

## **APPENDIX CUL**

### **CULTURAL RESOURCES**

- CUL.1 – Historic Resources Evaluation
  - CUL.2 – Archeological Resources Study
-

## **APPENDIX CUL.1**

# **HISTORIC RESOURCES EVALUATION**

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## MEMORANDUM

**DATE:** January 19, 2022

**TO:** Gary Jones, Vice President Land Acquisition, Lennar

**FROM:** Laura Carias, M.A., Architectural Historian, LSA  
Ryan Bensley, Project Manager, LSA

**SUBJECT:** Historical Evaluation of 21405 Madrona Avenue, City of Torrance, California (LSA Project Number LCH2101)

As part of the environmental review process, a historical evaluation of the property located at 21405 Madrona Avenue (Assessor's Identification Number [AIN] 7366-019-183) in Torrance, California, has been completed. Two other parcels are part of the proposed project; however, AIN 7366-019-182 is an empty parking lot and AIN 7366-019-123 features a building that is not yet 50 years of age and therefore was not evaluated. The evaluation of the subject property was documented on the attached Department of Parks and Recreation (DPR) 523A (Primary Record) and 523B (Building, Structure, and Object Record) forms and the property was identified on DPR Location Map, also attached.

As a result of the evaluation, which included archival research and an intensive-level field survey, it was determined that the property does not appear to be eligible for listing in the California Register of Historical Resources or the Torrance Register of Historic Resources under any criteria. In general, to be considered eligible, the property must:

- Be associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
- Be associated with the lives of persons important to local, California or national history;
- Embody the distinctive characteristics of a type, period, region, or method of construction or represent the work of a master or possess high artistic values;
- Have yielded, or have the potential to yield, information important to the prehistory or history of the local area, California, or the nation; and/or
- Be among the last, best example of an architectural or historical type of specimen.

The subject property is associated with a significant historical event in Torrance; namely, the development of the Del Amo Shopping Center. However, because the shopping center has largely been demolished, the subject building has lost integrity and can no longer convey this association.

Research did not identify any historically significant people associated with the building. Although the architect is known, the building is not a notable example of work by Mazzetti, Leach, Cleveland & Associates. Furthermore, the building is not a representative example of an architectural style and does not possess high artistic values. Although it may be one of the few remaining Montgomery Wards automotive service centers, it no longer conveys that association.

For these reasons, the property at 21405 Madrona Avenue in Torrance does not qualify as a “historical resource” as defined by the California Environmental Quality Act (CEQA) and, for purposes of this project, the City may make a finding of “no impact” with regard to historical resources.

### **Attachment**

DPR forms

## CONTINUATION SHEET

Property Name: 21405 Madrona Avenue

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### \*P3a. Description (Continued from page 5):



Subject parcel, view east (LSA 2021)

### \*B10. Significance (Continued from page 3):

#### City of Torrance

The following is paraphrased from *City of Torrance: Spanning the Years* (2018) prepared by the City of Torrance:

Jared Sidney Torrance, the founder of Torrance, had the vision of a "Planned Modern Industrial City." As a real estate developer, he had many ties to investors that could help create this vision. He and his investors created the Dominguez Land Company and they purchased 3,500 acres of ranch land that encompassed what is today the City of Torrance and parts of the Palos Verdes Peninsula. Benefits of the land included its close proximity to the San Pedro port and the Pacific Electric Railway.

The Dominguez Land Company hired the Olmstead Brothers to create the master plan for the town. Their plan included an industrial area along with "a downtown commercial core and residential areas with a mix of larger homes, smaller homes for workers and apartment houses and hotels. Utilities were tucked away in alleys leaving the roadsides free for substantial landscaping." Groundbreaking occurred October 1912 and the community was officially named Torrance. Industries that settled in Torrance included Llewellyn Iron Works (located on the northwest corner of Torrance Boulevard and Van Ness Avenue), Union Tool Company (located on the northeast corner of Carson Street and Cabrillo Avenue), and Pacific Electric Railway (located on the northeast corner of Crenshaw Boulevard and Dominguez Street). Irving Gill, famed minimalist architect, designed many of the significant buildings in town including the Pacific Electric Railway Depot, workers' housing, several commercial buildings downtown and the Pacific Electric Railway-El Prado Bridge.

Torrance was a privately held city from 1912 to 1921. The economic recession that followed World War I kept the city from fulfilling its master plan. By 1921, with a population of 1,800, Torrance residents voted to incorporate and were successful in May of that year.

Another major event in the 1920s was the discovery and exploration of the Torrance-Wilmington Oil Field. Oil derricks appeared at the center and south of the City and soon the city limits extended to the south, north, and west to expand the City's opportunities. In 1927, General Petroleum purchased a large portion of land in the northern part of the City to build a refinery to process crude oil from Kern County. It is currently owned by PBF Energy-owned Torrance Refining Company.

Agriculture and farming was another large industry in Torrance. There were dairies, rabbit, chicken, turkey, mink, and pig farms. There were also fields of flowers and vegetables. Other industries that made their way into Torrance included a glass factory, rubber plant, Columbia Steel, and Rome Cable.

During the Great Depression, the City of Torrance survived with its many different industries. Oil production was its most profitable at the time. With at least 1,000 oil wells running in the 1930s, each well would produce 250 barrels a day. Workers were paid as much as \$2.50 a day, with the possibility of making \$4.50 a day if the well was producing oil. Drillers made the same amount of money with the potential of making \$10 a day with bonuses.

(Continued on page 6)

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Property Name: 21405 Madrona Avenue

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### \*B10. Significance (Continued from page 5):

Federal grant projects during the 1930s allowed for the construction of City Hall, a public library, and a community auditorium. Included in the civic buildings constructed downtown, was a central post office.

International demands for defense industry production helped stabilize oil and steel production in the City. New defense-related industries, such as Doak Industries, moved to Torrance and manufactured structural parts for B-17 and many other military aircraft. Doak Industries had more than 1,500 employees.

As America entered into World War II, the demand for steel-related products from Torrance shops soared. Columbia Steel added to its workforce and expanded production. Union Tools, which provided oil production tools, expanded its production to include Navy arsenal items. Pacific Electric Railway saw an increase in passengers as many made their way to the port for defense jobs. In 1941, the federal government purchased 480 acres in the southern portion of the City and constructed the Lomita Flight Strip, which was used as a training base for the Army Air Corps for P-38s. As the war raged on, the City's oil fields and refineries increased production. Doak Industries began preparing fuselage sections for the B-17 and North American AT3 and, at its peak, employed 3,000 employees.

By 1950, the Torrance population grew from 9,500 (in 1940) to 22,000. The City was still largely made up of small farms, county roads, and industrial or manufacturing plants. The region remained a strong aero-related research, development and manufacturing base for civilian and military aircraft.

At this time, Torrance was still largely undeveloped with large areas dedicated to farms, and agricultural use. Soon developers discovered the large open tracts available in Torrance. These developers transformed the Torrance landscape with large housing tracts. The few schools that were once part of the Los Angeles Unified School District parted ways and the Torrance Unified School District (TUSD) was formed. TUSD began buying land from developers to put in much needed schools for the large influx of school children moving to the area with their families. To accommodate the increasing population, the City moved its public buildings to their present site on Torrance Boulevard. The new Civic Center had a new City Hall, Police Station, and City Pool.

The 1960s saw growth and changes to the City of Torrance. The development of Rolling Hills Plaza on Crenshaw Boulevard and Pacific Coast Highway and the Del Amo Shopping Center added two large retail locations for the City. A new hospital, Little Company of Mary, provided medical services to the increasing population. Construction on the first phase of the Torrance Financial Center on Hawthorne Boulevard and Carson Street began in 1967. The center included a 12-story Union Bank tower and a series of smaller towers and single-story buildings. The development was envisioned to include two more towers and several other buildings, but the full plan never came to fruition. At this time, Torrance was the third largest city in Los Angeles County.

The City continued to grow in the 1970s with the expansion of the Del Amo Shopping Center and the construction of its first full-service hotel, the Holiday Inn. The Civic Center added a new main City Hall; the former was refaced and repurposed, and a new library was built. New shopping centers, such as Old Towne on Hawthorne Boulevard, added more shopping opportunities for Torrance residents. There were some downfalls with the closing of industrial facilities, such as those for ARMCO, Rome Cable, and U.S. Steel.

The Industrial Redevelopment Project in the 1980s included demolishing and transforming the former U.S. Steel site into the Honda Headquarters facilities. ARMCO and Rome Cable became part of Torrance Center I and II with a new office and retail center. Downtown Torrance also got a facelift as the City and a private developer entered into an agreement to create a mixed-use development. This development kept with the Olmstead masterplan of a live/work community. Another housing development, Park Del Amo, was a mixed-use development that included the area from Madrona Avenue to Crenshaw Boulevard and from Sepulveda Boulevard to Monterey Street. Initially, a large part of the project area included a vernal marsh and was met with backlash from the community. The revised project set aside 34.4 acres of land for the Madrona Marsh.

Entering into the new millennium, the biggest development in the area was the redevelopment of the Del Amo Fashion Center. The northeast section of the mall was demolished to make room for a new outdoor wing that eventually opened in 2006. The mall was again invigorated when a "luxury wing" was added in 2015 that included several high-end retailers and restaurants along Hawthorne Boulevard.

(Continued on page 7)

## CONTINUATION SHEET

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### \*B10. Significance (Continued from page 6):

#### History of Shopping Malls

Except where noted the information in this section is condensed from *The Death and Life of Great American Strip Malls: Evaluating and Preserving a Unique Cultural Resource* by Matthew J. Manning (2009).

The shopping center or strip mall has its roots in suburban development dating back to the early 1900s. Initially, streetcars brought people into the city, but they also provided an opportunity for people to move outside the city center. Land was cheaper in these outlying areas and, anticipating future appreciation, some enterprising speculators bought vacant lots with the intention to sell them when prices rose. In order to cover the taxes on the lots, the speculators often built small commercial buildings along the roadway (or strip) that could easily be removed when the property was ready for more substantial development. These properties were referred to as "taxpayers." By the 1910s, taxpayers formed lengthy strips of commercial activity.

With the popularity of cars in the 1920s, congestion and parking became problematic. A 1926 study in New York revealed that congested downtowns were making outlying shopping areas more attractive to suburban dwellers. Recognizing this trend, the study recommended the provision of off-street parking for all future suburban stores, but the change from a pedestrian orientation to an automobile orientation was slow to evolve. In 1929, after the stock market crash, many businesses in the taxpayer strips failed, leaving empty storefronts, blighted streets, and decreased property values. This was a major catalyst for change and a new approach emerged that involved carefully selected tenants in a carefully organized space under single ownership: the planned shopping center.

The appropriate design and layout of a new neighborhood shopping center was outlined in *Architectural Record* in 1932. It called for exclusively commercial one-story buildings and ample parking for those arriving by car. Parking was to be in front of the stores for the sake of convenience, but most important was that parking be free of through traffic. Separate access for delivery vehicles was another important aspect as was a unified and relatively plain façade with a single identifying feature such as a tower, flagpole, or sign tower. It was recommended that the architecture not detract from or compete with the merchandise.

The drive-in market was the first commercial design to embrace the new shopping center concept, by putting the building at the rear of the lot and parking adjacent to the street. The parking lot became the visually prominent feature. These new shopping centers typically had an L-shaped plan so that some part of the building was closer to the street and identifiable by motorists. The 1930 Park and Shop in Washington, D.C., which embodied this new approach, was featured in the *Architectural Record* as an example of new trends in store design. The influence of the *Architectural Record*, the leading architectural journal at that time, combined with strong evidence of financial success, made the drive-in a prevalent concept by the end of the 1930s.

Although the drive-in was successful, it remained a small-scale concept as major department stores, supermarkets, and other large-scale enterprises continued to prefer sidewalk-adjacent locations oriented to the pedestrian. In 1947, the 550,000-square foot Broadway-Crenshaw Center in Los Angeles proved that was outdated thinking. Anchored by the Broadway department store and built with two façades, one oriented to pedestrians and one oriented to a huge parking lot, the Center was a tremendous success despite having almost no pedestrian traffic. In 1951, the Valley Plaza near Burbank not only followed the Broadway-Crenshaw Center's lead, but pioneered new concepts. With Sears as the anchor tenant, it eliminated the dual façade approach, but kept the large parking lot. The façade of Sears was essentially a giant billboard and the Plaza's location incorporated easy access from freeways into the plan for the first time. Planning no longer began with the buildings, but with easy access and space for cars. The size, location, and appropriate provision of parking had become an integral, often overriding, component of shopping center design. With the widespread acceptance of the front parking area, a new shopping center typology was formed: the strip center or strip mall.

The 1954 edition of the *Community Builders' Handbook* identified four basic shopping center patterns: Strip, Mall, "U" Type, and Group or Cluster. By 1968, these typologies had expanded to include the "L." The "L" and "U" types were considered variations of the Strip, a long rectangular form, which was the cheapest to build and the easiest to adapt to various site conditions. The strip mall's size and relative ease of construction made it a ubiquitous typology that remains an important form of retail space today.

The typology has changed so little since its development that the defining characteristics of the typical strip mall of the 1950s are evident in most strip malls constructed today. Patterns, forms, and other features that distinguish the strip mall from other commercial typologies include single-ownership; designed and built as a planned unit; linear building arrangement; single-story; buildings set back from the street with an intervening parking lot; minimum 3:1 ratio of parking area to building area; separate rear service access; storefront entrances accessible from parking lot; covered sidewalk along storefronts; spaces for multiple tenants; flexible interior space; exterior signage space for each storefront; and signage visible to passing motorists. One other characteristic of shopping centers, at least in the post-WWII period (1945–1973) was the use of the parking lot for community events.

(Continued on page 8)

## CONTINUATION SHEET

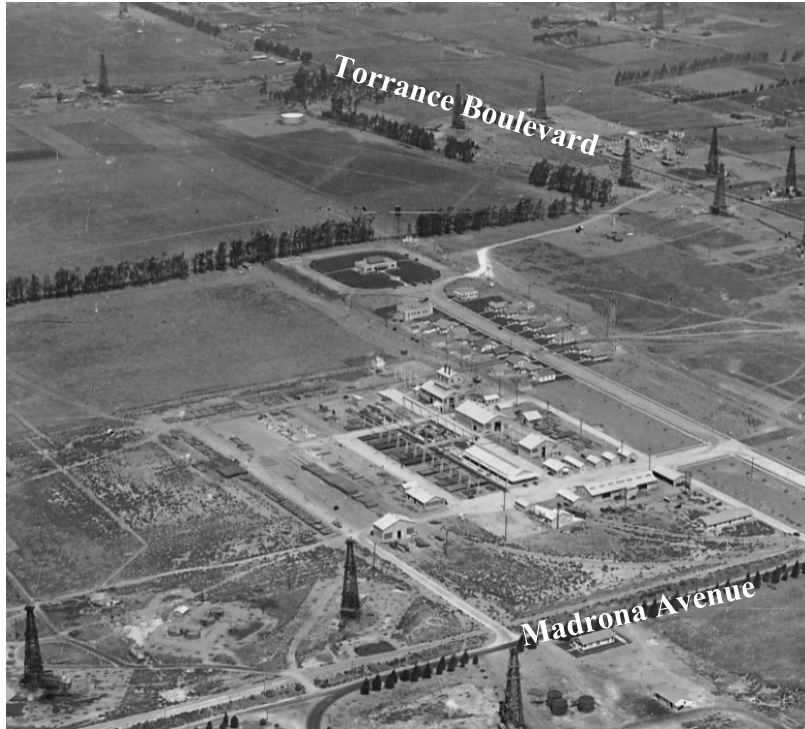
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### \*B10. Significance (Continued from page 7):

#### Del Amo Fashion Center

The site of the Del Amo Fashion Center was once the location of the Chanslor-Canfield Midway Oil Company (Gnerre 2014) where oil derricks, industrial buildings, and worker housing were located along a single street that terminated with a community center.



Chanslor-Canfield Midway Oil Company, view west (Gnerre 2014)

The origins of what is now the Del Amo Fashion Center began with the construction and opening of the Broadway department store in 1959 located on Hawthorne and Sepulveda Boulevards. The store was the ninth to open in Southern California. Soon, other major stores followed suit and an open-air shopping center included Sears and J.C. Penney amongst other smaller retail shops (Gnerre 2011). The shopping center was known as the Del Amo Shopping Center and was located south of the subject property between Carson Street to the north, Madrona Avenue to the east, Sepulveda Boulevard to the south, and Hawthorne Boulevard to the west.

In 1966, Bullocks established a department store in Torrance. Naming the shopping center Bullocks Fashion Square, it was located across Carson Street directly north of the Del Amo Shopping Center just southwest of the subject building. Other major department stores included I. Magnin's and a Desmond's. Bullocks Fashion Square changed its name to Del Amo Fashion Square when, in 1970, plans were made to construct an indoor, air-conditioned mall adjacent to the Bullocks complex. New department stores to the Del Amo Fashion Square included Ohrbach's and Montgomery Ward, which opened in 1971 (Gnerre 2011).

The Torrance Company soon bought the Del Amo Fashion Square and the Del Amo Center, as the Del Amo Shopping Center was now called, and in 1977 announced plans to combine the two shopping centers. Although it took many years for the project to come to fruition, the \$20 million "marriage of two malls" officially opened in 1981 and featured a central passageway that led shoppers over Carson Street. The newly named Del Amo Fashion Center would become the largest enclosed shopping center in the United States until it was dethroned in 1992 by the Mall of America in Bloomington, Minnesota (Gnerre 2011).

In 2006, the Del Amo Fashion Center underwent a renovation that included demolishing the northeast section of the mall, which included Montgomery Ward, and adding an outdoor Lifestyle Wing that included a movie theater, bowling alley, restaurants, and stores. Further developments came in 2015 when the "Luxury Wing" opened at the northern end of the mall. The wing featured high-end fashion retailers, new restaurants and a Nordstrom's department store as an anchor (City of Torrance 2018).

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## CONTINUATION SHEET

Property Name: 21405 Madrona Avenue

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### \*B10. Significance (Continued from page 8):

#### Montgomery Ward

Established by Aaron Montgomery Ward in 1872, the retailer started as the first-ever mail order company in Chicago, Illinois (Britannica 2017) Ward began the company with \$2,400 in capital, marketing to farmers and backing his merchandise with a money-back guarantee. The catalog began as a single sheet with a list of goods and prices and after the mid-1870s, sales and the catalog grew. Ward eventually brought in his brother-in-law, George Robinson Thorne as a partner in 1873. "In 1889 they converted their partnership into a corporation, privately held, and enjoyed good sales despite the panic of 1893—until a new competitor, Sears, Roebuck and Company (founded in 1893), began outdistancing Montgomery Ward & Co. in advertising, merchandising, and sales..." (Britannica 2017).

Montgomery Ward opened its first retail store in 1926 and, by 1930, had 556 stores across the country (Britannica 2017). Retail sales soon exceeded those of catalog, which was a big feat. The 1965 Montgomery Ward Spring catalog was 1,278 pages and featured 140,000 separate items (Bush 1965). Big changes came in 1968 when Montgomery Ward merged with Container Corporation of America with a new name of Marcor Inc. "In 1974 Mobil Oil Corporation bought 54 percent of voting shares of Marcor, and two years later Marcor merged into the new Mobil Corporation. In 1985, Montgomery Ward ended its 113-year-old mail-order catalog business in order to concentrate on its retail operations" (Britannica 2017). Mobil Corporation sold Montgomery Ward in 1988.

Further change came to Montgomery Ward in the 1990s with competition from new discount retailers such as Target and Walmart and the company eventually filed for bankruptcy in 1997. Montgomery Ward changed its name to Wards after it filed for Chapter 11 bankruptcy. Attempts to modernize failed and the retailer eventually shut all its remaining stores in 2001 (Britannica 2017). Montgomery Ward opened up as an online company in 2004 (Britannica 2017).

#### Montgomery Ward Torrance

Opening as the eleventh store in the Los Angeles area, Montgomery Ward opened its doors at the Del Amo Fashion Square in 1971. The \$3.75 million store featured two levels and 177,000 square feet of shopping space and was designed by architects Mazzetti, Leach, Cleveland & Associates with E.W. Hahn Inc. as the contractor (Desser 1971). The store offered a "complete line of merchandise from home furnishings to records and stereo and television equipment to lawnmowers to a complete automotive center" (Redondo Reflex 1971). The freestanding, 4,300-square foot automotive center (the subject building) was located east of the department store. It had a 20-car capacity and also featured a garden center (Desser 1971).



Montgomery Ward department store at Del Amo Fashion Square in 1971 (Desser 1971).

The store closed in 2001 after almost 30 years of service (Daily News 2009). Wards was demolished in 2006 to make room for the new Lifestyle Wing at the mall. The automotive center was left in place. It is currently used as office space.

(Continued on page 10)

## CONTINUATION SHEET

Property Name: 21405 Madrona Avenue

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### \*B10. Significance (Continued from page 9):

#### Evaluation

The property is evaluated below for historical significance under the criteria for listing in the California Register of Historical Resources (California Register) and for designation under the City's ordinance. Many of the City's criteria for designation are similar to those of the California Register. Where appropriate, these have been listed in parenthesis along with the California Register criteria.

**Under Criterion 1 (City Criteria 1)**, the subject property is most closely associated with development and expansion of the Del Amo Fashion Center and the Montgomery Ward department store chain, which are in turn associated with the important historical theme of shopping center development. However, the property was an ancillary building to the Montgomery Ward department store and part of an expansion to the Del Amo Fashion Center that has since been demolished. The building has lost integrity of association, setting, and feeling and is no longer part of the larger development. It does not convey an association with either the Del Amo Fashion Center or Montgomery Ward and does not appear eligible for listing in the California Register under Criterion 1.

**Under Criterion 2 (City Criteria 2)**, research did not identify any historically significant people associated with this subject property. Although it was originally part of Montgomery Ward, which was the first successful mail order business in the late 1800s, this 1971 building is insignificant in the larger scheme of the company's history. Therefore, the subject property is not eligible for listing in the California Register under Criterion 2.

**Under Criterion 3 (City Criteria 3, 4, 5)**, the property would need to be a notable example of an architectural style or associated with a prominent architect. The subject property was the work of the architectural firm Mazzetti, Leach, Cleveland & Associates, the official consulting architect of the Los Angeles area Montgomery Ward department stores. However, the automotive shop and garden shop is not a notable example of the work designed by Mazzetti, Leach, Cleveland & Associates. There are no known works by this firm listed in the National Register of Historic Places or the California Register to suggest they are master architects. The few known commercial buildings they designed were better examples of the Modern style of architecture whereas the subject building was constructed in the vernacular with no distinguishing features. The subject property is not eligible under Criterion 3.

**Under Criterion 4 (City Criteria 6)**, the automotive shop and garden center was constructed using common materials and construction practices. It does not have the potential to yield information important to the history or prehistory of the local area, California, or the nation and is therefore not eligible under Criterion 4.

The following addresses the remaining City criteria for designation.

**Under City Criterion 7**, the subject property may be one of the last remaining Montgomery Ward automotive centers and garden shops; however, its loss of association and setting has diminished its integrity and it is therefore not significant under City Criterion 7.

For these reasons, the subject property does not appear to meet the criteria for listing in the California Register or for designation under the City's ordinance.

#### \*B12. References:

Britannica, The Editors of Encyclopedia

2017 "Montgomery Ward & Co." *Encyclopedia Britannica*, April 20, 2017, <https://www.britannica.com/topic/Montgomery-Ward-and-Co>. Accessed November 29, 2021.

Bush, Thomas W.

1965 "More Units Planned by Montgomery Ward." *Los Angeles Times*. January 25, 1965, p. 44.

City of Torrance

2018 *City of Torrance: Spanning the Years*. <https://www.torranceca.gov/our-city/about-torrance/history>. Accessed November 23, 2021.

*Daily News*

2009 "Closed Store." *Daily News*. September 7, 2009. Accessed online at <https://www.dailynews.com/2009/09/07/closed-store/>. November 23, 2021.

(Continued on page 11)

## CONTINUATION SHEET

Property Name: 21405 Madrona Avenue

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### \*B12. References continued from page 10:

Desser, Lou

1971 "Ward's Store to Open at Del Amo Center." *Los Angeles Times*. April 25, 1971, p. 141, 153.

Gnerre, Sam

2011 "Marriage of the Malls" *Daily Breeze*. December 8, 2011. <http://blogs.dailybreeze.com/history/2011/12/08/marriage-of-the-malls/>. Accessed December 1, 2021

2014 "Torrance becomes an oil boom town in the 1920s" *Daily Breeze*. October 18, 2014. <http://blogs.dailybreeze.com/history/2014/10/18/torrance-becomes-an-oil-boom-town-in-the-1920s/>. Accessed December 1, 2021.

Manning, Matthew J.

2009 *The Death and Life of Great American Strip Malls: Evaluating and Preserving a Unique Cultural Resource*. University of Georgia.

*Redondo Reflex*

1971 "Ward's Opens at Del Amo." May 5, 1971, p. 2.

University California, Santa Barbara (UCSB) Historic Aerial Photographs

1970 Historic aerial photograph

1971 Historic aerial photograph

## **APPENDIX CUL.2**

### **ARCHAEOLOGICAL RESOURCES STUDY**

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CARLSBAD  
CLOVIS  
IRVINE  
LOS ANGELES  
PALM SPRINGS  
POINT RICHMOND  
RIVERSIDE  
ROSEVILLE  
SAN LUIS OBISPO

April 26, 2022

Gary Jones  
Vice President  
Lennar Corporation  
15131 Alton Parkway, Suite 365  
Irvine, CA 92618

Subject: Archaeological Resources Analysis for the Del Amo Residential Project in Torrance, Los Angeles County, California (LSA Project No. LHC2101)

Dear Mr. Jones:

This letter report presents the findings of an archaeological resources analysis (study) conducted for the Del Amo Residential Project (project) in Torrance, Los Angeles County, California. The study consisted of a records search and additional background research and was conducted to do the following: (1) identify archaeological deposits that may meet the California Environmental Quality Act (CEQA) definition of a historical resource (California Public Resources Code [PRC] §21084.1) or a unique archaeological resource (PRC §21083.2) and that may be impacted by the project; (2) assess the potential for human remains; and (3) recommend procedures for avoiding or mitigating impacts to such deposits, if warranted.

### **Project Location and Description**

The 18.76-acre project site is depicted on the United States Geological Survey (USGS) *Torrance, California* 7.5-minute topographic quadrangle map in Section 09 of Township 4 South, Range 14 West, San Bernardino Baseline and Meridian (USGS 1981; Attachment B, Figure 1). It is located at the northwest corner of West Carson Street and Madrona Avenue in Torrance (Attachment B, Figure 2). The project site is currently developed with a former auto repair facility that is now used as office space and a restaurant.

The proposed project includes the construction of a residential development comprising approximately 300 residential condominium units and associated community amenities. Excavation associated with project implementation is anticipated to reach a depth of no more than 12 feet below existing grade for utility trenching.

### **Records Search**

On January 31, 2022, a records search at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, was conducted by Michelle Galaz, Assistant Coordinator at the SCCIC (SCCIC Records Search File No. 23147.9327; Attachment C). The SCCIC, an affiliate of the California Office of Historic Preservation (OHP), is the official repository of cultural resources records and reports for Orange County, California. The records search included a review of all recorded historic-period and prehistoric cultural resources within a 0.5-mile radius of the project site, as well as a review of known cultural resource surveys and excavation reports.

Two previous cultural resource studies have included the project site: one archaeological survey and one historic context. An additional five previous cultural resource studies have included a portion of the 0.5-mile radius of the project site. All of the five previous studies were archaeological surveys. As a result of previous cultural resource studies, no archaeological cultural resources have been recorded within the project site or the 0.5-mile radius of the project site.

### **Additional Background Research**

LSA also reviewed aerial photographs, historic maps, and geologic maps that depict the project site. The earliest available aerial photograph of the project site dates to 1954, at which time the project site was developed. By 1963, a rail line spur was constructed within the project site. By 1972, the rail line spur was gone, and the project site contained a parking lot and the eastern portion of a large building that extended into parcels directly west of and adjacent to the project site. By 2005, the large building had been demolished and the remainder of the project site remained a parking lot. The current configuration of the project site was developed by 2018 (NETR n.d.).

The earliest historic-period map reviewed for the project dates to 1896, at which time the project site was undeveloped, and the nearest natural freshwater source was a stream draining out of a slough approximately 1.0 mile east-northeast of the project site (USGS 1896). A map dating to 1924 depicts an oil well in the southwestern corner of the project site, and Carson Street was developed (USGS 1924). By 1934, a spur of the Atchison Topeka and Santa Fe rail line followed the current alignment of Madrona Avenue (USGS 1934). The rail line spur observed in the 1963 aerial photograph is depicted on a 1951 map (USGS 1951), and an additional spur off the 1951 spur is depicted within the project site on a 1964 map (USGS 1964).

### **Field Survey**

No native soils are visible on the surface of the project site due to development, paving, and maintained landscaping. As such, no archaeological field survey was conducted for the project since any cultural resources observed in unpaved areas would be in a disturbed context.

### **Summary and Recommendations**

No cultural resources were identified in the project site by the records search. However, there have been no subsurface studies within the project site or records search radius, and the presence of historic-period development and railroad spurs within the project site indicate a moderate potential for subsurface historic-period archaeological deposits. Additionally, the presence of a freshwater stream (which would have been used as a food and water source by prior inhabitants of the area) within 1.0 mile of the project site indicates a low to moderate potential for subsurface prehistoric archaeological resources.

For the above reasons, LSA recommends archaeological monitoring during ground-disturbing work associated with the project. Prior to issuance of a grading permit for the project, a qualified archaeologist (one who meets the Secretary of the Interior's standards) shall be retained by the applicant to provide professional archaeological services. The qualified archaeologist (or an archaeologist supervised by the qualified archaeologist) shall be present at the pre-grade conference to establish procedures for archaeological resource monitoring. Those procedures shall

include provisions for temporarily halting or redirecting work to permit sampling, identification, and evaluation of resources deemed by the archaeologist to potentially be historical resources or unique archaeological resources under CEQA. The qualified archaeologist (or an archaeologist supervised by the qualified archaeologist) also shall conduct on-site archaeological monitoring during all ground-disturbing work associated with the project. Should archaeological resources be discovered during the ground-disturbing work, ground-disturbing construction activities shall be halted and redirected to allow for the proper evaluation for significance and treatment of the resources. Additional cultural resources work, if determined necessary, may include, but is not limited to, collection and documentation of artifacts, documentation of the cultural resources on State of California Department of Parks and Recreation (DPR) Series 523 forms, or subsurface testing. Upon completion of any cultural resources work for the project, the archaeologist shall prepare a report to document the methods and results of the work. This report shall be submitted to any descendant community involved in the investigation(s) and the SCCIC.

If human remains are encountered during project work, the regulatory process outlined in Health and Safety Code §7050.5 must be followed, which involves coordination with the Native American Heritage Commission (NAHC) and a Native American Most Likely Descendant.

Please contact me at [kerrie.collison@lsa.net](mailto:kerrie.collison@lsa.net) if you have any questions regarding this study. Thank you for using the services of LSA.

Sincerely,

**LSA Associates, Inc.**



Kerrie Collison, M.A., RPA 28731436  
Associate/Senior Cultural Resources Manager

Attachment:   A—References  
                  B—Project Figures  
                  C—Records Search Results Summary Letter

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## ATTACHMENT A

### REFERENCES

#### Nationwide Environmental Title Research (NETR)

- n.d. Historic Aerials. Website: <https://www.historicaerials.com/viewer>, accessed February 7, 2022.

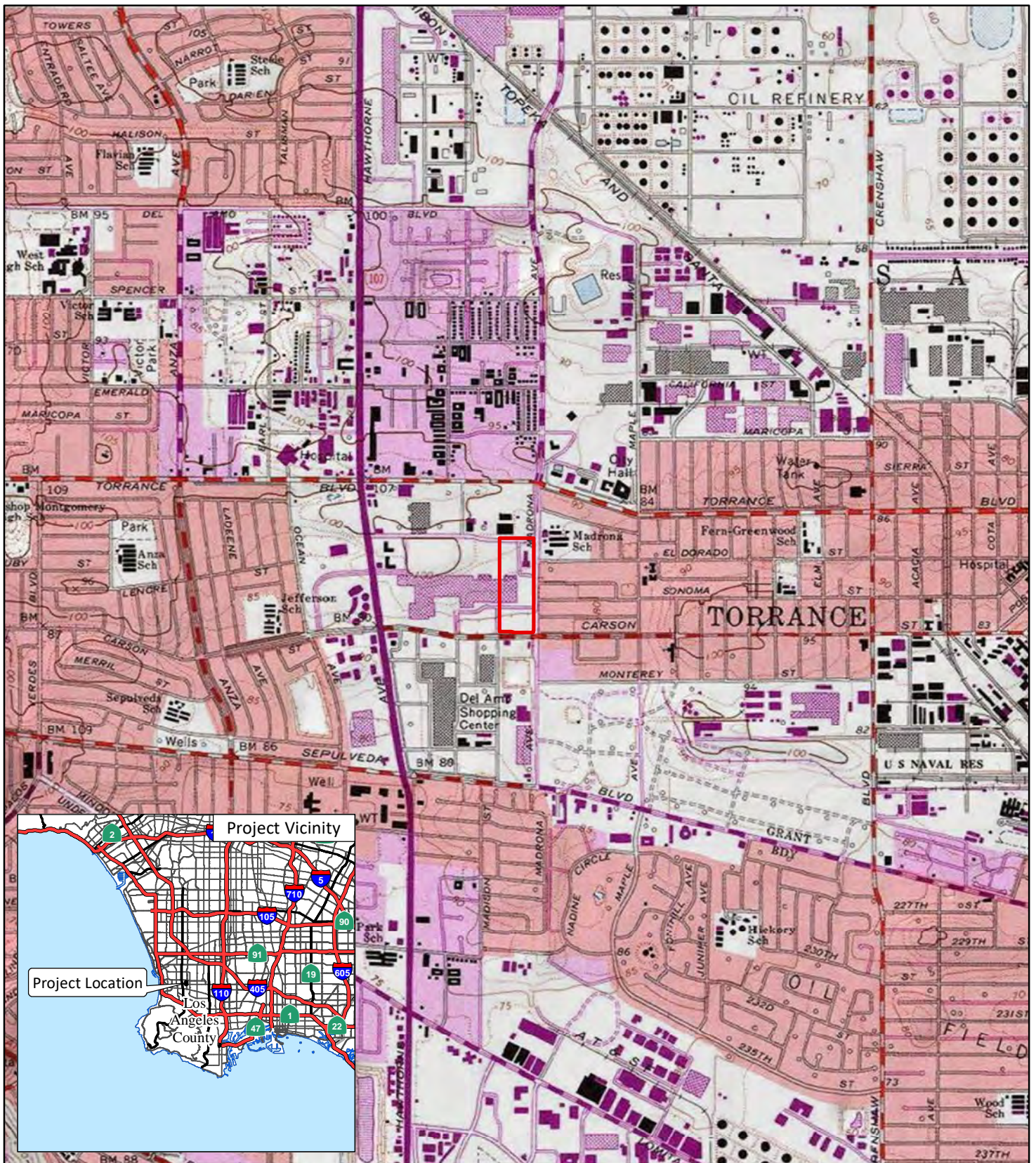
#### United States Geological Survey (USGS)

- 1896 *Redondo, California* topographic map. Scale 1:62,500.
- 1924 *Torrance, California* 7.5-minute topographic quadrangle. Scale 1:24,000.
- 1934 *Torrance, California* 7.5-minute topographic quadrangle. Scale 1:24,000.
- 1951 *Torrance, California* 7.5-minute topographic quadrangle. Scale 1:24,000.
- 1964 *Torrance, California* 7.5-minute topographic quadrangle. Scale 1:24,000.
- 1981 *Torrance, California* 7.5-minute topographic quadrangle. Prepared in 1964. Photo revised in 1981. USGS, Denver, Colorado.



**ATTACHMENT B**

**PROJECT FIGURES**



**LSA**

LEGEND

Project Location



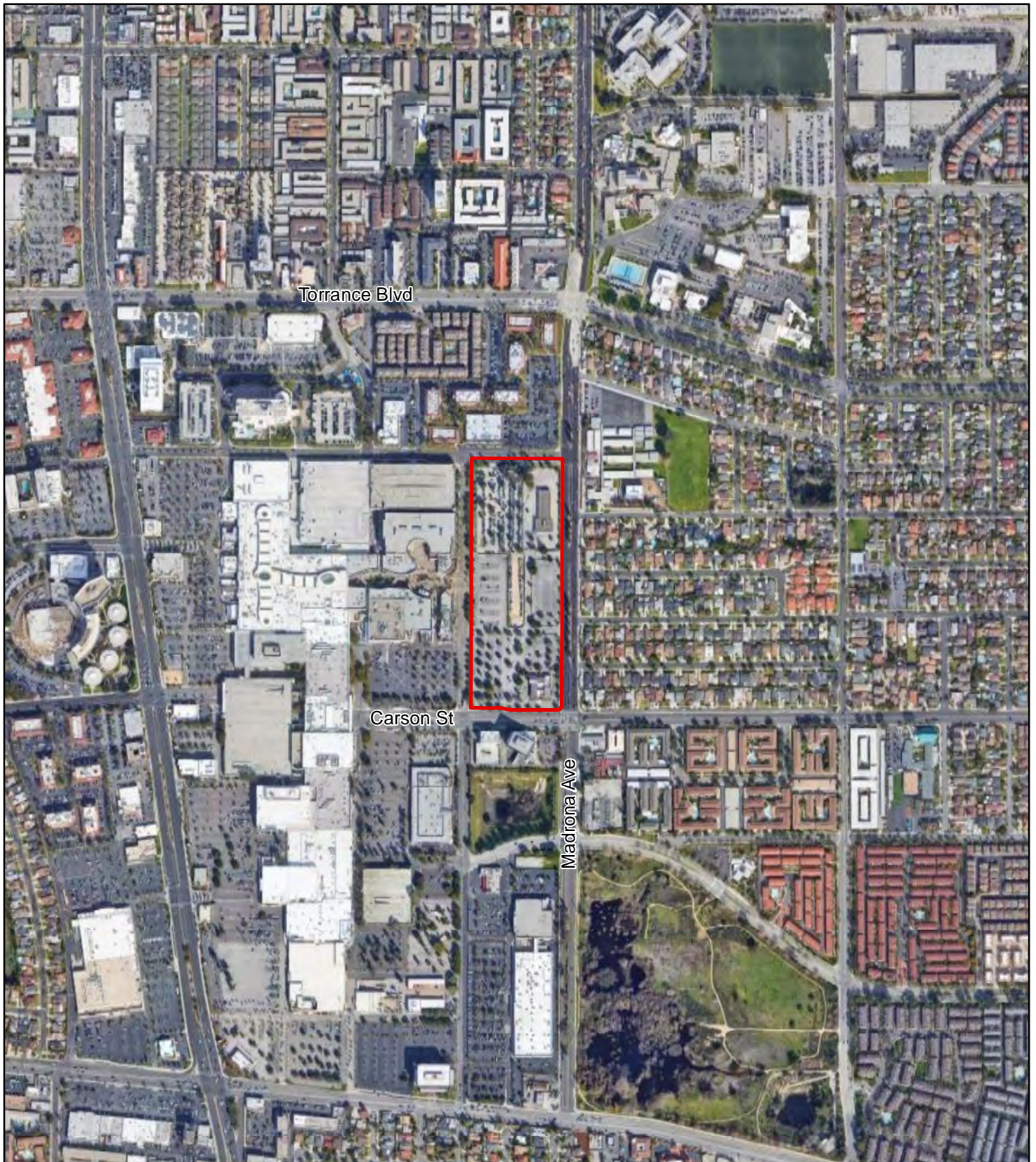
0 1000 2000  
FEET

SOURCE: USGS 7.5' Quad.- Torrance, CA (1981)

\\vcorp12\images\LHC2101\GIS\MXD\Cultural\Figure1\_ProLoc and Vic.mxd (12/13/2021)

FIGURE 1

Del Amo Residential Project  
Project Location and Vicinity Map



LSA

LEGEND

 Project Location

FIGURE 2



0 375 750  
FEET

SOURCE: USGS 7.5' Quad.- Torrance, CA (1981)

\\vcorp12\images\LHC2101\GIS\MXD\Cultural\Figure2\_Project Site.mxd (12/13/2021)

Del Amo Residential Project  
Project Site

## **ATTACHMENT TCR B**

### **RECORDS SEARCH RESULTS SUMMARY LETTER**

**South Central Coastal Information Center**

California State University, Fullerton  
Department of Anthropology MH-426  
800 North State College Boulevard  
Fullerton, CA 92834-6846  
657.278.5395 / FAX 657.278.5542

[sccic@fullerton.edu](mailto:sccic@fullerton.edu)

*California Historical Resources Information System*  
*Orange, Los Angeles, and Ventura Counties*

1/31/2022

Records Search File No.: 23147.9327

Kerrie Collison  
LSA  
285 South Street, Suite P  
San Luis Obispo CA 93401

Re: Records Search Results for the Del Amo Residential (LHC2101) Project

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Torrance, CA USGS 7.5' quadrangle. Due to the COVID-19 emergency, we have temporarily implemented new records search protocols. With the exception of some reports that have not yet been scanned, we are operationally digital for Los Angeles, Orange, and Ventura Counties. See attached document for your reference on what data is available in this format. The following reflects the results of the records search for the project area and a ½-mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format:  custom GIS maps  shape files  hand drawn maps

Resources within project area: 0	None
Resources within ½-mile radius: 0	None
Reports within project area: 2	LA-03655, LA-10333
Reports within ½-mile radius: 5	SEE ATTACHED LIST

- Resource Database Printout (list):**  enclosed  not requested  nothing listed
- Resource Database Printout (details):**  enclosed  not requested  nothing listed
- Resource Digital Database (spreadsheet):**  enclosed  not requested  nothing listed
- Report Database Printout (list):**  enclosed  not requested  nothing listed
- Report Database Printout (details):**  enclosed  not requested  nothing listed
- Report Digital Database (spreadsheet):**  enclosed  not requested  nothing listed
- Resource Record Copies:**  enclosed  not requested  nothing listed
- Report Copies:**  enclosed  not requested  nothing listed
- OHP Built Environment Resources Directory (BERD) 2019:**  available online; please go to [https://ohp.parks.ca.gov/?page\\_id=30338](https://ohp.parks.ca.gov/?page_id=30338)
- Archaeo Determinations of Eligibility 2012:**  enclosed  not requested  nothing listed
- Historical Maps:**  enclosed  not requested  nothing listed

**Ethnographic Information:**  not available at SCCIC  
**Historical Literature:**  not available at SCCIC  
**GLO and/or Rancho Plat Maps:**  not available at SCCIC  
**Caltrans Bridge Survey:**  not available at SCCIC; please go to  
<http://www.dot.ca.gov/hq/structur/strmaint/historic.htm>  
**Shipwreck Inventory:**  not available at SCCIC; please go to  
[http://shipwrecks.slc.ca.gov/ShipwrecksDatabase/Shipwrecks\\_Database.asp](http://shipwrecks.slc.ca.gov/ShipwrecksDatabase/Shipwrecks_Database.asp)  
**Soil Survey Maps: (see below)**  not available at SCCIC; please go to  
<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

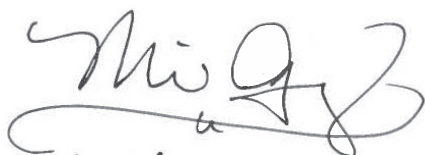
Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the **C**alifornia **H**istorical **R**esources **I**nformation **S**ystem,



Digitally signed by Michelle Galaz  
Date: 2022.01.31 09:00:55 -08'00'

Michelle Galaz  
Assistant Coordinator

Enclosures:

(X) Emergency Protocols for LA, Orange, and Ventura County BULK Processing Standards – 2 pages

(X) GIS Shapefiles – 7 shapes

(X) Report Database Printout (list) – 1 page

(X) Report Database Printout (details) – 8 pages

(X) Invoice # 23147.9327

## **Emergency Protocols for LA, Orange, and Ventura County BULK or SINGLE PROJECT Records Searches IF YOU HAVE A GIS PERSON ON STAFF ONLY!!**

**These instructions are for qualified consultants with a valid Access and Use Agreement.**

**WE ARE ONLY PROVIDING DATA THAT IS ALREADY DIGITAL AT THIS TIME. SAN BERNARDINO COUNTY IS NOT DIGITAL AND THESE INSTRUCTIONS DO NOT APPLY.**

Some of you have a fully digital operation and have GIS staff on board who can process a fully digital deliverable from the Information Center. If you can accept shape file data and do not require a custom map made for you by the SCCIC, and you are willing to sort the data we provide to you then these instructions are for you. Read further to be sure. You may have only one project at this time or some of you have a lot of different search locations that can be processed all at once. This may save you a lot of time getting results back and if we process your jobs in bulk, and you may enjoy significant cost savings as well. If you need individual invoice or summaries for each search location, then bulk processing is not for you and you need to submit a data request form for each search location.

Bulk processing will work for you if you have a GIS person on staff who can sort bulk data for you and make you any necessary project maps. This type of job can have as many job locations as you want but the point is that we will do them in bulk – at the same time - not one at a time. We send all the bulk data back to you and you sort it. This will work if you need searches in LA, Orange, or Ventura AND if they all have the same search radius and if all the other search criteria is the same– no exceptions. This will not work for San Bernardino County because we are not fully digital for San Bernardino County. You must submit all your shape files for each location at the same time and this will count as one search. If you have some that need a different radius, or different search criteria, then you should submit that job separately with its own set of instructions.

### **INSTRUCTIONS FOR BULK PROCESSING:**

Please send in your requests via email using the data request form along with the associated shape files and pdf maps of the project area(s) at 1-24k scale. PDFs must be able to be printed out on 8.5X 11 paper. We check your shape file data against the pdf maps. This is where we find discrepancies between your shape files and your maps. This is required.

Please use this data request form and make sure you fill it out properly.

<http://web.sonoma.edu/nwic/docs/CHRISDataRequestForm.pdf>

### **DELIVERABLES:**

1. A copy of the Built Environment Resources Directory or BERD for Los Angeles, Orange, Ventura, or San Bernardino County can now be found at the OHP Website for you to do your own research. This replaces the old Historic Properties Directory or HPD. We will not be searching this for you at this time but you can search it while you are waiting for our results to save time.

You will only get shapefiles back, which means that you will have to make your own maps for each project location. WARNING! If you don't request the shape files, you won't be able to tell which reports are in the project area or the search radius. Please note that you are charged for



each map feature even if you opt out of receiving shape files. You cannot get secondary products such as bibliographies or pdfs of records in the project area or search radius if you don't pay for the primary products (shape files) as this is the scaffolding upon which the secondary products are derived. If you do not understand the digital fee structure, ask before we process your request and send you data. You can find the digital fee structure on the OHP website under the CHRIS tab. In order to keep costs down, you must be willing to make adjustments to the search radius or what you are expecting to receive as part of the search. Remember that some areas are loaded with data and others are sparse – our fees will reflect that.

2. You will get a bulk processed bibliographies for resources and reports as selected; you will not get individual bibliographies for each project location.
3. You will get pdfs of resources and reports if you request them, provided that they are in digital formats. We will not be scanning records or reports at this time.
4. You will get one invoice for the bulk data processing. We can't bill this as individual jobs on separate invoices for you. If there are multiple project names, we are willing to reference all the job names on the invoice if needed. If there a lot of job id's we may ask you to send them in an email so that we can copy and paste it into the invoice details. If you need to bill your clients for the data, you can refer to our fee schedule on the OHP website under the CHRIS tab and apply the fees accordingly.
5. We will be billing you at the staff rate of \$150 per hour and you will be charged for all resources and report locations according to the CHRIS Fee Structure. (\$12 per GIS shape file; 0.15 per pdf page, or 0.25 per excel line; quad fees will apply if your research includes more than 2 quads). Discounts offered early on in our Covid-19 response will no longer be offered on any records searched submitted after October 5<sup>th</sup>, 2020.
6. Your packet will be sent to you electronically via Dropbox. We use 7-zip to password protect the files so you will need both on your computers. We email you the password. If you can't use Dropbox for some reason, then you will need to provide us with your Fed ex account number and we will ship you a disc with the results. As a last resort, we will ship on a disc via the USPS. You may be billed for our shipping and handling costs.

I may not have been able to cover every possible contingency in this set of instructions and will update it if necessary. You can email me with questions at [sccic@fullerton.edu](mailto:sccic@fullerton.edu)

Thank you,

Stacy St. James  
South Central Coastal Information Center

Los Angeles, Orange, Ventura, and San Bernardino Counties