had been built and 3,350 miles of dirt roads had been oiled in the County (Blow 1920). In addition to the Los Angeles County roads, the City of Los Angeles had at the same time 511 miles of asphalt-paved streets and more than 724 miles of graded and oiled streets, some extending as far as 20 miles from downtown Los Angeles (Blow 1920:162). Seventy-eight miles of the paved roads were concrete specifically designed for heavy-duty truck traffic. To further improve the roads for truck traffic, in 1919 the Los Angeles County Board of Supervisors planned to construct a concrete highway, the Harbor Truck Blvd., which was to extend from the commercial center of Los Angeles to POLA in San Pedro. The plan was to construct this highway 48 feet wide, with a thickness of eight inches of concrete (Blow 1920). The highway was essentially an improvement to an existing road, Alameda St., which followed the same route as the proposed highway. Construction began in 1919 and was completed the following year (*Los Angeles Times* 1920a).

The idea for a highway heading south from Los Angeles and roughly following the contours of the Los Angeles River and existing railroad routes was considered by the County as early as 1911. A 1924 report commissioned by the Traffic Commission of the City and County of Los Angeles was a preliminary step toward establishing public control of automotive transportation (Brodsly 1981:85). Called *A Major Traffic Street Plan for Los Angeles*, the report was Los Angeles' "first organized attempt to accommodate itself to the automobile" (Brodsly 1981:85). The growing popularity of the automobile quickly became the dominating factor in future urban planning.

Throughout the 1920s and 1930s, the City of Los Angeles prospered in unison with the coastal harbors. Imports and exports soon became the driving economy in the Long Beach and Los

Angeles harbors but the railroads were not located within close proximity to the harbors. Roads began developing to accommodate trucks, which could transport goods into Los Angeles without the access limitations of the railroad tracks (Bottles 1987). During the post-World War II (WWII) period, the construction of freeways that linked with the harbors and the introduction of metal container shipping (which will be discussed later) into the area quickly transformed the shipping industry.

Between 1948 and 1963, employment in Los Angeles grew the fastest in the outlying areas of the City (Bottles 1987:201). The suburban cites of Compton, South Gate, and Commerce and other cities lining the present-day I-710 Corridor experienced an economic boom due to manufacturing trade, which altered the traffic patterns within the metropolitan region. With the development of Los Angeles suburbs, the automobile was instrumental in easing the burden on the urban infrastructure. Freeway systems played a major role by linking downtown Los Angeles with the suburbs (Bottles 1987).

DEVELOPMENT OF CITIES ALIGNING I-710

Commerce

In the 19th century, the area that became the City of Commerce was part of the Rancho San Antonio. Although the main line of the Atchison, Topeka and Santa Fe Railway was constructed through the area in 1887, the ranch remained intact until around the turn of the century. At that time, portions began to be sold for industrial development, and factories were constructed in the area by the 1920s. By the late 1940s, residents and industrial leaders changed the name of the area to Commerce to reflect its character. In 1960, the City incorporated to prevent annexation of the industrial base by neighboring cities and to avoid higher property taxes. The City of Commerce weathered the deindustrialization of the 1970s and 1980s by maintaining much of its manufacturing and goods-distribution base and successfully converting former industrial land to lucrative commercial uses (http://www.ci.commerce.ca.us/index.aspx?nid=79; http://en.wikipedia.org/wiki/City_Of_Commerce,_CA).

Bell

In the 19th century, the area that became the City of Bell was part of the Rancho San Antonio. By 1865, most of the Rancho was sold for less than a dollar per acre. Between 1870 and 1890, settlers arrived to the area, and among those was the city's founder, James George Bell. He acquired approximately 360 acres of land and helped in its development as a small farming and cattle community. In 1898, the town's name was changed from Rancho San Antonio to Bell in honor of its pioneer founder. At the turn of the 20th century, the Bell area was a sparsely settled countryside with a scattering of houses. After World War I, an explosive growth in population occurred in the Bell area. Old and new residents built new businesses, established schools, and founded community organizations. The City of Bell was incorporated on November 7, 1927. Since its incorporation, the City is now home to many businesses, small industries,

schools, churches, and community organizations (http://www.cityofbell.org/history.php; http://en.wikipedia.org/wiki/Bell,_California).

South Gate

In the 19th century, the area that became the City of South Gate was part of the Rancho San Antonio. Before the end of the 1870s, much of the original land grant had been replaced by 40-acre tracts. By 1880, agriculture replaced grazing as the most important local industry. During the years between 1910 and 1940, most of the agricultural land was replaced by homes and factories. Beginning in 1917, the area was advertised as "Southgate Gardens – Gateway to the Sea," and 125 homes were built by 1918. In 1923, the City of South Gate was incorporated with a population of approximately 2,500. The years following incorporation in 1923 were boom years. South Gate developed during the 1920s and 1930s as an industrial city (http://www.sogate.org/index.cfm/fuseaction/DetailGroup/navid/34/cid/66/; http://en.wikipedia.org/wiki/South_Gate,_California).

Downey

In the 19th century, the area that became the City of Downey was part of the Rancho Santa Gertrudes. By the 1870s, the farmers in the Los Nietos Valley had formed small communities. In 1873, a 96-acre parcel of Rancho Santa Gertrudes became the central district of a community called "Downey City." The farming population had come west in search of new opportunity. Although development of the new town proceeded slowly, the 1873 tract map established 16 blocks, reserving 10 acres for a railroad station. The dense vegetation had been cleared and some 300 homes in the district had been established. The town continued to grow with a courthouse, post office, schools, churches, businesses, and more houses located in the downtown. By the turn of the 20th century, Downey was the undisputed center of the business and social life of the area. In the early 20th century, oil and aviation industries grew in Downey. Downey remained a small town until the 1950s and 1960s, when orange groves were replaced wholesale with tract homes and light industry. The population explosion of the 1950s led to the incorporation of the City of Downey in 1956. The aerospace industry was a major postwar employer and institution (http://www.downeyca.org/about/history/default.asp; http://en.wikipedia.org/wiki/Downey,_ca).

Compton

In the 19th century, the area that became the City of Compton was part of the Rancho San Pedro. The territory was settled in 1867 by a band of 30 pioneering families. The City of Compton with a population of 500 was officially incorporated on May 11, 1888. It was the eighth city in Los Angeles County to incorporate. While Compton did not support large-scale agriculture, the ample residential lots supported family farms, which were prevalent. As the community matured in the early 20th century, it received an airport, a community college, and a city hall in the 1920s. After WWII, the population of Compton increased more rapidly and the city

grew quickly in the 1950s (http://www.comptoncity.org/index.php/About-Compton/history-of-the-city.htm; http://en.wikipedia.org/wiki/Compton,_California).

Lynwood

In the 19th century, the area that became the City of Lynwood was part of the Rancho San Antonio. Beginning in 1860, the rancho lands began to be subdivided and sold. In 1902, "the Lynwood Dairy and Creamery" was established on 400 acres of land. In 1904-1905, the Pacific Electric Line was built through the center of the site of Lynwood, and a depot was constructed in 1929. In 1913, a Lynwood realty company was formed, and 800 acres of land were opened up for suburban development. The City of Lynwood incorporated in 1921 (http://www.lynwood.ca.us/about/history; http://en.wikipedia.org/wiki/Lynwood,_California).

Long Beach

In the 19th century, the area that became the City of Lynwood was part of the Rancho Los Cerritos and the Rancho Los Alamitos. By the 1880s, portions of Rancho Los Cerritos were sold, subdivided, and developed by William Wilmore in 1882, where he built 12 homes and founded Wilmore City. By 1888, only one school and less than 50 residences occupied less than three square miles, and the slowly growing population had voted to incorporate the city and rename it the City of Long Beach. By the early 1900s, the town had become a popular seaside resort. By 1910, the population of Long Beach was almost 18,000 and the City had expanded to approximately 10 square miles. In 1921, oil was discovered in Long Beach and caused rapid growth of the city and its downtown. Gradually the oil industry and the Navy shipyard, facilities, and port became the mainstays of the city. Following WWII, Long Beach and southern California experienced unprecedented population growth. Between 1950 and 1956, the City of Long Beach annexed 9.8 square miles, which were quickly transformed from agriculture to residential suburbs (http://www.lbds.info/planning/historic_preservation/lb_history.asp; http://en.wikipedia.org/wiki/Long_Beach,_California; Historic Preservation Element of the General Plan: http://www.lbds.info/civica/filebank/blobdload.asp?BlobID=3455).

INTERSTATE 710

I-710, also known as the Long Beach Freeway, is a north-south freeway that runs parallel to the Los Angeles River. The freeway begins just north of the I-10 interchange (Exit 22) in Alhambra and runs 19.66 miles southward, terminating at the POLB. In Long Beach, I-710 currently (as of 2009) splits into three separate spurs after crossing Pacific Coast Hwy. (State Route 1 [SR-1]). The first spur leads southeast into downtown Long Beach via Shoreline Dr. The second spur leads south along the west bank of the Los Angeles River to the Queen Mary, a major tourist attraction in Long Beach. The third spur turns west over the Gerald Desmond Bridge onto Terminal Island. The three spurs add an additional 2.4 miles (Anonymous 2005).

The Long Beach Freeway was constructed in stages between 1952 and 1965 (Pitt 1997) and is an important route for cargo transport from the POLB. I-710 has had many designations over the years, but has been principally known as the Long Beach Freeway. The first official designation of I-710 was either the Los Angeles River Freeway because of its nearly parallel course with the river or Legislative Route Number (LRN) 167 (Pitt 1997). LRN 167 (Figure 1) was also a designation made in 1933 to Atlantic Ave. (now Atlantic Blvd.), which ran from Long Beach to Monterey Park (*Los Angeles Times* 1933). LRN 167 was essentially the precursor to I-710 as it also ran parallel to the Los Angeles River. The State Highway Commission officially renamed the Los Angeles River Freeway the Long Beach Freeway in November 1954 (*Los Angeles Times* 1954b). In 1964, the freeway routing for the Long Beach Freeway was renumbered as State Route 7 (SR-7), and in 1985 the Long Beach Freeway became an interstate and was renumbered as I-710 (Faigin 2009). In 2005, a portion of I-710 between E. Cesar E. Chavez Ave. and SR-60 was named the Ruben Salazar Memorial Hwy., in honor of Ruben Salazar, a journalist and advocate for Chicano and Latino rights in Los Angeles and abroad. He was killed by a Los Angeles County Deputy while reporting on a protest march in East Los Angeles in August 1970 (Faigin 2009).

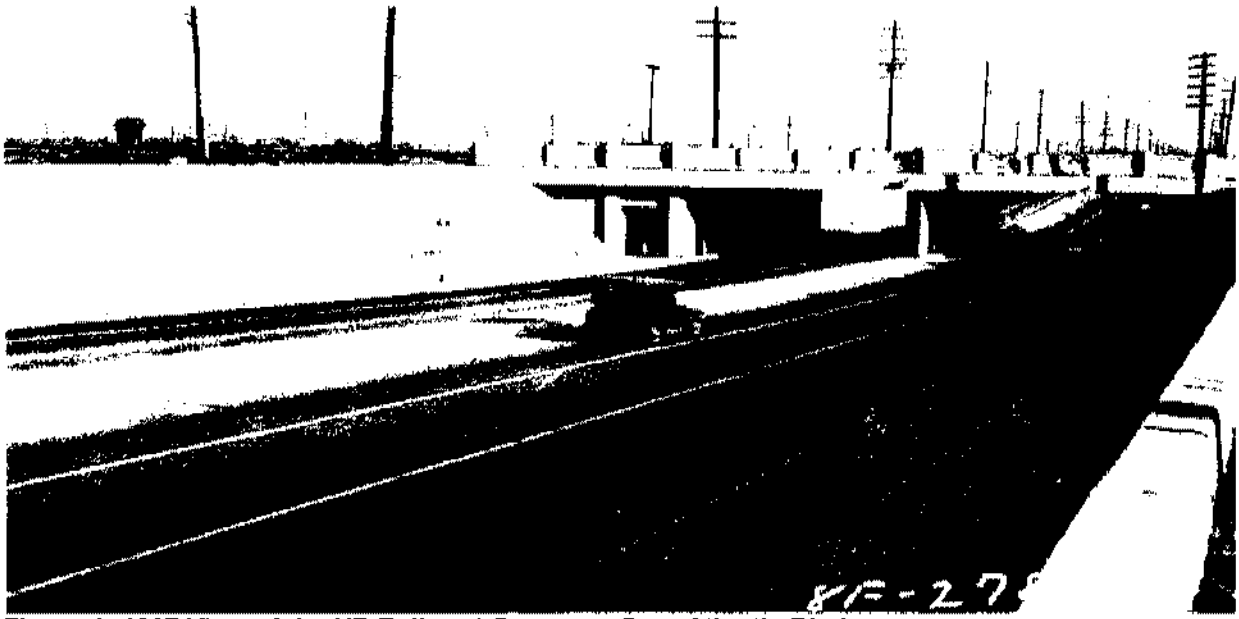


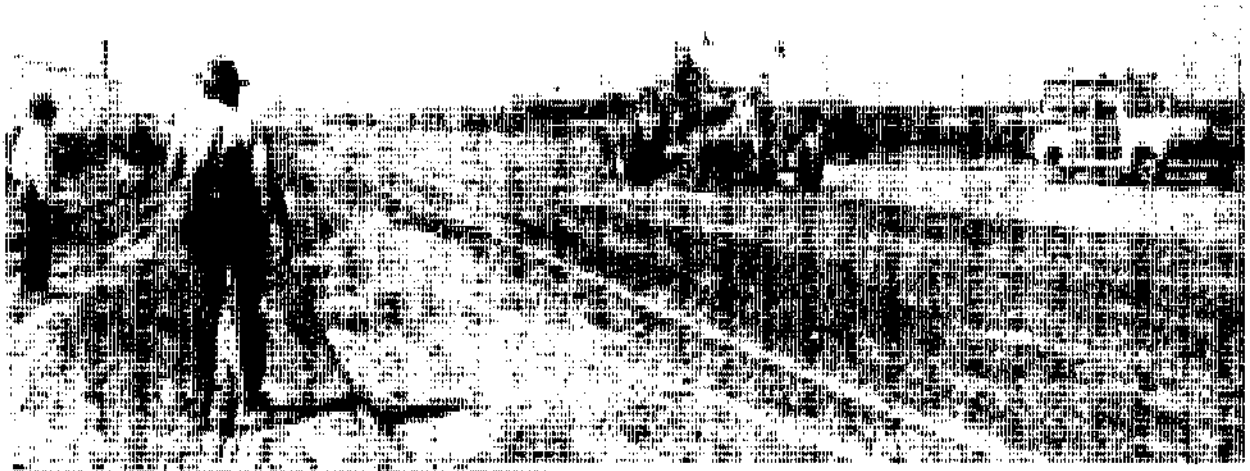
Figure 1: 1937 View of the UP Railroad Overpass Over Atlantic Blvd.
1937 view looking southeast at the UP Railroad overpass over Atlantic Blvd. (LRN 167). Overpass is located at what is now the City of Commerce. (Image courtesy of the Caltrans Transportation Library and History Center.)

Los Angeles County officials began researching the possibilities of a system of "motor parkways" in the 1920s (Pitt 1997:157-158) and established the Los Angeles County Regional Planning Commission in 1923 (Pitt 1997:290). The idea for a freeway from the harbors to Los Angeles was first proposed in 1921 by Harlan Bartholomew, an engineer who assisted in planning the Los Angeles Civic Center (*Los Angeles Times* 1941b). In 1937, the need for

unobstructed automobile traffic was seen as a partial remedy to the problems associated with decentralization. The Automobile Club of Southern California (ACSC) suggested a solution for the crowded traffic conditions in the Los Angeles area, proposing a "network of traffic routes for the exclusive use of motor vehicles over which there shall be no crossing at grade and along which there shall be no interference from land use activities" (Bottles 1987:216). The same year, the ACSC published its "Traffic Survey," which was the first published proposal for a comprehensive freeway system (Brodsly 1981:98). A related map includes a Long Beach to Pasadena route that follows the same path as today's I-710 (Brodsly 1981:103). The first freeway-type structure to be completed in the Los Angeles area was the six-mile Arroyo Seco Parkway (a portion of today's Pasadena Freeway [Interstate 110, or I-110]), which opened on December 31, 1939 (Pitt 1997).

Industrial expansion in the Los Angeles area accelerated at the end of the 1930s with further development of oil fields and automobile production and parts manufacturing facilities. Much of the industrial expansion gravitated south toward Long Beach during this period and played an instrumental role in the development of cities lining the railroads and the future route of I-710. The start of WWII also necessitated expansion of aircraft production in southern California; Long Beach and Burbank became major centers for aircraft manufacturing. A 1941 *Los Angeles Times* article reported eight Los Angeles Representatives going to Washington, D.C. to lobby for assistance in funding a freeway "along the Los Angeles River, from the San Fernando Valley to Long Beach" (*Los Angeles Times* 1941a). It was promoted as a necessity in assisting the United States' national defense program and was intended at the time to be built on both sides of the Los Angeles River. The Los Angeles County Board of Supervisors offered the Federal and State governments a 75-foot right-of-way on both banks of the river in exchange for financing the construction of the freeway (*Los Angeles Times* 1941a). The August 1941 publication entitled *A Report on the Feasibility of a Freeway Along the Channel of the Los Angeles River*, published by the Regional Planning Commission of Los Angeles County, proposed "a four-lane roadway on each levee from Anaheim St. in Long Beach north to Sepulveda Blvd. in the San Fernando Valley" (Faigin 2009).

Following the end of the war in 1945, southern California experienced a post-war construction and population boom. This boom became another factor necessitating the construction of a freeway system, but funding had not yet been established for such an enormous project. The possibility for a comprehensive freeway system became more attainable when, in 1947, the California State Legislature increased highway taxes specifically for this purpose and Federal highway funds became available as well (Pitt 1997). After this initial funding in 1947, the legislature approved the California Freeway and Expressway System in 1959. This authorized the construction of 12,414 miles of freeways in California (Brodsly 1981:120).



1951 view of the Long Beach Freeway during the early stages of construction. (Taken from Richard DeAtley, *Long Beach: The Golden Shore*, 1986.)

Once funding was in place, the Long Beach Freeway became part of the State Highway System on June 23, 1947. Construction on the first segment of I-710 began on June 27, 1951 (Figure 2). The contractor hired to construct the first segment was the Griffith Company and the engineer for the project was H.F. Meinke (Himelhoch 1958).

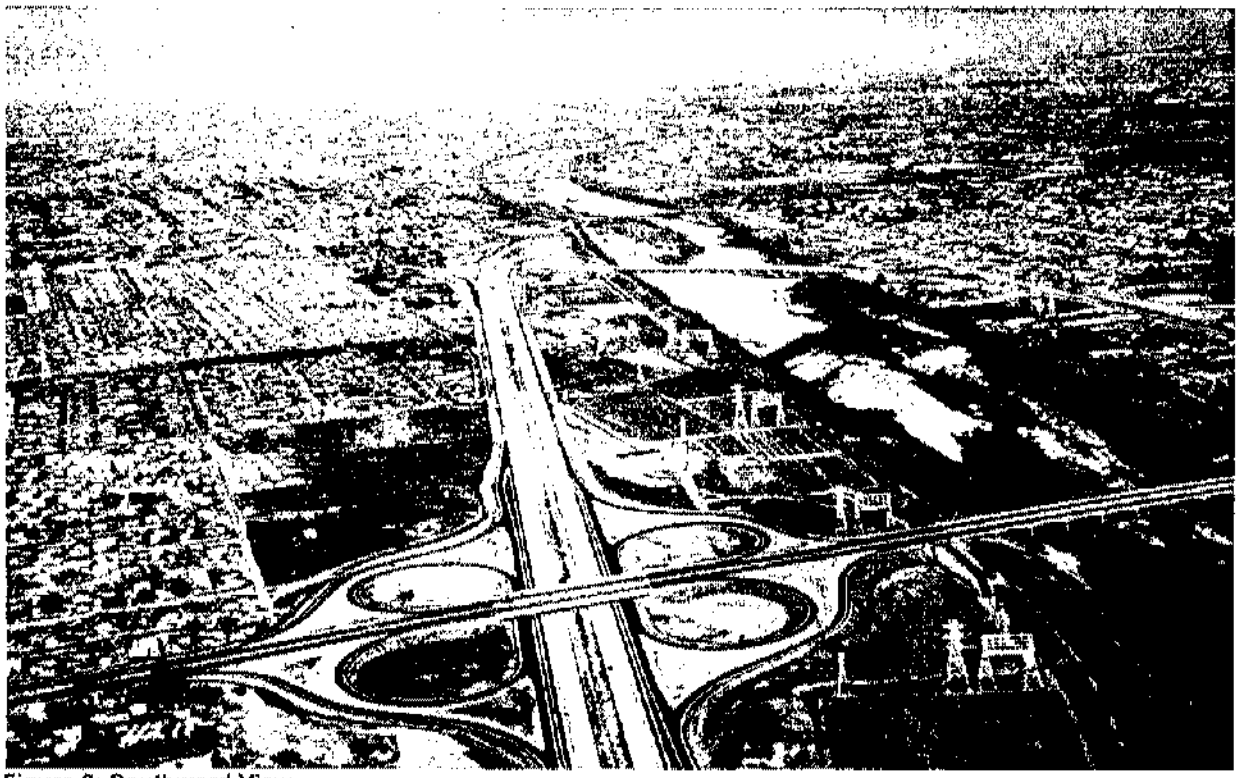


Figure 3: Southward View
Southward view of a "cloverleaf" on-/off-ramp at what is likely Imperial Hwy. in the City of South Gate. View was taken in 1955. (Image courtesy of the Caltrans Transportation Library and History Center.)

Metro

Prior to its construction, a right-of-way was established for the proposed freeway and properties were acquired by the State through eminent domain. A majority of the properties contained single-family residences that were either moved or demolished; most of these residences were once part of housing tracts that were developed primarily during WWII to house those working at local defense industries. The largest sections of buildings that were eliminated were in areas where on-ramps and "cloverleaf" on-/off-ramps were installed (Figure 3). An existing road, Pico Ave., which was adjacent to the west bank of the Los Angeles River and ran from Wardlow Rd. southward to POLB, was also eliminated.

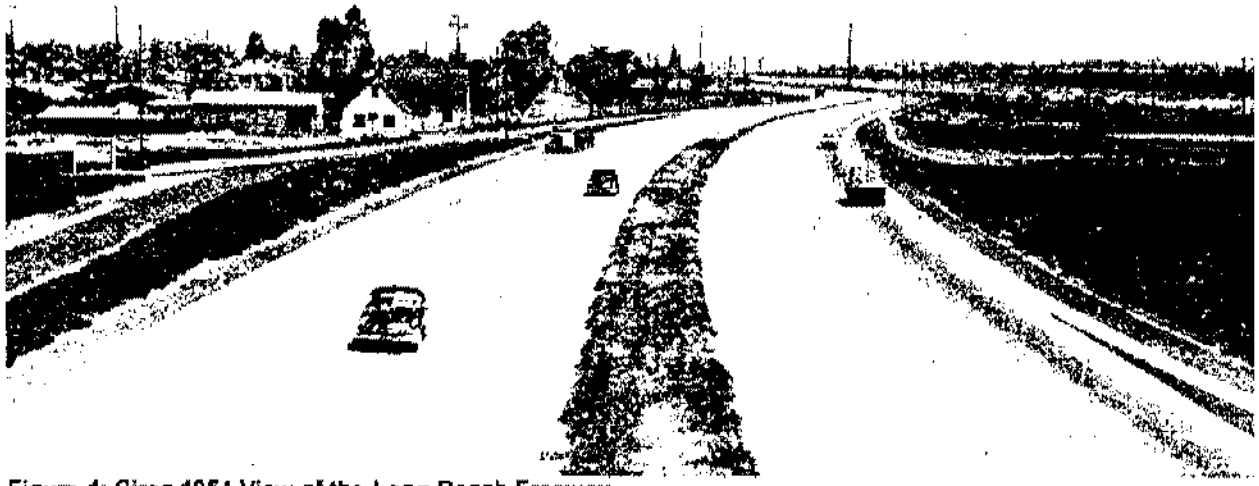


Figure 4: Circa 1954 View of the Long Beach Freeway
Circa 1954 view of the first completed segment of the Long Beach Freeway. (Taken from *California Highways and Public Works*, published circa 1954.).

The first segment of I-710 opened December 8, 1952 (*Los Angeles Times* 1952b; Figure 4). The 2.3-mile segment stretched from Pacific Coast Hwy. in Long Beach north to 223rd St. (now Baker St.) (*Los Angeles Times* 1952b). A second segment measuring 6.5 miles and extending north from 223rd St. to Atlantic Ave. in the city of Compton was opened on October 30, 1954 (*Los Angeles Times* 1954a). By January 1955, construction had begun on the cloverleaf transition ramps at the junction of I-710 and the Santa Ana Freeway in East Los Angeles (*Los Angeles Times* 1955a). Coinciding with the construction of the cloverleaf, the remaining segment north of Atlantic Ave. was also being constructed (*Los Angeles Times* 1955a). Just south of the Long Beach and Santa Ana Freeway cloverleaf, a steel girder bridge over the UP Railroad tracks was completed on April 16, 1956 (*Los Angeles Times* 1956). At approximately this time, a similar bridge over the Long Beach Freeway was constructed for the Pacific Electric Railway trolley line in the city of Lynwood. On July 11, 1958, the second segment of the Long Beach Freeway was officially opened, reaching from Pacific Coast Hwy. in Long Beach to the Santa Ana Freeway interchange, a total of 16.5 miles (*Los Angeles Times* 1958). Long Beach

Metro

Mayor Raymond C. Kealer noted at the ceremony that Long Beach, not the State of California, had financed the "southern portion of the freeway" (*Los Angeles Times* 1958). Thus, the City of Long Beach maintained the southern (Long Beach) portion of I-710 until 2000, when it was relinquished to the State (*Long Beach Press-Telegram* 1999).

A 1960 *Los Angeles Times* article reported that a 3.7-mile freeway extension from the Santa Ana Freeway to the San Bernardino Freeway was underway and was expected to be completed in early 1961 (*Los Angeles Times* 1960). The final segment, however, was not completed until 1965 (Pitt 1997:159). In October 1984, the Federal Highway Administration (FHWA) approved another 1.6 miles from SR-1 to Ocean Blvd. in Long Beach (Anonymous 2006). The freeway's name was officially changed from SR-7 to I-710 in October 1985 and it became the Los Angeles region's eighth interstate route (Hebert 1985). Changing the freeway's status to an interstate made it eligible for 4-R funds, the Federal government program that provides 92 percent of the money needed for reconstruction, rehabilitation, resurfacing, and restoration of designated interstate routes (Hebert 1985).

By the early 2000s, the I-710 was nearly 50 years old and was showing its age. The decades of constant truck traffic had taken their toll on the roadbed. Thus, the freeway was rated the worst in the state in terms of deteriorated pavement. In 2001, Caltrans announced that it would embark on a repaving project that involved paving the entire 19.66-mile system with asphalt, which would last for 30 years, compared to the 10-year lifespan of conventional asphalt (*Daily Breeze* 2001). The project was expected to be completed by 2008 (*Long Beach Press-Telegram* 2001).

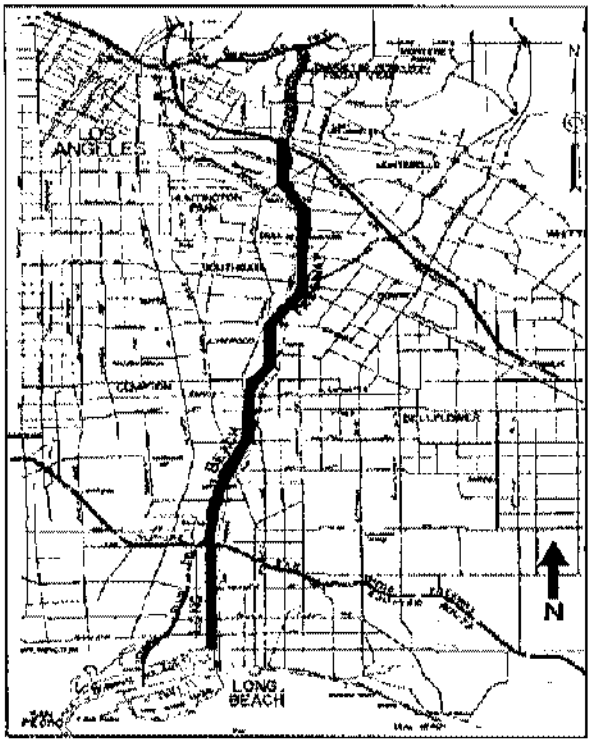


Figure 5: 1958 Map of the Long Beach Freeway
1958 map of the Long Beach Freeway with red line indicating the first section completed in 1952; the 1958 section is indicated by the blue line and the 1965 section is indicated by the green line. (Taken from *California Highways and Public Works*, September/October 1958 edition.)

I-710 appears to be complete, but the original intention was for it to link the POLB to Pasadena and Interstate 210 (I-210). As early as 1953, there were plans to extend the northern end of I-710 through the city of South Pasadena; this route was also known as the "Meridian Route." The first sign of opposition to the proposed route occurred when an association of South Pasadena residents formed in 1958 to oppose the route (Figure 5). In addition to South Pasadena, the cities of Pasadena and Alhambra were also

opposed to the six to nine-mile extension of I-710. By the early 1970s, an alternative westerly route was proposed but was deemed too costly. By 1973, all work on the route was stopped; by this time, properties had been acquired along the right-of-way, but none were demolished. The work stoppage has effectively thwarted further construction north of I-10. Alternate routes (including tunneling) and realignments have been proposed for many years in response to the controversy (*Los Angeles Times* 1964). However, none have been selected, and the status of the extension 45 years later (as of 2009) is still in limbo.

Despite the setback, other freeways were constructed that intersect with I-710. These included the San Diego Freeway (I-405), which was completed in the late 1960s, and the Artesia Freeway (SR-91), which was completed in the 1970s. The San Gabriel Freeway (Interstate 605 [I-605]), which did not directly link up with I-710, shared similar characteristics with I-710 in that it was also a north-south-running freeway that paralleled a river (in this case, the San Gabriel River). I-605 was constructed during the 1960s and runs south from the Foothill Freeway (I-210) to Seal Beach in Orange County.

PRE-WAR AND WARTIME SUBDIVISIONS

Freeway subdivisions were created out of the formation of the Interstate System during the post-WWII period. These residential developments were designed with the automobile in mind and thus were easily accessible by freeway and major arterial routes. A precursor to the freeway subdivisions were automobile (influenced) subdivisions, which gained wide popularity in southern California during early part of the 20th century; the enormous increase of automobile ownership during the 1910s and 1920s, coupled with a population boom in southern California during this period, resulted in the creation of these automobile-friendly subdivisions. The subdivisions during this period were characterized by streets that were wide enough to accommodate street parking on both sides of the road. The homes themselves were often paired with a single-car garage. A stoppage in building construction occurred during the Great Depression (1929–1938). During this period, the United States government created the Federal Housing Administration, which essentially established national standards for the construction of homes and made it easier for those in the lower tax brackets to receive home loans (National Park Service 2002). With the effects of the Great Depression waning by the late 1930s, residential construction resumed throughout the State. The availability of jobs in defense industries during WWII led to a housing shortage in a number of southern California communities that had defense plants. Long Beach, which was home to a naval shipyard, saw the need for housing during the war. One of the largest housing developments during the WWII period in Long Beach was made by Biltmore Homes, which was headed by Mark Taper. Biltmore Homes was a prolific housing development company in Los Angeles County during the war and the post-war period that followed. During 1944-1945, the company built a housing development in North Long Beach just south of what is now the Artesia Freeway (SR-91) and north of Willow St. The development contained 560 single-family residences that were rented to those employed at the naval shipyard. The homes were designed by architect Hugh Gibbs, AIA

(*Los Angeles Times*, 1948a). The eastern side of the development was near the western bank of the Los Angeles River and west of the future site of the Long Beach Freeway. The war ended in 1945, and by 1948 most of the homes were vacated by the shipyard workers. Biltmore Homes began to sell the homes, rebranding them as Silverado Park (*Los Angeles Times* 1948b). The construction of the residential subdivisions during the war necessitated a highway that linked the developments with Los Angeles.

FREEWAY SUBDIVISIONS

The Silverado Park homes were sold during the early part of the post-WWII boom, which lasted roughly from 1946 to 1965. Shortly after the war, the influx of servicemen and women returning from the war resulted in a housing shortage throughout the State. The implementation of the Servicemen's Readjustment Act, or GI Bill, in 1944, which guaranteed home mortgages for returning veterans, led to the construction of houses and the creation of new communities throughout southern California (National Park Service 2002). This coincided with the development of the southern California freeway system, which also played a major role in the development of residential communities. The freeways created direct links with other nearby cities and towns, including downtown Los Angeles, and made it possible for the existing population to decentralize. During the post-war period, towns such as Downey, Paramount, Bell, and Commerce, which border the Long Beach Freeway, incorporated as cities. Residential tracts, including both industrial and commercial developments, replaced farmlands. Most of these freeway-based communities had commercial developments, such as shopping centers, that were automobile-friendly and were adjacent to the freeways. One example of a freeway-based community is Lakewood, located just north of Long Beach (Figures 6 and 7). Lakewood, which was initially known as Lakewood Park, was a pioneering planned community and one of the first of its kind in the

Figure 6: 1950 View of Lakewood
1950 view of the Lakewood planned community under construction. (Courtesy of the Los Angeles Public Library.)

with shopping center under construction in the foreground. (Courtesy of the Los Angeles Public Library.)

nation when it was first developed in 1950. Mark Taper of Biltmore Homes and Louis H. Boyar of Aetna Construction Company were responsible for the development (*Los Angeles Times* 1950a). Within a two-year period, more than 17,000 homes were built around the first regional shopping mall in the West, known as the Lakewood Center (Brodsly 1981). The development of Lakewood also coincided with the construction of the Long Beach Freeway.

POST-WAR INDUSTRIAL DEVELOPMENT

A majority of the industrial buildings along the areas near the Los Angeles River and the I-710 were constructed during the post-WWII period and were warehouses that were either directly or indirectly associated with the POLB or were used for light industrial use. An increased demand of construction materials caused by a post-war housing shortage resulted in over 3,500,000 tons of goods being handled by the harbor in 1946 (as compared to just over 358,000 tons in 1925. Warehouses were constructed at the port to handle the increased flow of cargo. By the late 1950s, the area near the POLB experienced a major change with the completion of the Long Beach Freeway (Interstate 710) from East Los Angeles southward to its terminus near the harbor. The freeway had a lasting effect on the way cargo was transported from the harbor, which up until the 1950s was primarily by rail. The completion of the Robert R. Shoemaker Bridge in 1959, created a direct link between the 710 freeway and downtown Long Beach and the harbor, accelerating the shift from rail to truck transport (Los Angeles Times 1959). It is also around this time that the construction of warehouses began in areas near the new freeway.

By the early 1960s, transport companies were using ships carrying metal shipping containers that were directly unloaded onto waiting semi-trailer trucks using a gantry crane. This was the most efficient way of loading the goods onto the trucks; to unload a ship using the conventional method would take six to eight days, whereas the new method using shipping containers took less than 24 hours. As a result of the efficient method, cargo flow through POLB increased steadily throughout the 1970s and 1980s. Traffic on the I-710 also saw a massive increase during these decades. By 2003, I-710 carried 15 percent of the nation's seaborne cargo volume, or 47,000 trucks each day, and those numbers were expected to double or triple by 2020 (Faigin 2009).

ARCHITECTURE

In the I-710 Corridor Project APE, architecture followed prevailing trends, but also reflected the realities of a working-class population and the gradual development of forms appropriate to the ideals of the California lifestyle. Residential styles transitioned from the Victorian styles of the late 1800s to the Revival and Craftsman styles in the 1910s and 1920s, followed by the California Ranch style, which gained great popularity during the post-WWII period. Industrial and commercial architecture was generally more utilitarian and vernacular, with only a handful of the structures evaluated in the I-710 Corridor Project APE having any identifiable style or stylistic influences. Relevant architecture-related themes are discussed below.

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Post-World-War-II Architectural Styles

The Minimal Traditional style was one of the most common styles used during the early part of the post-WWII housing boom. A majority of tract homes near I-710 built prior to 1950 were constructed in this style. The mass production of homes during the post-war era necessitated a style that had a uniform shape and plan and was free of excess architectural details. The utilitarian nature of the style decreased the amount of materials used in construction, and these homes were therefore both easy and economical to build. The Minimal Traditional style was formed as a result of the Great Depression period in the 1930s, when many builders and contractors were looking for cost-effective ways to construct homes. In terms of its basic shape and form, the style was also somewhat evocative of the Tudor Revival style, which was popular in southern California from the 1920s through the early 1930s.

The Minimal Traditional style is characterized by roofs that are either gabled or hipped and eaves that are typically shallow. Exterior cladding is primarily textured stucco, and wood board siding is occasionally used on the gable ends just below the roof line. In addition to wood cladding, front- or side-gabled extensions and bay windows are a few of the design elements used. Front porches are typically sheltered by an extension of the main roof that is supported by simple wood posts. Garages are often detached from the homes. They are typically located at the rear of the property and are accessed by a concrete driveway.

Minimal Traditional homes eventually lost favor to the Ranch style by the mid-1950s. Homebuyers by this time were looking for homes that had larger floorplans with three to four bedrooms and exhibited more design features; these features typically included an exterior fully clad with wood board siding, moderate to wide overhanging eaves, low-pitched gabled or hipped roofs, decorative wood brackets, ornamental roof "birdhouses," attached garages, and a wide frontage. Although tract homes still dominated the housing market during the 1950s and 1960s, custom-built homes were becoming common by the mid- to late 1950s.

Programmatic Architecture

Programmatic Architecture was a style that first appeared in the early part of the 20th century and flourished during the post-war period as the automobile culture grew in unison with the housing boom. The style involves the use of large-scale objects that mimic animals, food products, and household objects as a form of advertising, especially in the form of roadside advertising. Either the objects were placed on the tops of buildings or the buildings themselves took on the form of the objects.

Food establishments were designed specifically with the automobile in mind. They used food-related objects as beacons to attract motorists to patronize their businesses, and the objects were usually in the form of the foods sold at the establishments. The businesses that utilized Programmatic Architecture were constructed along major thoroughfares, and in order for the objects to be in plain view of passing motorists, they were typically constructed at the corners of

major intersections. The placement of the businesses at major intersections also made drive-in access to the businesses easier from all directions of traffic. By the end of the post-war period in the mid-1960s, more traditional forms of advertising, such as neon or backlit signs, began to be used.

Industrial Architecture

Construction of industrial buildings in Los Angeles County became prolific following the linking of Los Angeles with the transcontinental railroad in 1876 via the SP Railroad. Buildings from this period up to the early 1930s were primarily constructed of unreinforced brick or wood (with wood siding) and utilitarian in design. Occasionally architectural details were used in the design, but it was used very sparingly. The destructive effects of the 1933 Long Beach earthquake on unreinforced brick buildings resulted in stricter building codes in a number of the cities affected by the quake including Los Angeles. Therefore, building materials such as reinforced brick, concrete or steel become the most commonly used materials in the construction of industrial buildings. Wood was still used for the structural systems of industrial building constructed after 1933, but the exteriors would typically be clad with stucco instead of wood. By the 1960s, steel or reinforced concrete was the most common building material used in the construction of industrial buildings.

The buildings in the Study Area were primarily constructed during the post-WWII period. Building materials that were frequently used in these building were either wood or reinforced concrete. They were typically utilitarian in style, were one-story and usually had rectangular floor plans. The roofs were either flat or bow and truss. Steel multi-paned industrial style windows were the most common window types used in these buildings.

Metro

DESCRIPTION OF CULTURAL RESOURCES

Of the 201 properties identified for this study, there are 161 buildings and 5 bridges located within the I-710 Corridor APE that required evaluation. These buildings and bridges are all situated along either side of I-710 within the densely populated urban center of Los Angeles County. Many of the buildings are utilitarian industrial buildings and post-WWII housing that do not appear eligible for the National Register and/or are not considered historical resources for the purposes of CEQA. However, there is one property (APE Map Reference Number 71 [Dale's Donuts]) that was determined to be eligible for both the National Register and the California Register for its architectural type and style and also for its social and cultural associations to the community and one property (APE Map Reference Number 158 [Civic Center Community Building and associated WPA mosaic tile]) has been listed on the City of South Gate's local register as defined in section 5020.1(k) of the Public Resources Code the property is presumed to be historically significant for the purposes of CEQA. It was also determined that the property may contribute to a locally significant historic district as the Civic Center, meeting Criteria H of Section 7.68.030 of Chapter 7.68, Preservation of Cultural Heritage of the South Gate Municipal Code as being "part of or related to a distinctive area that is developed according to a specific historical, cultural or architectural motif." This resource is listed below in a separate table on page 43 (See Appendix B).

Of the 161 buildings evaluated within the I-710 Corridor APE, 160 are not eligible for the National Register and are not considered historical resources for the purposes of CEQA. The following table briefly describes the 160 ineligible resources within the I-710 Corridor APE.

Property No.	APE Map Reference Number	APN No.	Address					Description	Year Built	Status Code
1	1	7436-013-903	1250		Pier C	St.	Long Beach	Industrial Bldg.	1951	6Z
2	2	7271-024-902	620		San Francisco	Ave.	Long Beach	Industrial Bldg.	1955	6Z
3	3	7271-024-003	621		San Francisco	Ave.	Long Beach	Industrial Bldg.	1950	6Z
4	4	7432-019-043	1234	W	Cowles	St.	Long Beach	Industrial Bldg.	1940	6Z
5	5	7432-020-028	1235	W	Cowles	St.	Long Beach	Industrial Bldg.	1958	6Z
6	5	7432-020-029	1233	W	Cowles	St.	Long Beach	Industrial Bldg.	1957	6Z
7	5	7432-020-030	1231	W	Cowles	St.	Long Beach	Industrial Bldg.	1957	6Z
8	5	7432-020-031	1229	W	Cowles	St.	Long Beach	Industrial Bldg.	1957	6Z
9	5	7432-020-032	1227	W	Cowles	St.	Long Beach	Industrial Bldg.	1957	6Z
10	6	7432-020-021	1226	W	15th	St.	Long Beach	Industrial Bldg.	1957	6Z
11	6	7432-020-022	1230	W	15th	St.	Long Beach	Industrial Bldg.	1957	6Z
12	6	7432-020-024	1240	W	15th	St.	Long Beach	Industrial Bldg.	1963	6Z
13	6	7432-020-025	1248	W	15th	St.	Long Beach	Industrial Bldg.	1958	6Z
14	6	7432-020-026	1260	W	15th	St.	Long Beach	Industrial Bldg.	1957	6Z
15	7	7432-021-004	1241	W	15th	St.	Long Beach	Industrial Bldg.	1957	6Z
16	7	7432-021-005	1239	W	15th	St.	Long Beach	Industrial Bldg.	1959	6Z
17	7	7432-021-006	1233	W	15th	St.	Long Beach	Industrial Bldg.	1957	6Z
18	7	7432-021-007	1231	W	15th	St.	Long Beach	Industrial Bldg.	1957	6Z
19	7	7432-021-008	1229	W	15th	St.	Long Beach	Industrial Bldg.	1932	6Z

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Property No.	APE Map Reference Number	APN No.	Address					Description	Year Built	Status Code
20	8	7432-021-003	1256	W	Gaylord	St.	Long Beach	Industrial Bldg.	1958	6Z
21	9	7432-023-003	1265	W	16th	St.	Long Beach	Industrial Bldg.	1953	6Z
22	10	7432-023-004	1255	W	16th	St.	Long Beach	Industrial Bldg.	1937	6Z
23	11	7432-024-031	1321	W	17th	St.	Long Beach	Industrial Bldg.	c. 1962	6Z
24	12	7432-024-021	1275	W	17th	St.	Long Beach	Industrial Bldg.	1962	6Z
25	13	7401-024-013	2210		Gale	Ave.	Long Beach	Single Family Prop.	1945	6Z
26	14	7401-024-012	2220		Gale	Ave.	Long Beach	Single Family Prop.	1945	6Z
27	15	7401-024-011	2230		Gale	Ave.	Long Beach	Single Family Prop.	1945	6Z
28	16	7401-024-008	2246		Gale	Ave.	Long Beach	Single Family Prop.	1945	6Z
29	17	7401-024-006	2260		Gale	Ave.	Long Beach	Single Family Prop.	1957	6Z
30	18	7401-008-001	2450		Gale	Ave.	Long Beach	Single Family Prop.	1958	6Z
31	19	7313-029-023	1339	W	Willow	St.	Long Beach	1-3 Story Comm. Bldg.	1945	6Z
32	20	7313-029-024	1335	W	Willow	St.	Long Beach	Single Family Prop.	1955	6Z
33	21	7313-029-029	1325	W	Willow	St.	Long Beach	1-3 Story Comm. Bldg.	1947	6Z
34	22	7313-029-030	1319	W	Willow	St.	Long Beach	1-3 Story Comm. Bldg.	1938	6Z
35	23	7313-029-027	1311	W	Willow	St.	Long Beach	1-3 Story Comm. Bldg.	1948	6Z
36	24	7313-029-028	1303	W	Willow	St.	Long Beach	1-3 Story Comm. Bldg.	1955	6Z
37	25	7313-028-011	2620		Fashion	Ave.	Long Beach	Multiple Family Prop.	1930	6Z
38	26	7436-007-001	1292	W	Willow	St.	Long Beach	Single Family Prop.	1929	6Z
39	27	7201-027-910		W	26th	Wy.	Long Beach	Government Bldg.	c. 1940	6Z
40	28	7311-009-014	3400		Gale	Ave.	Long Beach	Single Family Prop.	1944	6Z
41	29	7311-009-013	3408		Gale	Ave.	Long Beach	Single Family Prop.	1944	6Z
42	30	7311-009-012	3416		Gale	Ave.	Long Beach	Single Family Prop.	1944	6Z
43	31	7311-009-011	3424		Gale	Ave.	Long Beach	Single Family Prop.	1944	6Z
44	32	7311-009-007	3456		Gale	Ave.	Long Beach	Single Family Prop.	1944	6Z
45	33	7311-009-006	3500		Gale	Ave.	Long Beach	Single Family Prop.	1944	6Z
46	34	7311-009-004	3516		Gale	Ave.	Long Beach	Single Family Prop.	1944	6Z
47	35	7311-009-003	3524		Gale	Ave.	Long Beach	Single Family Prop.	1944	6Z
48	36	7311-009-002	3532		Gale	Ave.	Long Beach	Single Family Prop.	1944	6Z
49	37	7311-009-001	3540		Gale	Ave.	Long Beach	Single Family Prop.	1944	6Z
50	38	7311-004-022	3618		Gale	Ave.	Long Beach	Single Family Prop.	1964	6Z
51	39	7311-003-028	3635		Gale	Ave.	Long Beach	Single Family Prop.	1945	6Z
52	40	7311-003-023	3703		Gale	Ave.	Long Beach	Single Family Prop.	1945	6Z

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Property No.	APE Map Reference Number	APN No.	Address					Description	Year Built	Status Code
53	41	7311-003-033	3743		Gale	Ave.	Long Beach	Single Family Prop.	1965	6Z
54	42	7311-022-020	1536	W	Wardlow	Rd.	Long Beach	Multiple Family Prop.	1963	6Z
55	43	7311-022-019	1554	W	Wardlow	Rd.	Long Beach	Multiple Family Prop.	1959-1964	6Z
56	44	7306-021-018	19900	S	Susana	Rd.	Compton	Industrial	1965	6Z
57	45	7306-021-018	20100	S	Susana	Rd.	Compton	Industrial	1965	6Z
58	46	7307-015-002	6120		Long Beach	Blvd.	Long Beach	Hotel/Motel	1948	6Z
59	47	7307-015-001	6138		Long Beach	Blvd.	Long Beach	1-3 Story Comm. Bldg.	1948	6Z
60	48	7303-011-073	306	E	Artesia	Lane	Long Beach	Single Family Prop.	1939	6Z
61	49	7303-011-074	310	E	Artesia	Lane	Long Beach	Single Family Prop.	1939	6Z
62	50	7115-002-005	560	E	67th	St.	Long Beach	Multiple Family Prop.	1961	6Z
63	51	7115-002-006	570	E	67th	St.	Long Beach	Single Family Prop.	1955	6Z
64	52	7115-003-002	6661		Millmark	Ave.	Long Beach	Single Family Prop.	1944	6Z
65	53	7115-003-003	6675		Millmark	Ave.	Long Beach	Single Family Prop.	1944	6Z
66	54	7115-003-018	658	E	67th	St.	Long Beach	Single Family Prop.	1944	6Z
67	55	7115-003-020	664	E	67th	St.	Long Beach	Single Family Prop.	1944	6Z
68	56	7115-003-021	670	E	67th	St.	Long Beach	Single Family Prop.	1944	6Z
69	57	7115-003-022	676	E	67th	St.	Long Beach	Single Family Prop.	1944	6Z
70	58	7115-003-023	682	E	67th	St.	Long Beach	Single Family Prop.	1945	6Z
71	59	7115-003-031	6675		Lime	Ave.	Long Beach	Single Family Prop.	1944	6Z
72	60	7116-014-046	6757		Lime	Ave.	Long Beach	Single Family Prop.	1944	6Z
73	61	7116-014-037	659	E	Penfold	St.	Long Beach	Single Family Prop.	1944	6Z
74	62	7116-014-029	6757		Millmark	Ave.	Long Beach	Single Family Prop.	1944	6Z
75	63	7116-019-018	6755		Atlantic	Ave.	Long Beach	Multiple Family Prop.	1960	6Z
76	64	7116-019-019; 7116-019-020; 7116-019-021; 7116-019-023	6797		Atlantic	Ave.	Long Beach	Multiple Family Prop.	1959	6Z
77	65	7116-019-024	6799		Atlantic	Ave.	Long Beach	Multiple Family Prop.	1945	6Z
78	66	7116-019-028	6801		Atlantic	Ave.	Long Beach	Multiple Family Prop.	1947	6Z
79	67	7101-016-008	1525	S	Sportsman	Dr.	Compton	Community Center	1947	6Z
80	68	7101-017-016	1600	S	Sportsman	Dr.	Compton	Industrial	1960	6Z
81	69	7101-017-016	1408	S	Sportsman	Dr.	Compton	1-3 Story Comm. Bldg.	1960	6Z
82	70	7101-017-001	1400	S	Sportsman	Dr.	Compton	1-3 Story Comm. Bldg.	1949	6Z
83	72	6181-028-023	2901	E	Alondra	Blvd.	Compton	1-3 Story Comm. Bldg.	1966	6Z
84	73	6181-031-048	15814	S	Lime	St.	Compton	Multiple Family Prop.	1961	6Z

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Property No.	APE Map Reference Number	APN No.	Address					Description	Year Built	Status Code
85	74	6181-031-031; 6181-031-032	4615	E	Alondra	Blvd.	Compton	1-3 Story Comm. Bldg.	1959	6Z
86	75	6188-027-012	12830	S	Manette	Pl.	Compton	Single Family Prop.	1939	6Z
87	76	6188-027-005	5406	E	McMillan	St.	Compton	Single Family Prop.	1939	6Z
88	77	6194-030-017	11156		Wright	Rd.	Lynwood	Industrial Bldg.	1960	6Z
89	78	6194-030-018	11122		Wright	Rd.	Lynwood	Industrial Bldg.	1963	6Z
90	79	6194-029-007	11116		Wright	Rd.	Lynwood	1-3 Story Comm. Bldg.	1960	6Z
91	80	6194-029-003	11108		Wright	Rd.	Lynwood	1-3 Story Comm. Bldg.	1960	6Z
92	81	6194-029-006	11104		Wright	Rd.	Lynwood	Industrial Bldg.	1961	6Z
93	82	6194-029-001	11100		Wright	Rd.	Lynwood	1-3 Story Comm. Bldg.	1959	6Z
94	83	6194-005-016	12014		Wright	Rd.	Lynwood	Single Family Prop.	1960	6Z
95	84	6194-005-001	5200	E	Imperial	Hwy.	Lynwood	1-3 Story Comm. Bldg.	1960	6Z
96	85	6232-017-027	10110		Miller	Wy.	South Gate	Industrial Bldg.	1952	6Z
97	86	6232-017-026	10040		Miller	Wy.	South Gate	Industrial Bldg.	1959	6Z
98	87	6232-017-024	10008		Miller	Wy.	South Gate	Industrial Bldg.	1961	6Z
99	88	6232-017-018	9830		Miller	Wy.	South Gate	Industrial Bldg.	1959	6Z
100	89	6332-014-015	5525		Randolph	St.	Commerce	Industrial Bldg.	1963	6Z
101	90	6332-013-006	6001	S	Eastern	Ave.	Commerce	1-3 Story Comm. Bldg.	1941	6Z
102	91	6332-003-008	5331	E	Slauson	Ave.	Commerce	Industrial Bldg.	1942	6Z
103	92	6332-003-007	5401	E	Slauson	Ave.	Commerce	Industrial Bldg.	1931	6Z
104	93	6332-002-036	5600		Rickenbacker	Rd.	Bell	Industrial Bldg.	1950	6Z
105	94	6332-002-035			3rd	St.	Bell	Industrial Bldg.	1950	6Z
106	95	6332-001-002; 6332-001-003	4720	E	28th	St.	Vernon	Industrial Bldg.	1954	6Z
107	96	6332-001-004	4726	E	26th	St.	Vernon	Industrial Bldg.	1954	6Z
108	97	6304-030-906	4528		Bandini	Blvd.	Commerce	1-3 Story Comm. Bldg.	1954	6Z
109	98	5244-034-900	4957		Sheila	St.	Commerce	Industrial Bldg.	1944	6Z
110	99	5244-033-016	4920 Building A	E	Washington	Blvd.	Commerce	Industrial Bldg.	1944	6Z
111	100	5244-033-016	4920 Building B	E	Washington	Blvd	Commerce	Industrial Bldg	c. 1930	6Z
112	101	5244-033-016	4900	E	Washington	Blvd.	Commerce	Industrial Bldg.	1948	6Z
113	102	5244-033-017, 5244-033-018	4915		Sheila	St.	Commerce	Industrial Bldg.	1948	6Z
114	103	5244-033-018	4815		Sheila	St.	Commerce	1-3 Story Comm. Bldg.	1943	6Z
115	104	5244-033-007; 5244-033-008	4720	E	Washington	Blvd.	Commerce	Industrial Bldg.	1946	6Z
116	105	5244-033-016	2451		Hepworth	Ave.	Commerce	Industrial Bldg.	1948	6Z
117	106	5243-029-003	4638	E	Washington	Blvd.	Commerce	Industrial Bldg.	1960	6Z
118	107	5243-029-004	4630	E	Washington	Blvd.	Commerce	Industrial Bldg.	1946	6Z
119	108	5243-029-020	2414		Connor	Ave.	Commerce	Industrial Bldg.	1954	6Z
120	109	5243-029-007	4620	E	Washington	Blvd.	Commerce	Industrial Bldg.	1930	6Z
121	110	5243-029-008	4614	E	Washington	Blvd.	Commerce	Industrial Bldg.	1946	6Z
122	111	5243-029-009	4600	E	Washington	Blvd.	Commerce	1-3 Story Comm. Bldg.	1945	6Z
123	112	5243-029-021	2415		Connor	Ave.	Commerce	Industrial Bldg.	1946	6Z
124	113	5243-029-030	4621		Sheila	St.	Commerce	Industrial Bldg.	1957	6Z
125	114	5243-029-027	4609		Sheila	St.	Commerce	Industrial Bldg.	1957	6Z
126	115	5243-026-015	4559		Sheila	St.	Commerce	Industrial Bldg.	1956	6Z

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Property No.	APE Map Reference Number	APN No.	Address					Description	Year Built	Status Code
127	116	5243-029-022	2416		Bedessen	Ave.	Commerce	Industrial Bldg.	1946	6Z
128	117	5243-029-018	4650	E	Washington	Blvd.	Commerce	1-3 Story Comm. Bldg.	1948	6Z
129	118	5243-004-013	2441		Ayers	Ave.	Commerce	Industrial Bldg.	1947	6Z
130	119	5243-004-011	4546	E	Washington	Blvd.	Commerce	1-3 Story Comm. Bldg.	1942	6Z
131	120	5243-003-032	4528	E	Washington	Blvd.	Commerce	1-3 Story Comm. Bldg.	1950	6Z
132	121	5243-003-012; 5243-003-013	4504	E	Washington	Blvd.	Commerce	Industrial Bldg.	1948	6Z
133	122	5243-003-011	4480	E	Washington	Blvd.	Commerce	Industrial Bldg.	1951	6Z
134	123	5243-003-009	4476	E	Washington	Blvd.	Commerce	Industrial Bldg.	1947	6Z
135	124	5243-003-008	4462	E	Washington	Blvd.	Commerce	Industrial Bldg.	1950	6Z
136	125	5243-003-005	4450	E	Washington	Blvd.	Commerce	Industrial Bldg.	1948	6Z
137	126	5243-003-002	4442	E	Washington	Blvd.	Commerce	1-3 Story Comm. Bldg.	1938	6Z
138	127	5243-005-028	4338	E	Washington	Blvd.	Commerce	Industrial Bldg.	1955	6Z
139	128	5243-005-029	4334	E	Washington	Blvd.	Commerce	1-3 Story Comm. Bldg.	1950	6Z
140	129	5243-024-034	4545	E	Washington	Blvd.	Commerce	1-3 Story Comm. Bldg.	1956	6Z
141	130	5243-025-019	2326		Ayers	Ave	Commerce	Single Family Prop.	1963	6Z
142	131	5243-025-009	2329		Bedessen	Ave.	Commerce	Single Family Prop.	1947	6Z
143	132	5243-027-021	2326		Bedessen	Ave	Commerce	Single Family Prop.	1948	6Z
144	133	5243-027-020	2320		Bedessen	Ave.	Commerce	Single Family Prop.	1940	6Z
145	134	5243-025-008	2323		Bedessen	Ave.	Commerce	Single Family Prop.	1947	6Z
146	135	5243-027-022, 5243-027-023	2328-36	E	Bedessen	Blvd.	Commerce	Industrial Bldg.	1925	6Z
147	136	5243-027-026	4601	E	Washington	Blvd.	Commerce	1-3 Story Comm. Bldg.	1946	6Z
148	137	5243-024-013	4561		Leonis	St.	Commerce	Single Family Prop.	1940	6Z
149	138	5243-024-035	4601-03		Leonis	St.	Commerce	Single Family Prop.	1922	6Z
150	139	5243-028-017	4642		Leonis	St.	Commerce	Single Family Prop.	c. 1920	6Z
151	140	5243-028-018	4644		Leonis	St.	Commerce	Single Family Prop.	c. 1920	6Z
152	141	5243-028-012	2316		Connor	Ave.	Commerce	Single Family Prop.	1948	6Z
153	142	5243-028-014	2326		Connor	Ave.	Commerce	Single Family Prop.	1940	6Z
154	143	5244-028-023	2325		Hepworth	Ave.	Commerce	Single Family Prop.	1938	6Z
155	144	5244-028-034	4715		Noble	St.	Commerce	Single Family Prop.	1940	6Z
156	145	5244-028-031	4710		Leonis	St.	Commerce	Single Family Prop.	1940	6Z
157	146	5241-030-024	1538	S	Eastern	Ave.	Commerce	Industrial Bldg.	1955	6Z
158	147	5241-029-013	4514		Triggs	St.	Commerce	Multiple Family Prop.	1940	6Z
159	148	5241-013-904	1338	S	Eastern	Ave.	Commerce	Single Family Prop.	1936	6Z
160	149	5241-013-001	1334	S	Eastern	Ave.	Commerce	Multiple Family Prop.	1928	6Z

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The remaining 35 properties that required evaluation are buildings that are located in the Arterial Intersections APEs. These evaluated resources are situated in areas east and west of I-710 within the densely populated urban center of Los Angeles County. Such buildings are located at intersections within the cities of Bell, Downey, Huntington Park, Long Beach, Los Angeles, and South Gate. Most of the buildings are post WWII commercial buildings or housing and none are eligible for the National Register or the California Register. One property however has already been listed locally and is presumed to be historically significant for the purposes of CEQA; this property is in a separate table on page 43.

The following table briefly describes the 34 ineligible resources within the Arterial Intersections APEs.

Property No.	APE Map Reference Number	APN #	Address	Street			City	Description	Year Built	Status Code
161	150	7261-031-001	1942	E.	Anaheim	St.	Long Beach	1-3 Story Comm. Bldg.	1924	6Z
162	151	7211-001-003	2572		Atlantic	Ave.	Long Beach	1-3 Story Comm. Bldg.	1957	6Z
163	152	7207-014-015	2650		Atlantic	Ave.	Long Beach	1-3 Story Comm. Bldg.	1957	6Z
164	153	6210-016-006	8932		California	St.	South Gate	Single Family Prop.	1949	6Z
165	154	6210-016-005	8930		California	Ave.	South Gate	Single Family Prop.	1949	6Z
166	155	6210-016-005	8924		California	Ave.	South Gate	1-3 Story Comm. Bldg.	1928	6Z
167	156	6210-018-047	3475		Firestone	Blvd.	South Gate	1-3 Story Comm. Bldg.	1958	6Z
168	157	6210-018-057	8691		California	Ave.	South Gate	Institutional	1950	6Z
169	159	6222-008-010	4858		Firestone	Blvd.	South Gate	1-3 Story Comm. Bldg.	1951	6Z
170	160	6216-032-046	4917		Firestone	Blvd.	South Gate	1-3 Story Comm. Bldg.	1947	6Z
171	161	6216-032-007	4923		Firestone	Blvd.	South Gate	1-3 Story Comm. Bldg.	1947	6Z
172	162	6216-032-009	4927		Firestone	Blvd.	South Gate	1-3 Story Comm. Bldg.	1939	6Z
173	163	6231-032-010	4931		Firestone	Blvd.	South Gate	1-3 Story Comm. Bldg.	1946	6Z
174	164	6247-001-001	7952-7966		Firestone	Blvd.	Downey	1-3 Story Comm. Bldg.	1946	6Z
175	165	6247-001-001	7939		Firestone	Blvd.	Downey	1-3 Story Comm. Bldg.	1951	6Z
176	166	6026-016-040	7219		Alameda	St.	Los Angeles	Hospitality	1958	6Z
177	167	6225-005-405	7219		Atlantic	Ave.	Bell	1-3 Story Comm. Bldg.	1940	6Z
178	168	6309-029-019	5803		Soto	St.	Huntington Park	1-3 Story Comm. Bldg.	1947/ 1953	6Z
179	169	7272-007-002	208	W.	Anaheim	St.	Long Beach	1-3 Story Comm. Bldg.	1923	6Z
180	170	7272-001-003	200	W.	Anaheim	St.	Long Beach	1-3 Story Comm. Bldg.	1928	6Z
181	171	7269-005-017	1313		Pine	Ave.	Long Beach	1-3 Story Comm. Bldg.	1960	6Z
182	172	7209-015-024	235	E.	Pacific Coast	Hwy	Long Beach	1-3 Story Comm. Bldg.	1922	6Z

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Property No.	APE Map Reference Number	APN #	Address	Street			City	Description	Year Built	Status Code
183	173	7209-015-028	1601		Long Beach	Blvd.	Long Beach	1-3 Story Comm. Bldg.	1958	6Z
184	174	7269-019-029	220	E.	Pacific Coast	Hwy	Long Beach	1-3 Story Comm. Bldg.	1935	6Z
185	175	7269-019-029	228	E.	Pacific Coast	Hwy	Long Beach	1-3 Story Comm. Bldg.	1921	6Z
186	176	7209-007-015	333	E.	Pacific Coast	Hwy	Long Beach	Single Family Prop.	1919	6Z
187	177	7209-007-014	339	E.	Pacific Coast	Hwy	Long Beach	Single Family Prop.	1919	6Z
188	178	7209-007-013	401	E.	Pacific Coast	Hwy	Long Beach	Single Family Prop.	1919	6Z
189	179	7269-020-014	402	E.	Pacific Coast	Hwy	Long Beach	Single Family Prop.	1928	6Z
190	180	7269-020-015	404	E.	Pacific Coast	Hwy	Long Beach	Multiple Family Prop.	1929	6Z
191	181	6164-003-042	942	S.	Santa Fe	Ave.	Compton	Industrial Bldg	1959	6Z
192	182	6164-003-028	916	S.	Santa Fe	Ave.	Compton	Industrial Bldg	1958	6Z
193	183	6164-003-027	708	E.	Alondra	Blvd.	Compton	Industrial Bldg	1960	6Z
194	184	6332-008-019	3525		Garfield	Ave.	Commerce	Industrial Bldg	1963	6Z

The following five bridges that are located in the APE required evaluation. Four of the bridges had previously been given a rating of 4 in the Caltrans local bridge inventory and were re-evaluated as part of this study. One of the bridges was not previously evaluated, but is associated with the previously determined eligible C-Los Angeles-A1 railroad segment (UP Railroad, 19-186110) that was constructed in the 1870s and found to be eligible for the National Register under Criteria A and B in 1999. This bridge was evaluated individually and as a potential contributor to the National Register-eligible railroad segment, and it was determined that the bridge was constructed in 1938 (after the period of significance) and, therefore, not contributing to the significance of the railroad line. The following bridges are not eligible for the National Register and they are not considered historical resources for the purposes of CEQA:

Property No.	APE Map Reference Number	Bridge Number	Name/Location	Description	Year Built	Status
195	185	53-0836	East Walker UP	Spanning I-710 PM 20.51	1957	6Z
196	186	53-0832	South Gate UP	Spanning I-710 PM 18.74	1957	6Z
197	187	53-0816	Dominguez St. UP	Spanning I-710 PM 10.31	1954	6Z
198	188	53 1170	Standard Oil Pipeline OC	Spanning Oil Pipeline OC PM 20.51	1957	6Z
199	189	NA	Union Pacific Railroad Warren Double Truss Bridge, north of Firestone Blvd. east of LA710 freeway, Southgate	Double Truss Railroad Bridge Spanning the LA River	1938	6Z

I-710 = Interstate 710
OC = Overcrossing
PM = Post Mile
UP = Underpass

One of the properties located within the I-710 Corridor APE was determined to be eligible for inclusion in the National Register.

Property No.	APE Map Reference Number	APN	Address	Description	Year Built	Status
200	71	7301-017-001	4502 E. Alondra Blvd., Compton	1-3 Story Comm. Bldg.	1955	3S

Dale's Donuts is located at 4502 E. Alondra Blvd., on the southeast corner of E. Alondra Blvd. and Atlantic Ave. in the City of Compton. It is an example of Programmatic Architecture that consists of a 32.5-foot donut on the roof of a one-story commercial building. The donut is constructed of rolled steel bars covered with gunite. "Dale's Donuts" is painted in black letters on the donut. The commercial building is one story in height, rectangular in shape, and sheathed in stucco. The roof is flat with an overhanging eave and a gentle pitch. Canted windows from which customers order and receive their donuts are located on the west elevation and wrap around the corners.

Dale's Donuts is eligible for listing in the National Register in the context of architecture. It is significant at the local level under Criterion C as a rare example of Programmatic Architecture. Constructed in 1955, the building was one of ten locations in the now-defunct Big Donut Drive-In chain founded by Russell C. Wendell, a donut machine salesman. He hired architect Henry J. Goodwin to design the prototype for the stores, only four of which survive. The other survivors are located in Inglewood, Gardena, and Bellflower.

Programmatic Architecture is closely associated with southern California and is generally related to roadside architecture because it was intended to catch the eye of passing motorists. It was a popular vernacular style in southern California from the mid-1920s through the 1940s, though its heyday was between 1925 and 1934. Programmatic architecture arose as Los Angeles became an increasingly automobile-centered city. As potential customers traveled at higher speeds past businesses, it became necessary to attract them utilizing different methods than previously used. For some buildings, especially smaller ones such as Dale's Donuts, it was necessary to stand out in order to attract customers. This gave rise to more elaborate and expressive architecture. The building itself became the sign for the business it housed. Buildings were designed to reflect, in an often literal manner, the business, products, or services located therein. Examples included hot dog stands in the shape of hot dogs and pharmacies in the shape of a mortar and pestle. At other times, they simply utilized eye-catching imagery to stand out on the landscape. In the case of the Big Donut Drive-In chain, the giant donut on the top of the building essentially functioned as the sign (see Appendix B).

In the post-WWII era, the focus shifted to signage, which became larger and more decorative. Signs also increasingly utilized neon. The Googie style, as it came to be known, utilized angular

roof forms and massing, as well as bright colors. The way in which businesses attracted customers shifted from the programmatic architecture of the pre-WW II era to the emphasis on signage and angular forms by the 1950s. The Dale's Donuts building exhibits the quintessential elements of Programmatic Architecture as the giant donut on the top of the building effectively advertises the product that it sells (donuts), and it is easily seen by fast-moving motorists; it is an important example of this type of architecture as it is one of only a few such buildings left in southern California.

One of the properties located within the Arterial Intersections APE is listed locally and is presumed to be historically significant for the purposed of CEQA.

Property No.	APE Map Reference Number	APN	Address	Description	Year Built	Status
201	158	6210-017-909	8680 California Ave., South Gate	Community Center and WPA tile mosaic	1938	5S1

The Civic Center Community Building (formerly the County of L.A. Public Library South Gate branch) is located at 8680 California Ave., on the southeast corner of California Ave. and Dr. Glenn Seaborg Wy. in the city of South Gate. It is a one-story community building that was constructed in 1938 and designed by architect Richard C. Farrell in the American Colonial Revival style. He was responsible for designing a number of public buildings in southern California during the 1920s and 1930s. The footprint of the building sits in the center section of the parcel with the primary elevation facing west. The building is rectangular in plan and likely has a concrete foundation. It has a wood frame structural system and the exterior is clad with a combination of rough stucco and wood channel drop siding. It is covered by a side-gabled roof with return eaves. The roof is clad with composite shingles and has six symmetrically spaced front-gabled dormers along the façade. The main entrance is recessed and located beneath a plain pediment supported by four Doric columns. The entry door itself is not visible from the public right of way. A square cupola is located on the roof directly above the entrance pediment. Secondary entrances are located on the north and south elevations and are composed of wood. There are twelve windows, all with multiple lights, on the primary elevation. The six lower windows are paired wood casements with transoms. The upper windows appear to be vinyl awning windows. Additional windows on secondary elevations include single-and multi-light rectangular wood windows and boarded up arched windows. Decorative elements include a tile mosaic located near the main entrance titled "Evolution in Writing," which was created in 1938 by WPA artist Stanton MacDonald-Wright.

The Civic Center Community Building and the WPA tile mosaic have been listed on the local register for the City of South Gate as defined in section 5020.1(k) of the Public Resources Code. Therefore the property is presumed to be historically significant for the purposes of CEQA. It was also determined that the evaluated building may contribute to a locally significant

historic district as the Civic Center, meeting Criteria H of Section 7.68.030 of Chapter 7.68, Preservation of Cultural Heritage of the South Gate Municipal Code as being "part of or related to a distinctive area that is developed according to a specific historical, cultural or architectural motif."

Andrea Galvin, a consultant who meets the Professional Qualifications Standards in the Section 106 PA, Attachment 1, as a Principal Architectural Historian, has determined that the other properties present within the APE, including State-owned resources, meet the criteria in Attachment 4 of the PA.

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FINDINGS AND CONCLUSIONS

FINDINGS

The records searches included the study of previous cultural resources survey reports, recorded sites, and the Office of Historic Preservation Historic Property Data File for the Study Area. Among the findings, the study found that one transmission line and three railroad segments had been previously recorded within the APE. They include: a 40-mile segment of the Boulder Dam-Los Angeles 287.5kV Transmission Line; two segments of the C-Los Angeles-A-1, formerly the UP Railroad (19-186110 and 19-186112); one segment of the CRM TECH 789-50H, formerly the BNSF Railroad (19-186804). In addition, one industrial building (19-187854) and a community building and its associated tile mosaic were also previously recorded. The CRM TECH 789-50 railroad segment (19-186804) was previously found to be ineligible for listing on the National Register, as was the industrial building. However, both segments of the C-Los Angeles-A-1 railroad (19-186110 and 19-186112) were evaluated in 1999 and found to be eligible for listing on the National Register under Criteria A and C. The Boulder Dam Transmission Line was also formerly determined eligible for the National Register by Caltrans. The inventory forms for the previously recorded properties are located in Appendix A of this HRER. The community building and tile mosaic have been listed on the local register for the City of South Gate.

Additionally, there are 201 other evaluated resources identified within the APE. These include 161 buildings and 5 bridges located within the I-710 Corridor APE and 35 buildings within the Arterial Intersections APEs that are greater than 45 years of age and that required evaluation against the National Register and California Register criteria in accordance with the Caltrans Section 106 PA and the CEQA. These properties were documented and evaluated using California DPR 523 form sets and are located in Appendices B and C of this HRER.

The following is a summary of the cultural resources identified within the APE for the I-710 Corridor Project:

a) **Properties listed in the National Register.**
None.

b) **Properties previously determined eligible for the National Register.**
Three:

- Boulder Dam-Los Angeles 287.5 kV Transmission Line

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- C-Los Angeles-A-1 railroad (19-186110)
- C-Los Angeles-A-1 railroad (19-186112)

c) **Properties previously determined *not* eligible for the National Register.**
Two:

- CRM TECH 789-50 railroad segment (19-186804)
- Industrial Building (19-187854)

d) **Properties that appear eligible for the National Register as a result of the current study (refer to relevant evaluations in attached supporting documentation).**
One:

APE Map Reference Number	APN	Address	Description	Year Built	Status
71	7301-017-001	4502 E. Alondra Blvd., Compton	1-3 Story Comm. Bldg.	1955	3S

e) **Properties that appear *not* eligible for the National Register as a result of the current study (refer to relevant evaluations in attached supporting documentation).**
195 buildings (refer to tables on pages 33-41) and 5 bridges (refer to table on page 41).

f) **Properties for which further study is needed because evaluation was not possible (e.g., archaeological sites that require a test excavation to determine eligibility).**
None.

g) **Resources that are historical resources for the purposes of CEQA (resources in this category would include California Register-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 California Register criteria as outlined in PRC §5024.1.]**
Two:

APE Map Reference Number	APN	Address	Description	Year Built	Status
71	7301-017-001	4502 E. Alondra Blvd., Compton	1-3 Story Comm. Bldg.	1955	3S
158	6210-017-909	8680 California Ave., South Gate	Community Center and WPA Mosaic Tile	1938	3CS

h) **Resources that are not historical resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1.**
194 properties (refer to tables on pages 33–41) and 5 bridges (refer to table on page 41).

CONCLUSIONS

There is one architectural resource in the APE that was determined to be eligible for inclusion in the National Register and is considered a historical resource for the purposes of CEQA. This property is summarized in the table below:

APE Map Reference Number	APN	Address	Description	Year Built	Status
71	7301-017-001	4502 E. Alondra Blvd., Compton	1-3 Story Comm. Bldg.	1955	3S

The results of this investigation concluded that this resource is eligible for inclusion in the National Register under Criteria A and C, and is considered a historical resource for the purposes of CEQA.

Dale's Donuts was determined to be eligible for listing in the National Register in the context of architecture. It is significant at the local level under Criterion C as a rare example of Programmatic Architecture. Dales Donuts was constructed in 1955, which is the building's period of significance. The building was one of 10 locations in the now-defunct Big Donut Drive-In chain founded by Russell C. Wendell, a donut machine salesman. He hired architect Henry J. Goodwin to design the prototype for the stores, only four of which survive. The other survivors are located in Inglewood, Gardena, and Bellflower.

There is one architectural resource in the APE that is listed on a local register and is therefore presumed to be historically significant for the purposes of CEQA. This property is summarized in the table below:

APE Map Reference Number	APN	Address	Description	Year Built	Status
158	6210-017-909	8680 California Ave., South Gate	Community Center and WPA Mosaic Tile	1938	5S1

The results of this investigation also concluded that the resource indicated on the APE Map as Reference Number 158, has been listed on the local register for the City of South Gate and as defined in section 5020.1(k) of the Public Resources Code. Therefore, the property is presumed

to be historically significant for the purposes of CEQA. It was also determined that the evaluated building may contribute to a locally significant historic district as the Civic Center, meeting Criteria H of Section 7.68.030 of Chapter 7.68, Preservation of Cultural Heritage of the South Gate Municipal Code as being "part of or related to a distinctive area that is developed according to a specific historical, cultural or architectural motif." The building was constructed in 1938 and designed by architect Richard C. Farrell, and the tile mosaic was created by WPA artist Stanton MacDonald-Wright.

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PREPARERS' QUALIFICATIONS

This architectural study was undertaken by the consultants, Andrea Galvin, Nicole Collum, Jennifer Krintz, Ben Taniguchi, Laura Vanaski, Teresa Grimes, and Christeen Taniguchi, Noah Allison, Elysha Dory and Mandy Jones of GPA and Bill Bell and Casey Tibbet of LSA. Ms. Collum, Ms. Krintz, Mr. Allison, Ms. Dory and Ms. Jones conducted the architectural surveys; Bill Bell and Ben Taniguchi conducted the historical research for the project area overview and the site specific history; and Laura Vanaski, Teresa Grimes, Christeen Taniguchi, Noah Allison and Ms. Dory assisted with inventory and document production. All tasks were conducted under the guidance of Ms. Galvin. Ms. Collum, Mr. Allison and Ms. Galvin prepared the HRER for this project, with Ms. Tibbet and Ms. Vanaski peer reviewing the document.

Ms. Galvin has been practicing architectural history and historic preservation in California since 1996. She earned her Bachelor of Arts in Environmental Design from the University of California, Davis; her Master of Science in Historic Preservation from the University of Pennsylvania; and a Certificate in Preservation Planning from Istanbul Technical University, Turkey. Ms. Galvin spent five years working for Caltrans as an Associate Environmental Planner (Architectural History). She is a consultant who meets the Professional Qualifications Standards in the Section 106 PA, Attachment 1, as a Principal Architectural Historian.

Ms. Collum is an architectural historian for GPA who has been practicing in California since 2008. She earned her Bachelor of Arts in Classics and Art History from the University of Southern California and her Master of Science in Historic Preservation from the University of Pennsylvania.

Ms. Krintz is an architectural historian for GPA who has been practicing in California since 2008. She earned her Bachelor of Science in Philosophy from Belmont University in Nashville, Tennessee, and her Master of Historic Preservation from the University of Georgia.

Ms. Vanaskie is an architectural historian for GPA who has been practicing in California since 2006. She earned her Bachelor of Arts in Political Science from Lehigh University in Bethlehem, Pennsylvania, and her Master of Architecture from California State Polytechnic University, Pomona.

Mr. Taniguchi is a historian for GPA who has been practicing in California since 2002. He earned his Bachelor of Arts in History from the University of California, Riverside.

Ms. Grimes is a principal architectural historian for GPA and has been practicing architectural history and historic preservation in California since 1988. She earned her Bachelor of Arts in Political Science from the University of California, Los Angeles, and her Master of Arts in Architecture from the University of California, Los Angeles.

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Ms. Taniguchi is a historian and architectural historian who has been practicing in California since 2001. She earned her Bachelor of Arts in History from the University of California, Los Angeles, and her Master of Science in Historic Preservation from the University of Pennsylvania. She is a consultant who meets the Professional Qualifications Standards in the Section 106 PA, Attachment 1, as an Architectural Historian.

Mr. Allison is an architectural historian who has been practicing in California since 2010. He earned his Bachelor of Arts in the History of Art and Architecture from the University of California, Santa Barbara, a Certificate in Historic Preservation from the University of Southern California, and a Master of Urban and Regional Planning degree from California State Polytechnic University.

Ms. Dory is an architectural historian who has been practicing in California since 2010. She earned her Bachelor of Arts degree in History from the College of William and Mary in Williamsburg, Virginia, and her Master of Historic Preservation degree from the University of Southern California.

Ms. Jones is an environmental planner intern for GPA. She is currently earning her Bachelor of Science degree in Environmental Science from University of California, Berkeley.

Ms. Tibbet is a Principal Architectural Historian (PQS) for this project. She earned her Master of Arts in Historic Preservation from the University of California, Riverside, and has been practicing architectural history and historic preservation in California since 2002. Ms. Tibbet assisted with development of the APE, participated in the initial reconnaissance field survey, directed the initial context and building-specific research, and peer-reviewed the HRER.

Mr. Bell has more than 14 years of experience doing historical research and writing, along with 18 years of experience working as a Library Assistant. Mr. Bell conducted the initial historic context research under the supervision of Ms. Tibbet, who qualifies as a Principal Architectural Historian (PQS).