

Appendix D
Cultural Resources Technical Report

Cultural Resources Technical Report

Grevillea Hotel Project, City of Hawthorne, California

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Table of Contents

Executive Summary.....	1
1 Introduction	2
1.1 Project Location.....	2
1.2 Project Description	5
2 Regulatory Setting.....	7
2.1 State	7
2.2 Local	11
3 Environmental Setting	12
4 Cultural Setting.....	13
4.1 Prehistoric Context.....	13
4.2 Ethnographic Context.....	14
4.3 Historic Context.....	18
4.4 History of the Project Site.....	23
5 Background Research.....	24
5.1 CHRIS Records Search.....	24
5.2 Sacred Lands File Search.....	24
5.3 Archival Research.....	25
6 Cultural Resources Survey.....	27
6.1 Built Environment Survey.....	27
6.2 Archaeological Survey.....	29
7 Findings and Recommendations.....	32
7.1 Findings.....	32
7.2 Recommendations.....	32
8 Bibliography.....	34

Figures

Figure 1. Project Location Map.....	3
Figure 2. Project Site Detail	4



Tables

Table 1. Previous Cultural Resources Investigations Within 0.25-Mile of the Project Site 24

Exhibits

Exhibit 1. The Kirkman-Harriman pictorial and historical map of Los Angeles County, 1860-1937 (Los Angeles Public Library)..... 17

Exhibit 2. The Gabrielino Indians at the Time of the Portola Expedition (Southwest Museum 1962, reprinted in Johnston 1962) 17

Exhibit 3. Village Size (Greene and Curwen 2019) 18

Exhibit 4. Overview of buildings within project site, view east 27

Exhibit 5. Overview of Building 1, view southwest 28

Exhibit 6. Overview of Building 2, view east..... 29

Exhibit 7. Western portion of project site from southwest corner, view to east..... 30

Exhibit 8. Northwestern portion of project site, view to east..... 31

Appendices

- Appendix A: Records Search Results
- Appendix B: Native American Sacred Lands File Search
- Appendix C: DPR Form Sets

Executive Summary

South Environmental was retained to complete a cultural resources technical report for the Grevillea Hotel Project (project) located within the City of Hawthorne, Los Angeles County, California. This study includes the results of a California Historical Resources Information Center (CHRIS) records search of the project site and a one-quarter (0.25)-mile radius; a California Native American Heritage Commission (NAHC) Sacred Lands File search and informational letters to local tribes; an intensive-level pedestrian survey of the project site by a qualified archaeologist and architectural historian; and evaluation of two built environment resources for historical significant by a qualified architectural historian in consideration of California Register of Historical Resources (CRHR) designation criteria and integrity requirements. This study was completed in compliance with the California Environmental Quality Act (CEQA) and all applicable local codes, ordinances, and plans.

The SCCIC records search indicates that no previously conducted cultural resources studies overlap the project site and only one was completed within the 0.25-mile records search radius. No previously recorded cultural resources were located within or without 0.25-mile of the project site.

No cultural resources (either archaeological or historic built environment) as defined by CEQA were identified within the project site as a result of the CHRIS records search, NAHC Sacred Lands File search, archival research, or pedestrian survey by a qualified archaeologist and architectural historian. However, ground disturbance always presents a possibility of encountering resources. Standard unanticipated discovery measures for archaeological resources and human remains are provided below. With implementation of these regulatory requirements, the proposed project would result in a less than significant impact on historical and archaeological resources.

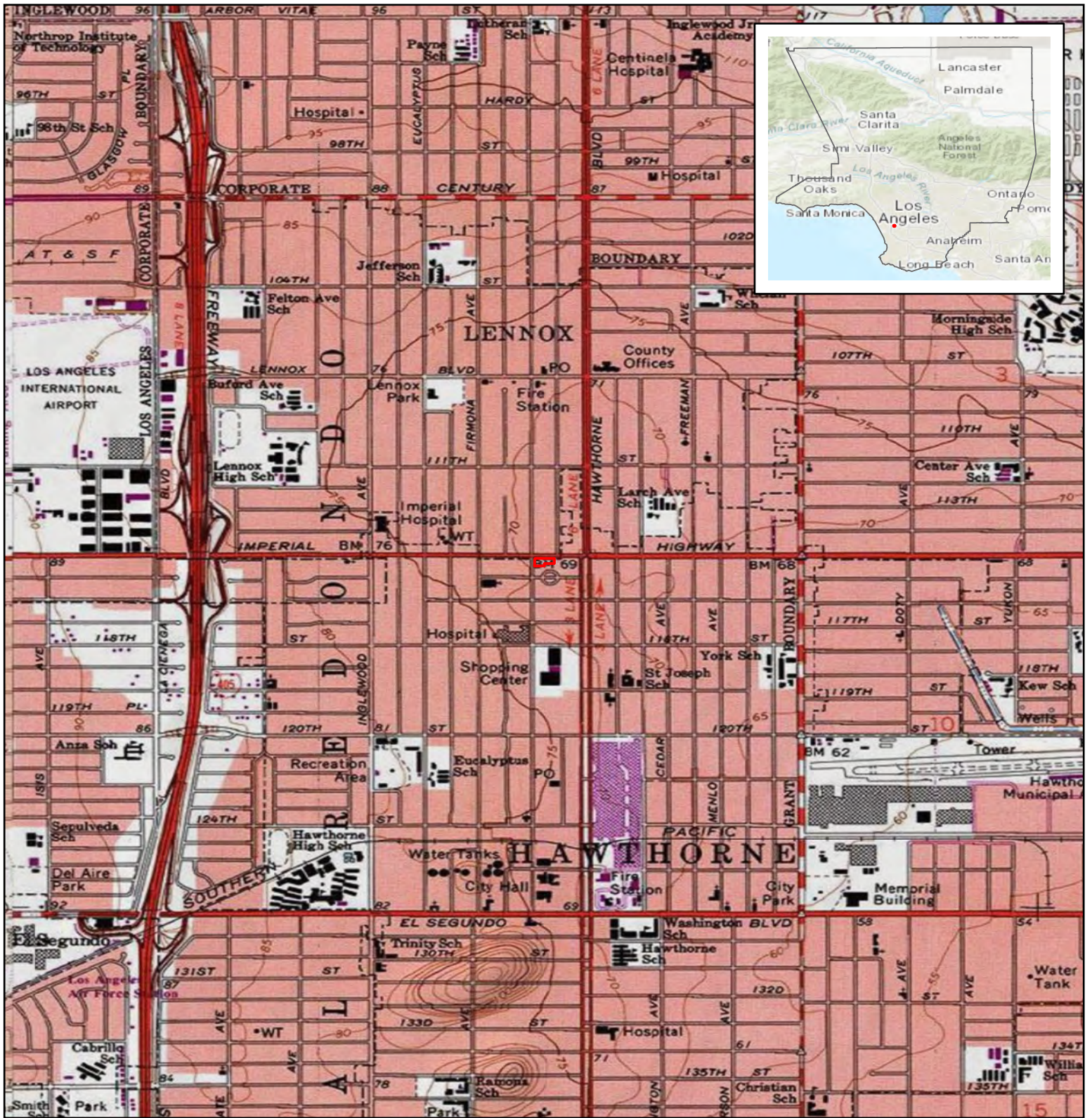
1 Introduction

South Environmental was retained to complete a cultural resources technical report for the Grevillea Hotel Project (project) in the City of Hawthorne, Los Angeles County, California. This study includes the results of a California Historical Resources Information Center (CHRIS) records search of the project site and a one-quarter (0.25)-mile radius; a California Native American Heritage Commission (NAHC) Sacred Lands File search; an intensive-level pedestrian survey of the project site by a qualified archaeologist and architectural historian; and evaluation of built environment resources for historical significance by a qualified architectural historian in consideration of California Register of Historical Resources (CRHR) designation criteria and integrity requirements. This study was completed in compliance with the California Environmental Quality Act (CEQA) and all applicable City of Hawthorne codes, ordinances, and plans.

The historic built environment components of this report and the property significance evaluation was prepared by South Environmental Architectural Historian Marlina Krcelich, BA with quality assurance/quality control by South Environmental Principal Architectural Historian Sarah Corder, MFA. Both Ms. Krcelich and Ms. Corder meet the Secretary of the Interior's Professional Qualification Standards (PQS) for architectural history and history. All archaeological components of the report were prepared by South Environmental Principal Archaeologist Kevin Hunt, BA and Archaeological Principal Investigator Samantha Murray, MA, Registered Professional Archaeologist (RPA), who meets the PQS for archaeology and history.

1.1 Project Location

The project site is located at the southeast corner of Imperial Highway and Grevillea Avenue on Assessor's Parcel Numbers (APNs) 4044-013-008 through -014, in Los Angeles County, California. The project site is depicted on the U.S. Geological Survey (USGS) *Inglewood, California* 7.5-minute topographic quadrangle map within Section 09 of Township 03 South, Range 14 West, San Bernardino Base and Meridian (Figures 1 and 2).



Source: ESRI USA Topo Maps and World Topo Map 2024

Grevillea/Imperial Hotel Project

Figure 1. Project Location Map

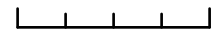
Project Site

Project Site is within the City of Hawthorne, California, in Los Angeles County on the USGS Inglewood 7.5-minute quadrangle map in Section 09 of Township 03 South and Range 14 West

Center Coordinate (Decimal Degrees):
 Latitude: 33.9306809N Longitude: -118.3543126W

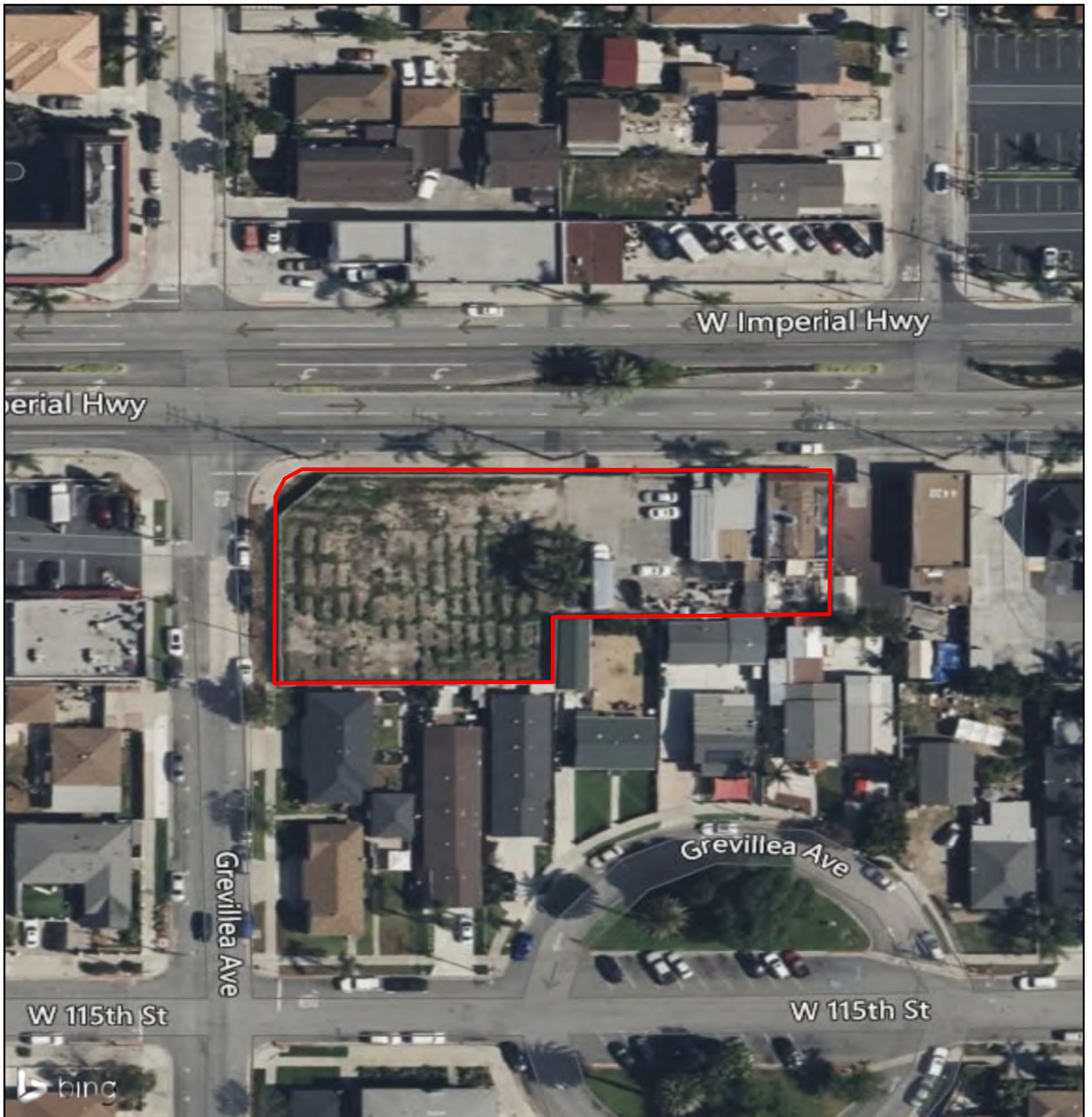


0 1,000 2,000 Feet



Scale: 1:24,000



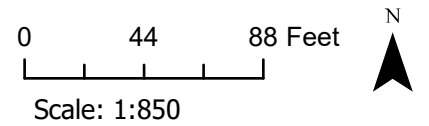


Source: BING Aerial Map 2024

Grevillea/Imperial Hotel Project

Figure 2. Project Site Detail

 Project Site



1.2 Project Description

The project proposes to remove all on-site improvements and construct a 43,051 square-foot (SF), five-level hotel with 78 guest rooms, 85 parking spaces, and approximately 10,264 SF of hotel amenities.

The first level of the proposed hotel would consist of the lobby, staff work area/offices, service areas, and restrooms, as well as mechanical, electrical and machine rooms. Parking would be provided on levels one and two, as described further below. The 78 guest rooms would be distributed between levels three through five. Hotel guest amenities including an outdoor pool area, lounge/dining room, and fitness area would be located on the third level. A staff lounge and pantry, and laundry area would also be located on the third level.

Vehicular access would be provided from the northeastern corner of the project site via a proposed right-turn only driveway on Imperial Highway. Guest/visitor parking (85 spaces) would occur via valet service within level one and level two. A loading zone for hotel operations/service vehicles would be provided on the southwestern corner of the project site via Grevillea Avenue.

The proposed five-story building would be a maximum of 72 feet in height at the northeastern corner of the project site. The architecture of the proposed hotel would be contemporary, with a mix of materials including an exterior plaster finish, aluminum louver screens, decorative screen panels, and metal canopies.

As part of the project, a five-foot wide pedestrian sidewalk would be provided within the public right-of-way, adjacent to Imperial Highway and Grevillea Avenue, along the project site's boundary. A five-foot wide parkway is also proposed adjacent to Grevillea Avenue. To accommodate the location of the proposed vehicular driveway, an existing tree within the public right-of-way would be removed and relocated. Curb ramps and a painted pedestrian crosswalk would be provided at the primary vehicular and loading zone driveways. Enhanced paving would be provided at the primary driveway and within the vehicular drop-off area.

Trees, shrubs, and ground cover would be installed along the perimeter of the project site. A 30-inch-high raised planter with trees would be provided around the perimeter of the pool area.

Dry utilities, including electricity, natural gas, and telephone lines currently serve the project site and surrounding area. An existing power pole adjacent to Imperial Highway would be protected in place. The existing power pole adjacent to Grevillea Avenue would be removed to accommodate the proposed loading zone driveway. The project would provide on-site infrastructure, including a transformer located along the project site's western property line, to connect to existing utilities within the project area. As part of the project, the necessary infrastructure would be installed on-site to serve the proposed development, which would connect to existing infrastructure for service.

As part of the project, on-site flows would be captured by a proposed catch basin and trench drain and conveyed to a biofiltration unit best management practice (BMP) located in the northern portion of the site. Treated stormwater would outlet the biofiltration BMP to be collected in a sump and pumped out to a curb drain on Imperial Highway.

Domestic water lines and sanitary sewer would be installed within the project site and connect to existing infrastructure in the vicinity. The existing fire hydrant near the corner of Imperial Highway and Grevillea Avenue would be protected in place.

Project construction activities are anticipated to be initiated in early 2026 and occur over approximately 22 months with completion anticipated in late 2027. Earthwork activity would involve approximately 800 cubic yards of cut and 200 cubic yards of fill with approximately 600 cubic yards of soil to be exported offsite.

2 Regulatory Setting

2.1 State

2.1.1 California Register of Historical Resources

In California, the term “historical resource” includes but is not limited to “any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California” (California Public Resources Code [PRC] Section 5020.1(j)). In 1992, the California legislature established the California Register of Historical Resources (CRHR) “to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” (California PRC Section 5024.1(a)). The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the National Register of Historic Places (NRHP), enumerated below. According to California PRC Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains “substantial integrity,” and (ii) meets at least one of the following criteria:

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

In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852(d)(2)).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

2.1.2 California Environmental Quality Act

As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

- California PRC Section 21083.2(g) defines “unique archaeological resource.”
- California PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a) define “historical resources.” In addition, CEQA Guidelines Section 15064.5(b) defines the phrase “substantial adverse change in the significance of an historical resource.” It also defines the circumstances when a project would materially impair the significance of an historical resource.
- California PRC Section 21074(a) defines “tribal cultural resources.”
- California PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e) set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
- California PRC Sections 21083.2(b)-(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

More specifically, under CEQA, a project may have a significant effect on the environment if it may cause “a substantial adverse change in the significance of an historical resource” (California PRC Section 21084.1; CEQA Guidelines Section 15064.5(b).) If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources or identified as significant in a historical resources survey (meeting the requirements of California PRC Section 5024.1(q)), it is a “historical resource” and is presumed to be historically or culturally significant for purposes of CEQA (California PRC Section 21084.1; CEQA Guidelines Section 15064.5(a)). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California PRC Section 21084.1; CEQA Guidelines Section 15064.5(a)).

A “substantial adverse change in the significance of an historical resource” reflecting a significant effect under CEQA means “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (CEQA Guidelines Section 15064.5(b)(1); California PRC Section 5020.1(q)). In turn, CEQA Guidelines section 15064.5(b)(2) states the significance of an historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any “historical resources,” then evaluates whether that project will cause a substantial adverse change in the significance of a historical resource such that the resource’s historical significance is materially impaired.

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (California PRC Section 21083.2[a], [b], and [c]).

California PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Impacts to non-unique archaeological resources are generally not considered a significant environmental impact (California PRC section 21083.2(a); CEQA Guidelines Section 15064.5(c)(4)). However, if a non-unique archaeological resource qualifies as tribal cultural resource (California PRC Section 21074(c), 21083.2(h)), further consideration of significant impacts is required. CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used

when Native American remains are discovered. As described below, these procedures are detailed in California PRC Section 5097.98.

2.1.3 California State Assembly Bill 52 of 2014 (AB 52)

AB 52 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. Section 4 of AB 52 adds Sections 21074(a) and (b) to the PRC, which address tribal cultural resources and cultural landscapes. Section 21074(a) defines tribal cultural resources as one of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

- (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
- (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Section 1(a)(9) of AB 52 establishes that “a substantial adverse change to a tribal cultural resource has a significant effect on the environment.” Effects on tribal cultural resources should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures “capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource.”

2.1.4 California Health and Safety Code Section 7050.5

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains can occur until the county coroner has examined the remains (Health and Safety Code Section 7050.5(b)). PRC Section 5097.98 also outlines the process to be followed in the event that remains are discovered. If the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (Health and Safety Code Section 7050.5(c)). The NAHC will notify the “most likely descendant.” With the permission of the landowner, the most likely descendant may inspect the site of discovery. The inspection must be completed within 48 hours of notification of the most likely descendant by the

NAHC. The most likely descendant may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

2.2 Local

2.2.1 City of Hawthorne Municipal Code

§ 15.48.030 - Definitions

"Historic structure" means any structure that is:

1. Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
2. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
3. Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of Interior; or
4. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either by an approved state program as determined by the Secretary of the Interior or directly by the Secretary of the Interior in states with approved programs.

3 Environmental Setting

The project site is located within the Los Angeles Basin, approximately 4.5 miles east of the Pacific Ocean and 10 miles west of the Los Angeles River. The project vicinity is highly urbanized with dense residential development since the mid twentieth century. The terrain in the project site is generally flat, as is the surrounding area. The project site retains no native vegetation, with unpaved areas predominantly manicured grass fields. The nearest source of water is the now-channelized Centinela Creek, which is approximately 2.5 miles north of the project site. The elevation of the project site is approximately 70 feet above mean sea level (USGS 2024).

The project site is located within the Los Angeles Basin physiographic province (Yerkes et al. 1965). The Los Angeles basin is subdivided into four structural blocks, which are bounded by major fault zones extending into underlying basement rock. The project APE is located within the southwest block, which is bounded by the Newport-Inglewood Fault to the north and east and the Palos Verdes Fault to the south. The geologic unit underlying this project is middle Pleistocene older alluvium deposits of marine and nonmarine (continental) sedimentary rocks (California Department of Conservation 2015).

Soils within the project site are identified as Urban land-Windfetch-Typic Haploxerolls complex of 0 to 2 percent slope (National Resources Conservation Service 2024). This complex contains well drained loam to considerable depth on a terrace landform.

The Los Angeles region possesses a Mediterranean climate with warm, dry summers and cool, wet winters. The annual average high temperature for the City of Los Angeles is 75 degrees Fahrenheit, with the annual average low temperature of 57 degrees Fahrenheit. The average seasonal rainfall is 14.77 inches (Bruno et al. 2000).

4 Cultural Setting

4.1 Prehistoric Context

While many chronological sequences have been developed to describe cultural changes in Southern California, the following builds on Wallace (1955, 1978), who developed a prehistoric chronology for the Southern California coastal region that is still widely used today. Four periods are presented in this sequence: Early Man, Milling Stone, Intermediate, and Late Prehistoric. The summary of prehistoric chronological sequences for Southern California coastal and near-coastal areas presented below is a combination of Wallace (1955) and Warren (1968) as well as more recent studies.

4.1.1 Early Man Horizon (ca. 10,000 – 6,000 B.C.)

Numerous pre-8,000 B.C. sites have been identified along the mainland coast and Channel Islands of Southern California (Moratto 1984; Erlandson 1991; Rick et al. 2001; Johnson et al. 2002; Jones and Klar 2007). The Arlington Springs site on Santa Rosa Island produced human femurs dated to approximately 13,000 years ago (Johnson et al. 2002). The most widely accepted dates for archaeological sites on the southern California coast are from two of the northern Channel Islands, located off the coast of Santa Barbara. On San Miguel Island, Daisy Cave clearly establishes the presence of people in this area about 10,000 years ago (Erlandson 1991:105).

Early Man Horizon sites are generally associated with a greater emphasis on hunting than later horizons. Recent data indicate that the Early Man economy was a diverse mixture of hunting and gathering, including a significant focus on aquatic resources in coastal areas and on inland Pleistocene lakeshores (Moratto 1984).

4.1.2 Milling Stone Horizon (6,000 – 3,000 B.C.)

Set during the Altithermal, which began around 6,000 B.C., the Milling Stone Horizon is characterized by changing subsistence strategies in response to drier climate. This included a greater emphasis on plant foods and small game. Extensive seed processing is evident in the dominance of stone grinding implements in contemporary archaeological assemblages; namely, milling stones (metates) and handstones (manos). The mortar and pestle, associated with acorns or other foods processed through pounding, were first used during the Milling Stone Horizon and increased dramatically in later periods (Wallace 1955, 1978; Warren 1968). Other food resources including small and large terrestrial mammals, sea mammals, birds, shellfish and other littoral and estuarine species, near-shore fishes, yucca, agave, and seeds and other plant products (Kowta 1969). Depending on the environmental setting (coastal or inland), food procurement strategies are found to be highly variable (Byrd and Raab 2007:220).

4.1.3 Intermediate Horizon (3,000 B.C. – A.D. 500)

The Intermediate Horizon is characterized by a shift toward a hunting and maritime subsistence strategy, as well as greater use of plant foods. During the Intermediate Horizon, a noticeable trend occurred towards a greater adaptation to local resources including a broad variety of fish, land mammals, and sea mammals along the coast. This diversity was reflected in tool kits for hunting, fishing, and processing food and materials, with flake scrapers, drills, various projectile points, and shell fishhooks being manufactured. Mortars and pestles became more common during this period, gradually replacing manos and metates as the dominant milling tool. This change in milling stone technology indicates a transition from the processing and consumption of hard seed resources to the increased reliance on acorns (Glassow et al. 1988; True 1993).

4.1.4 Late Prehistoric Horizon (A.D. 500 – Historic Contact)

The Late Prehistoric Horizon is characterized by an increased diversity of plant food resources and land and sea mammal hunting. Material culture became more complex as demonstrated through more diverse classes of artifacts. During this period, the northern Channel Islands populations further developed craft specializations, including shell bead manufacture, that sustained trade with mainland settlements and with further trading partners to the east, creating a regional economy. Steatite quarried on Santa Catalina Island was used to make stone bowls, pipes, comals, sucking tubes, pendants, beads, and effigies. The lack of pottery in coastal and near-coastal sites within the Los Angeles Basin implies that ceramic technology was not widely used, or that ceramics were obtained by trade with neighboring groups to the south and east. The lack of widespread pottery manufacture may also be due to the utility of tightly woven and watertight basketry that functioned in much the same way as ceramic vessels.

In areas of inland settlement, by the end of the Intermediate Period, mobility and long-distance migration towards the coast from seasonal camps was replaced by the development of permanent settlements. The period between A.D. 500 and historic contact is divided into three regional patterns: Chumash (Santa Barbara and Ventura counties), Takic/Numic (Los Angeles, Orange, and western Riverside counties), and Yuman (San Diego County). Modern Gabrielino/Tongva, Juaneño, and Luiseño people in this region are considered to be the descendants of the Uto-Aztecan, Takic-speaking populations that settled along the California coast during this period (Warren 1968).

4.2 Ethnographic Context

4.2.2 Gabrielino (Gabrieleño)/Tongva

The project area is in the heart of Gabrielino/Tongva territory (Bean and Smith 1978:538; Kroeber 1925: Plate 57), who arrived in the Los Angeles Basin around 500 B.C. Gabrielino/Tongva lands encompass the greater Los Angeles Basin and three Channel Islands: San Clemente, San Nicolas, and Santa

Catalina. Their mainland territory is bound on the west by the Chumash at Topanga Creek, the Tatavium to the north, the Serrano at the San Gabriel Mountains in the east, the Cahuilla to the east, and the Juaneño on the south at Aliso Creek (Bean and Smith 1978:538; Kroeber 1925:636).

The name “Gabrieliño” or “Gabrieleño” takes its name from Mission San Gabriel, where it was the dominate language spoken by Native Americans who forced to convert (Golla 2011). Many modern Gabrieleño identify themselves and their language as the Tongva (King 1994; Golla 2011). Though the names “Tongva” or “Gabrieleño” are the most common names used by Native American groups today, other groups identify themselves differently, such as the Gabrielino Band of Mission Indians - Kizh Nation.

The Gabrielino/Tongva established large, permanent villages in the fertile lowlands along rivers and streams, and in sheltered areas along the coast, stretching from the foothills of the San Gabriel Mountains to the Pacific Ocean. As the population expanded, the larger permanent villages established satellite communities that stayed connected via economic, religious, and social ties. Structures within the village were typically large, circular, domed structures made of willow poles thatched with tule, fern, or carrizo. Other structures found in Gabrielino villages included sweathouses, menstrual huts, and a ceremonial enclosure (Bean and Smith 1978).

The Gabrielino/Tongva subsistence economy was centered on gathering and hunting. The location of known Gabrielino/Tongva villages suggests three principal settlement and subsistence strategies in their mainland territory (McCawley 1996:35–74). In the valley zones located closest to the transverse ranges, including the San Fernando and San Gabriel valleys, acorn exploitation was the basis of subsistence, but foothill resources such as chia and yucca were also seasonally important. Pinyon nuts and juniper berries were also an important resource for communities located near the transverse ranges, either gathered or exchanged from further inland. A second subsistence strategy involved villages on the high ground along the middle or lower (coastward) reaches of major river courses. These communities had access to acorn stands, while downriver ones had closer access to marine resources (McCawley 1996). The third strategy included both bluff and estuary coastal villages. These appear to have clustered in the Palos Verdes Peninsula and San Pedro shore and estuary areas. Offshore fishing from plank canoes was carried out, along with inshore fishing and shellfish gathering. Both shell hooks and nets were used in obtaining fish which were dried for storage (McCawley 1996:62–71, 122–127). The hunting of sea mammals was also practiced with harpoons, spear throwers, and clubs (Bean and Smith 1978).

A wide variety of tools and implements were employed by the Gabrielino/Tongva to gather and collect food resources. Fishing involved the use of line and hooks, nets, basketry traps, spears, and bow and arrows. Mammal hunting was accomplished using bow and arrows, deadfalls, snares, traps, throwing sticks (Bean and Smith 1978). Food was processed with a variety of tools, including portable and bedrock mortars, pestles, basket hopper mortars, manos and metates, hammerstones and anvils, woven strainers and winnowers, leaching baskets and bowls, woven parching trays, knives, bone saws,

and wooden drying racks. Food was stored in large, finely woven baskets, and the unprocessed acorns were stored in large granaries woven of willow branches and raised off the ground on platforms. Food was consumed from various woven and carved wood vessels (McCawley 1996).

Registers from Missions San Gabriel and San Juan Capistrano refer to *Puvunga* (located on the campus of Cal State University Long Beach) as a native rancheria. Many (but not all) Gabrielino identified *Puvunga* to the Spanish as the “birthplace of the prophet Chinigchinich and a religious movement led by him” (Byrd and Raab 2007:45). The basis of Gabrielino religious life was the Chinigchinich cult, centered on the last of a series of heroic mythological figures. Chinigchinich gave instruction on laws and institutions, and also taught the people how to dance, the primary religious act for this society. He later withdrew into heaven, where he rewarded the faithful and punished those who disobeyed his laws (Kroeber 1925:637–638). The Chinigchinich religion seems to have been relatively new when the Spanish arrived. It was spreading south into the southern Takic groups even as Christian missions were being built and may represent a mixture of Native and Christian belief and practices (McCawley 1996:143–144).

Deceased Gabrielino were either buried or cremated, with inhumation more common on the Channel Islands and the neighboring mainland coast, and cremation predominating on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996:157).

South Environmental reviewed ethnographic maps covering the project site (Exhibits 1-3). It should be noted that these maps represent generalized/approximate locations of Native American villages, placenames, ethnographic boundaries, and other markers, and should not be considered exact.



Exhibit 1. The Kirkman-Harriman pictorial and historical map of Los Angeles County, 1860-1937 (Los Angeles Public Library).

This map provides a representation of the approximate locations of Native American villages, battle sites, mines, and other historical markers in the vicinity of the project site.



Exhibit 2. The Gabrielino Indians at the Time of the Portola Expedition (Southwest Museum 1962, reprinted in Johnston 1962)

The vicinity of the project site is circled in red. This map provides a representation of the approximate locations of Native American villages and other features in the Los Angeles area.

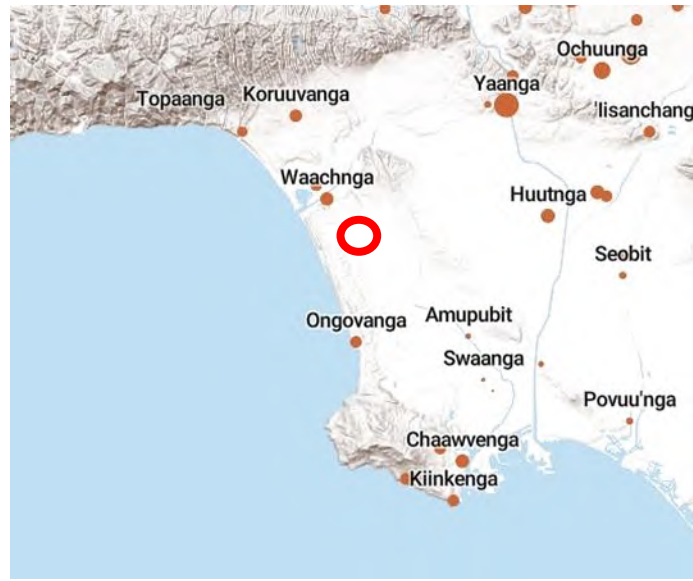


Exhibit 3. Village Size (Greene and Curwen 2019)

Approximately location of project site is circled in red. Map from the LA Times *Mapping the Tongva Villages of L.A.'s Past* showing the comparative/approximate size of villages

4.3 Historic Context

Post-Contact history for the state of California is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1848), and American Period (1848–present).

4.3.1 Spanish Period (1769–1822)

In search of the legendary Northwest Passage, Spanish explorer Juan Rodríguez Cabrillo stopped in 1542 at present-day San Diego Bay. Cabrillo explored the shorelines of present-day Catalina Island as well as San Pedro and Santa Monica Bays. Much of the present California and Oregon coastline was mapped and recorded in the next half-century by Spanish naval officer Sebastián Vizcaíno. Spain laid claim to California based on the surveys conducted by Cabrillo and Vizcaíno (Bancroft 1885:96–99; Gumprecht 1999:35).

The 1769 overland expedition by Captain Gaspar de Portolá marks the start of California's Historic period. With a band of 64 soldiers, missionaries, Baja (lower) California Native Americans, and Mexican civilians, Portolá established the Presidio of San Diego, a fortified military outpost, as the first Spanish settlement in Alta California. In July of 1769, while Portolá was exploring southern California, Franciscan Fr. Junípero Serra founded Mission San Diego de Alcalá at Presidio Hill, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823.

The Portolá expedition first reached the present-day boundaries of Los Angeles in August 1769, thereby becoming the first Europeans to visit the area. Father Juan Crespí, a member of the expedition, named “the campsite by the river Nuestra Señora la Reina de los Angeles de la Porciúncula” or “Our Lady the Queen of the Angeles of the Porciúncula.” Two years later, Friar Junípero Serra returned to the valley to establish a Catholic mission, the Mission San Gabriel Arcángel, on September 8, 1771 (Kyle 2002:151).

A major emphasis during the Spanish Period in California was the construction of missions and associated presidios to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns, but just three pueblos were established during the Spanish Period, only two of which were successful and remain as California cities (San José and Los Angeles).

4.3.2 Mexican Period (1822–1848)

After more than a decade of intermittent rebellion and warfare, New Spain (Mexico and the California territory) won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants (Dallas 1955:14).

Extensive land grants were established in the interior during the Mexican Period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico’s independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos. During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary southern California export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities.

4.3.3 American Period (1848–Present)

The Mexican–American War ended with the Treaty of Guadalupe Hidalgo in 1848, ushering California into its American Period. California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as U.S. Territories.

The Gold Rush began in 1848, and with the influx of people seeking gold, cattle were no longer desired mainly for their hides but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from southern to northern California to feed that region’s burgeoning mining and commercial boom. The cattle boom ended for southern California as neighbor

states and territories drove herds to northern California at reduced prices. Operation of the huge ranchos became increasingly difficult, and droughts severely reduced their productivity (Cleland 2005:102–103).

In 1781, a group of 11 Mexican families traveled from Mission San Gabriel Arcángel to establish a new pueblo called El Pueblo de la Reyna de Los Angeles (The Pueblo of the Queen of the Angels). This settlement consisted of a small group of adobe-brick houses and streets and would eventually be known as the Ciudad de Los Angeles (City of Angels), which incorporated on April 4, 1850.

The County of Los Angeles was established on February 18, 1850, one of 27 counties established in the months prior to California acquiring official statehood in the United States. Many of the ranchos in the area now known as Los Angeles County remained intact after the United States took possession of California; however, a severe drought in the 1860s resulted in many of the ranchos being sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

Los Angeles maintained its role as a regional business center, and the development of citriculture in the late 1800s and early 1900s further strengthened this status (Caughey and Caughey 1977). These factors, combined with the expansion of port facilities and railroads throughout the region, contributed to the impact of the real estate boom of the 1880s on Los Angeles (Caughey and Caughey 1977; Dumke 1944).

By the late 1800s, government leaders recognized the need for water to sustain the growing population in the Los Angeles area. Irish immigrant William Mulholland personified the city's efforts for a stable water supply (Dumke 1944). By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley and Mulholland planned and completed the construction of the 240-mile aqueduct that brought the valley's water to the city. Los Angeles continued to grow in the twentieth century, in part due to the discovery of oil in the area and its strategic location as a wartime port. The county's mild climate and successful economy continued to draw new residents in the late 1900s, with much of the county transformed from ranches and farms into residential subdivisions surrounding commercial and industrial centers. Hollywood's development into the entertainment capital of the world and southern California's booming aerospace industry were key factors in the county's growth in the twentieth century.

City of Hawthorne

The area of present-day Hawthorne was formerly a part of Rancho Sausal Redondo, an approximately 22,460-acre land grant which encompasses the present-day cities of El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Manhattan Beach, Playa del Rey, Redondo Beach, and Torrance. Rancho Sausal Redondo, awarded to Antonio Ygnacio Avila in 1837. After Avila's death in 1858, Rancho Sausal Redondo passed through various Avila heirs. In 1868, it became the property of Sir Robert Burnett, a Scottish Lord, when it was sold to him through probate court to pay debts accrued by the

Avila estate. Burnett combined the probate acreage with his earlier acquisition of Rancho Aguaje de la Centinela, calling the land "Centinela Ranch" or Rancho Centinela (Los Angeles Herald 1873; Hartman 1972). In 1873, Burnett returned to Scotland and leased the land to a Canadian, Daniel Freeman, for a yearly fee of \$7,500 with an option to buy for \$150,000 (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

Freeman restocked the ranch with sheep and planted trees including eucalyptus, pepper, range, lemon, almond, lime, and olive trees. He also began a program raising horses, assisted by his children, Charles and Grace. Freeman officially bought the land from the Burnetts twelve years later on May 4, 1885. His motivation to finally buy was likely encouraged by planned future railroad route that would run from Los Angeles through the Rancho Sausal Redondo to Redondo Beach, making the land an appealing permanent investment. By 1887, several groups of investors from Los Angeles, Pasadena and Monrovia purchased large swaths of acreage from Freeman to begin developing small towns and cities on prior ranch land (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

One of these key investment groups was the Hawthorne Land Company. Founded by B. L. Harding and H. D. Lombard. The two men began the development of the future City of Hawthorne in 1905, whose name was chosen by the daughter of Harding, who shared a birthday with the author Nathaniel Hawthorne. The company began planning the 80-acre townsite, and the first plot of land was sold in July of 1906. Hawthorne was advertised as the town "between the City and the Sea" and special appeals were made to people interested in raising poultry and growing vegetables. Broadway, running east to west, was plotted as the main street in town, and a circular park, known as the "Plaza" was located at the center of it. At this time, the western border of the town was marked by what is now Hawthorne Boulevard (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

From 1907 to 1920, the population grew to over 2,000 residents. Businesses, such as a feed store, general store, market, funeral parlor, and bakery were established to serve new residents. The main industry remained agriculture, with the little village surrounded by vast fields of barley and beans, in addition to dairy and poultry farms. The nearby City of Inglewood served as a regional location for jobs outside of agriculture, due to the more advanced development of Inglewood in these early years. The train depot in the City was located in front of the present location of the Chamber of Commerce and served as transportation between the small town and nearby larger cities, such as Inglewood, and further north, Los Angeles. Electric service came to the City in 1910. By 1921, talk of incorporation was spreading around the community. On July 12, 1922, Hawthorne was established as a city with a council form of government with a mayor, C. C. Butler, and four councilmembers. The Hawthorne Water Department, as well as a local police force and fire department were established within the first few years of the City's incorporation. By the 1930s, Hawthorne ran into a problem with gambling within its community. The rampant involvement of local citizens as well as civic leaders put a huge strain on the community, with many of the public service agencies infiltrated by corruption. A campaign was started to outlaw gambling in the City and was put on the ballot in 1942, passing successfully and eradicating the problem (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

In 1939, one of the most important boosts to the City's economy came with the establishment of the Northrop Aircraft Company (Northrop) (later renamed the Northrop Corporation). This aviation manufacturing company established its offices in the Hawthorne Hotel and started operations at a plant on Broadway between Prairie Avenue and Crenshaw Boulevard. Before they even finished building, they received several contracts for military aircraft and hired over 50 employees. Company owner, Jack Northrop, was well known to the war department for his track record of success designing and manufacturing military planes. Within a short time after the opening of the Hawthorne location, dozens of other companies who conducted subcontracted work for Northrop also opened plants in the City, bringing even more jobs and boosts to the local economy. At the height of World War II, over 20,000 employees were working at Northrop and its subcontractors. At the end of World War II there were fears that drastic reduction of workforce would occur and result in an industry downturn for the City. However, instead, industry adapted to meet the new needs of the people, and the majority of workers stayed in the City and began working in other sectors, such as retail and merchandising (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

One of the prime factors of the City's development occurred with the establishment of the municipal airport, which began operation in 1942. When Northrop opened in 1939, among their considerations was the development of an airstrip adjacent to the plant site. The company acquired the property to construct the airstrip, with the stipulation from the City that the site would be continually operated and maintained as an airport, and not converted into other use. The airport was primarily used by private aircraft, business, and industrial purposes. In 1964, the airport was ranked the tenth busiest general aviation airport in California. By 1968, improvements were made to the site including the construction of a new administration building and restaurant (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Roberston 1987).

By the 1970s, the City had conducted 138 successful land annexations since incorporation and reached a size of over two square miles. The population had reached 55,000. One of the major developments of this time was the Hawthorne Mall, which was constructed at the site of the Plaza, originally plotted and developed in the 1920s. This construction further evidenced the City's transition to retail and merchandising as major employment sectors in the mid-to-late twentieth century (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

By the 1980s, the City experienced a huge demographic shift with thousands of Black, Latino, and Asian families moving in. Th City experienced "white flight," with many Anglo-American families leaving for more distant suburban areas. This brought about many discussions regarding the diversity of the leaders and representation in the City, with the police department, staff at City Hall, and teachers within the local school district calling for more inclusion within these spaces, of which there was variable success (Meares 2018).

By the turn of the twenty-first century, most of the City's old industrial sectors had ceased their operations. However, in recent years, some new ventures, including SpaceX and the Tesla Motors

Design Center, have moved in and brought new employees and residents. In addition, the development on the new SoFi Stadium directly north in Inglewood has also brought some economic prosperity back to the area (Barragan 2017; Meares 2018). In present day, the City has a population of nearly 87,000 within a six square mile area (City of Hawthorne 2024).

4.4 History of the Project Site

As early as 1928, the project site was developed with two buildings on its western side. It was surrounded by primarily residential development in all directions, as West Imperial Highway had yet to be established as a commercial corridor. A few blocks west of the project site remained undeveloped vacant land or appeared to be used for agricultural purposes (University of California, Santa Barbara [UCSB] 2024).

By the 1940s, the project site was developed with additional residential buildings. The surrounding area, specifically to the north of West Imperial Highway, and to the east along Hawthorne Boulevard, was beginning to develop with commercial and industrial properties. By 1952, the residential development on the project site was removed and replaced with all commercial development. The surrounding area had very few remaining undeveloped lots, with commercial and industrial buildings concentrated along West Imperial Highway and Hawthorne Boulevard, and residential development in the surrounding side streets in every direction (NETR 2024; UCSB 2024).

By the 1970s, West Imperial Highway was widened to add travel lanes, which resulted in property line shifts to the south. Two of the commercial buildings on the project's site's eastern side were demolished and replaced with parking areas. Additional commercial development continued along West Imperial Highway both to the east and west of the project site. Major change occurred in the early 1990s, when a huge swath of land was cleared of the north of the project site for the construction of Interstate-105, which runs east to west in a curve north of the City. This resulted in the removal of many commercial and residential properties, and the construction of an overpass of Hawthorne Boulevard over the new freeway (NETR 2024; UCSB 2024).

Development of the project site and the surrounding area was relatively unchanged until 2014, when all but the current two buildings (4436 West Imperial Highway and 4438 West Imperial Highway) on the project site were demolished. By 2016, a wall was constructed around the western portion of the project site. No major changes occurred to the project site or surrounding area after the mid-2010s (NETR 2024; UCSB 2024).

5 Background Research

5.1 CHRIS Records Search

On August 29, 2024, South Environmental Cultural Resources Director Samantha Murray, MA, RPA completed a records search of the California Historical Resources Information System (CHRIS) via the South Central Coastal Information Center (SCCIC), which included the project site and a one-quarter-mile search radius. This search included their collections of mapped prehistoric and historic archaeological resources and historic built-environment resources, State of California Department of Parks and Recreation Site Records (DPR forms), technical reports, archival resources, and ethnographic references. Additional consulted sources include historical maps of the study area, the NRHP, the CRHR, the lists of California State Historical Landmarks, California Points of Historical Interest, and the Archaeological Determinations of Eligibility. The non-confidential results of the records search are presented in Appendix A. The full, confidential records search results are on file with South Environmental.

5.1.1 Previously Conducted Cultural Resource Studies

Records search results indicate that no previously conducted cultural resource studies overlap the project site. One study identified outside the project site within the 0.25-mile records search radius (Table 1).

Table 1. Previous Cultural Resources Investigations Within 0.25-Mile of the Project Site

SCCIC Report Number	Author	Year	Report Title	Proximity to Project Site
LA-05107	Lapin, Philippe	2000	Cultural Resource Assessment for Modifications to Pacific Bell Wireless Facility LA 427-01, County of Los Angeles, California	Outside to east

5.1.2 Previously Recorded Cultural Resources

The SCCIC records search results indicate that no previously recorded cultural resources occur within the project site or 0.25-mile search radius.

5.2 Sacred Lands File Search

A Native American Heritage Commission (NAHC) Sacred Lands File search was requested by South Environmental on August 22, 2024. The NAHC responded to the request on August 29, 2024, and reported negative results (i.e., no sacred lands or resources important to Native Americans are

recorded in the vicinity of the project). The NAHC provided a list of Native American tribes to contact for additional information or knowledge they may have regarding the presence of cultural resources that may be impacted by the proposed project. No additional outreach to tribes was completed by South Environmental. The NAHC's response letter and associated contact list is provided in Appendix B.

5.3 Archival Research

5.3.1 ZIMAS

On November 1, 2024, all APNs and addresses within the project site were reviewed on ZIMAS, the Los Angeles County Office of the Assessor online Property Assessment Information System to establish dates of construction for all buildings within the project site. Information obtained from this source was used in the development of the historic context presented in this report (Zimas 2024).

5.3.2 City of Hawthorne Building Permit Records

On November 8, 2024, South Environmental reviewed all permits associated with the properties located within the project site at the City's Department of Building and Safety. These documents confirmed previous alterations to the subject property made over time. Information from this source was used in the development of the historic context presented in this report.

5.3.3 Historical Newspaper Search

South Environmental reviewed historical newspapers covering the Los Angeles area to better understand the development of the project site and surrounding area. Information from newspapers was used in the development of the historic context presented in this report.

5.3.4 Sanborn Fire Insurance Maps

Sanborn Fire Insurance Maps of the project site and the surrounding area are available for the years 1912, 1916, 1923, 1927, and 1927 with 1938 revisions from the Los Angeles Public Library (Sanborn 1912-1938). The project site and the surrounding area were outside of the mapping boundaries for all available years.

5.3.5 Historic Aerial Photographs

Historic aerial photographs of the project site were available from Nationwide Environmental Title Research (NETR 2024) for the years 1952, 1963, 1972, 1980, 1985, 1991-2000, 2003-2005, 2009, 2010, 2012, 2014, 2016, 2018, 2020, and 2022. Aerial photographs were also available from University of California, Santa Barbara FrameFinder (UCSB 2024) for the years 1928, 1941, 1952, 1962, 1971, and

1989. These photographs were reviewed to assess changes to the subject property and surrounding neighborhood over time.

5.3.6 Built Environment Resource Directory (BERD)

The Built Environment Resource Directory (BERD) is an online resource that provides information, organized by county, regarding non-archaeological resources in the California Office of Historic Preservation (OHP) inventory. This includes resources reviewed for eligibility for the NRHP, CRHR, and the California Historical Landmarks programs through federal and state environmental compliance laws, and resources nominated under federal and state registration programs. South Environmental accessed the BERD from OHP on November 1, 2024. No resources within or adjacent to the project site are listed in the BERD for Hawthorne.

6 Cultural Resources Survey

6.1 Built Environment Survey

6.1.1 Methods

South Environmental Principal Architectural Historian, Sarah Corder, MFA, conducted an intensive-level pedestrian survey of the project site on September 4, 2024. During the survey Ms. Corder walked the entirety of the project site from the public right-of-way and was escorted onto the property. Fieldwork methods included taking detailed field notes, digital photography, and examination of close-scale field maps and aerial photographs. Photographs were taken with an iPhone 14 Pro.

6.1.2 Results

The project site is divided into multiple APNs and features two buildings and a large parking area along West Imperial Highway. Building 1 is identified as 4436 West Imperial Highway and Building 2 is identified as 4438 West Imperial Highway for the purposes of this study. Both buildings appear to be originally designed for commercial use, are one-story in height, heavily altered, and feature multiple entry points and addresses (Exhibits 4-6).



Exhibit 4. Overview of buildings within project site, view east

Building 1 is located on the eastern end of the project site. The building is capped with a flat roof with a parapet wall that features red clay tile coping. At the primary elevation, there is a shed roof that also features red clay tiles. The building has a variety of cladding materials including stacked stone veneer, smooth stucco, and board and batten siding. There is a large store-front window with security bars on the east side of the primary (north) elevation and two recessed entry points at the center of this elevation. The remainder of the primary elevation appears to be a filled in opening (Exhibit 5). Additional details on Building 1 are available in the DPR forms in Appendix C.



Exhibit 5. Overview of Building 1, view southwest

Building 2 is a one-story building that has been heavily altered throughout its history. The building is capped with a low-pitched side gabled roof and appears to have originally been clad in clapboard wood siding (on present on the north elevation). To the west of Building 2 is a large parking lot and field that is surrounded by a modern concrete block fence with security fencing on top where buildings once stood but are no longer extant. Additional details on Building 2 are available in the DPR forms in Appendix C.



Exhibit 6. Overview of Building 2, view east

6.2 Archaeological Survey

6.2.1 Methods

South Environmental Archaeological Principal Investigator Samantha Murray, MA, RPA, conducted an intensive-level pedestrian survey of the project site on September 4, 2024. Fieldwork included taking field notes, digital photography, and examination of close-scale field maps and aerial photographs. Photographs were taken with an iPhone 15.

During the archaeological survey, Ms. Murray examined the ground surface for the presence of prehistoric artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools), historical artifacts (e.g., metal, glass, ceramics), sediment discolorations that might indicate the presence of a cultural midden, depressions, and other features that might indicate the former presence of structures or buildings (e.g., post holes, foundations).

In the less developed, western portion of the project site, Ms. Murray walked transects spaced in 10-meter intervals. However, in the more heavily developed portions of the project site, reconnaissance-level spot-checking was implemented in the few areas with ground surface visibility.

6.2.2 Results

No archaeological resources were identified in the project site as a result of the archaeological survey. The western portion of the project site is largely unpaved, with disturbed grasses and weeds and remnant portions of foundation slabs present at the ground surface (Exhibits 7-8). Ground surface visibility throughout the western portion of the project site was fair (approximately 50-60 percent).



Exhibit 7. Western portion of project site from southwest corner, view to east



Exhibit 8. Northwestern portion of project site, view to east

7 Findings and Recommendations

7.1 Findings

7.1.1 Built Environment

Two built environment resources over 45 years old were identified within the project site: 4436 West Imperial Highway and 4438 West Imperial Highway. Both buildings were recorded and evaluated for historical significance on the appropriate set of DPR Forms in consideration of CRHR designation criteria and integrity requirements (Appendix C). The properties were all found not eligible under all designation criteria due to a lack of significant historical associations and architectural merit.

In conclusion, no historical resources were identified within the project site as a result of this study. Therefore, with respect to built environment resources, the proposed project will have a less than significant impact on historical resources under CEQA.

7.1.2 Archaeology

No archaeological resources were identified within the project site as a result of the CHRIS records search or pedestrian survey by a qualified archaeologist. Further, the entirety of the project site has been heavily disturbed by construction of the existing and previous buildings and subsurface infrastructure. Therefore, the project site is unlikely to contain intact buried archaeological deposits; however, ground disturbance always presents a possibility of encountering resources. Standard unanticipated discovery measures for archaeological resources and human remains are provided below. With implementation of these regulatory requirements, the proposed project would result in a less than significant impacts on historical and archaeological resources.

7.2 Recommendations

7.2.1 Unanticipated Discovery of Cultural Resources

Should archaeological resources (sites, features, or artifacts) be exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.

7.2.2 Unanticipated Discovery of Human Remains

In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be notified within 24 hours of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the remains are determined to be Native American, the Coroner shall notify the NAHC in Sacramento within 24 hours. In accordance with California PRC, Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The MLD would then determine, in consultation with the property owner, the disposition of the human remains.

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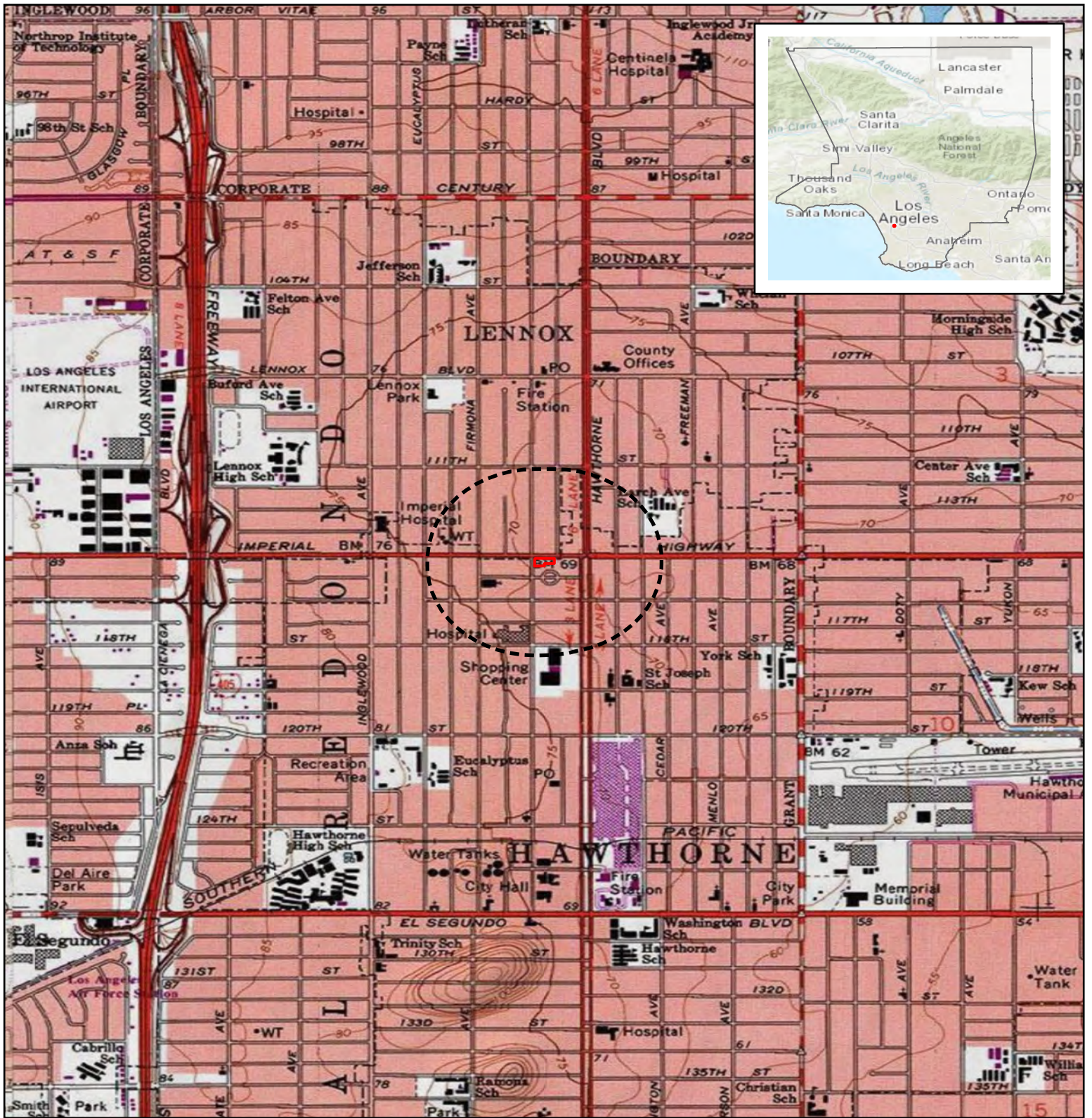
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Appendix A: Records Search Results



Source: ESRI USA Topo Maps and World Topo Map 2024

Grevillea/Imperial Hotel Project

Records Search Map

- Project Site
- Records Search (0.25-Mile Buffer)

Project Site is within the City of Hawthorne, California, in Los Angeles County on the USGS Inglewood 7.5-minute quadrangle map in Section 09 of Township 03 South and Range 14 West

Center Coordinate (Decimal Degrees):
 Latitude: 33.9306809N Longitude: -118.3543126W



0 1,000 2,000 Feet

Scale: 1:24,000



Report List

Grevillea Hotel

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-05107		2000	Lapin, Philippe	Cultural Resource Assessment for Modifications to Pacific Bell Wireless Facility LA 427-01, County of Los Angeles, California	LSA Associates, Inc.	

Appendix B: Native American Sacred Lands File Search

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100

West Sacramento, CA 95691

916-373-3710

916-373-5471 – Fax

nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Date of Request: 08/22/2024

Project: Grevillea/Imperial Hotel

County: Los Angeles

USGS Quadrangle Name: Inglewood, CA

Township: 03 S **Range:** 14 W **Section(s):** 09

Company/Firm/Agency: South Environmental

Street Address: 2061 N Los Robles Avenue, Ste. 205

City: Pasadena **Zip:** 91104

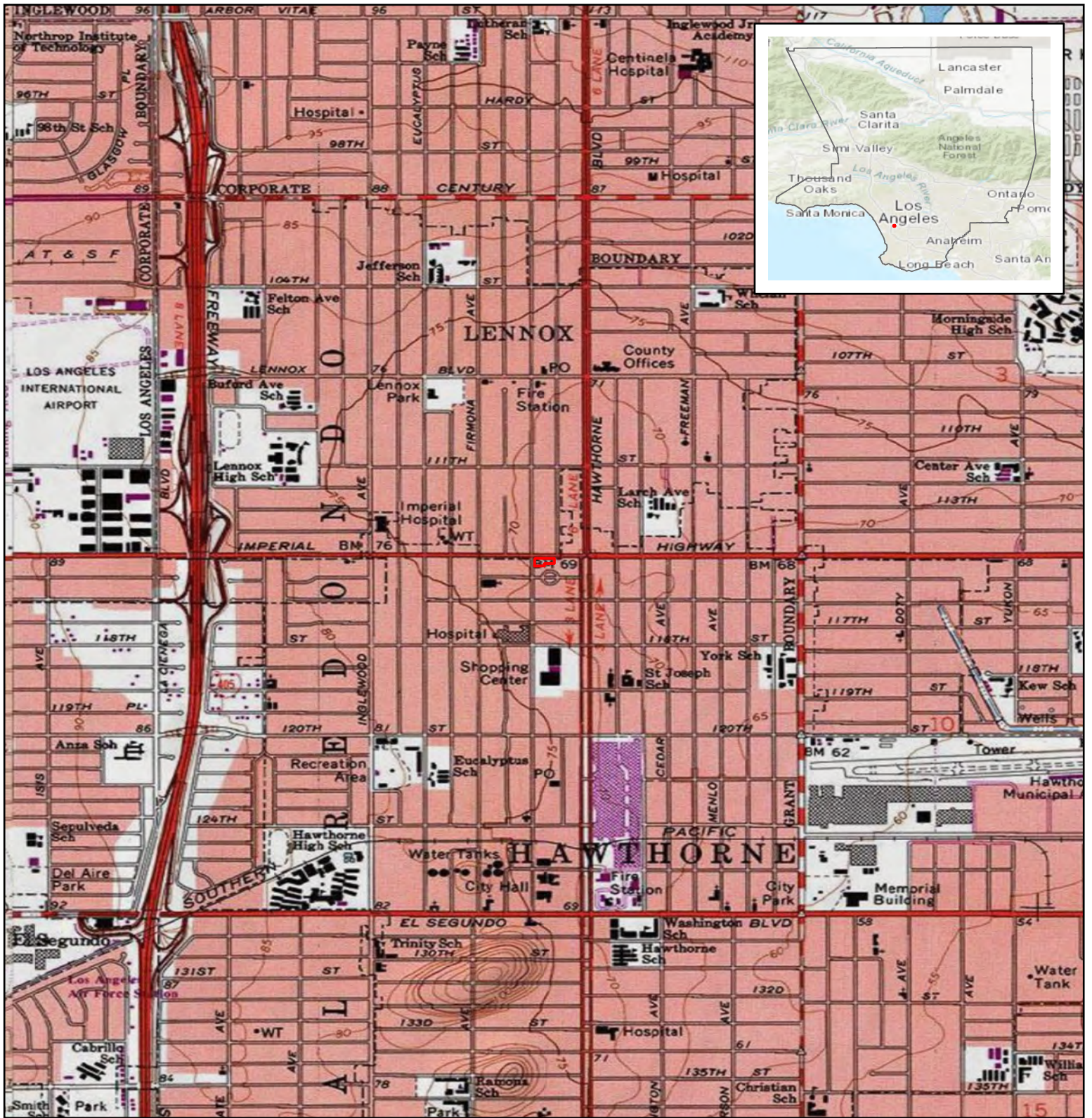
Phone: (818) 458-1162

Fax: n/a

Email: smurray@southenvironmental.com

Project Description:

The project proposes to construct a 5-story hotel at 4756 Imperial Highway in Hawthorne, California located on APNs 4044-013-008 through 4044-013-014 (see Figure 1).



Source: ESRI USA Topo Maps and World Topo Map 2024

Grevillea/Imperial Hotel Project

Figure 1. Project Location Map

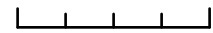
Project Site

Project Site is within the City of Hawthorne, California, in Los Angeles County on the USGS Inglewood 7.5-minute quadrangle map in Section 09 of Township 03 South and Range 14 West

Center Coordinate (Decimal Degrees):
 Latitude: 33.9306809N Longitude: -118.3543126W



0 1,000 2,000 Feet



Scale: 1:24,000



NATIVE AMERICAN HERITAGE COMMISSION

August 29, 2024

Samantha Murray
South Environmental

Via Email to: smurray@southenvironmental.com

Re: Grevillea/Imperial Hotel Project, Los Angeles County

To Whom It May Concern:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green
Cultural Resources Analyst

Attachment



CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki,
Nomlaki

SECRETARY
Sara Dutschke
Miwok

PARLIAMENTARIAN
Wayne Nelson
Luiseño

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Laurena Bolden
Serrano

COMMISSIONER
Reid Milanovich
Cahuilla

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of
Luiseño Indians

EXECUTIVE SECRETARY
**Raymond C.
Hitchcock**
Miwok, Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

Native American Heritage Commission
Native American Contact List
Los Angeles County
8/29/2024

Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Cahuilla Band of Indians	F	Erica Schenk, Chairperson	52701 CA Highway 371 Anza, CA, 92539	(951) 590-0942	(951) 763-2808	chair@cahuilla-nsn.gov	Cahuilla	Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego	2/1/2024
Cahuilla Band of Indians	F	BobbyRay Esparza, Cultural Director	52701 CA Highway 371 Anza, CA, 92539	(951) 763-5549		besparza@cahuilla-nsn.gov	Cahuilla	Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego	6/28/2023
Cahuilla Band of Indians	F	Anthony Madrigal, Tribal Historic Preservation Officer	52701 CA Highway 371 Anza, CA, 92539	(951) 763-5549		anthonymad2002@gmail.com	Cahuilla	Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego	6/28/2023
Gabrieleno Band of Mission Indians - Kizh Nation	N	Christina Swindall Martinez, Secretary	P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org	Gabrieleno	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	8/18/2023
Gabrieleno Band of Mission Indians - Kizh Nation	N	Andrew Salas, Chairperson	P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org	Gabrieleno	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	8/18/2023
Gabrieleno/Tongva San Gabriel Band of Mission Indians	N	Anthony Morales, Chairperson	P.O. Box 693 San Gabriel, CA, 91778	(626) 483-3564	(626) 286-1262	GTtribalcouncil@aol.com	Gabrieleno	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	12/4/2023
Gabrielino Tongva Indians of California Tribal Council	N	Robert Dorame, Chairperson	P.O. Box 490 Bellflower, CA, 90707	(562) 761-6417	(562) 761-6417	gtongva@gmail.com	Gabrielino	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	3/16/2023
Gabrielino Tongva Indians of California Tribal Council	N	Christina Conley, Cultural Resource Administrator	P.O. Box 941078 Simi Valley, CA, 93094	(626) 407-8761		christina.marsden@alumni.usc.edu	Gabrielino	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	3/16/2023
Gabrielino/Tongva Nation	N	Sandonne Goad, Chairperson	106 1/2 Judge John Aiso St., #231 Los Angeles, CA, 90012	(951) 807-0479		sgoad@gabrielino-tongva.com	Gabrielino	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	3/28/2023
Gabrielino-Tongva Tribe	N	Sam Dunlap, Cultural Resource Director	P.O. Box 3919 Seal Beach, CA, 90740	(909) 262-9351		tongvatcr@gmail.com	Gabrielino	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	5/30/2023
Gabrielino-Tongva Tribe	N	Charles Alvarez, Chairperson	23454 Vanowen Street West Hills, CA, 91307	(310) 403-6048		Chavez1956metro@gmail.com	Gabrielino	Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, Ventura	5/30/2023
Santa Rosa Band of Cahuilla Indians	F	Vanessa Minott, Tribal Administrator	P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	vminott@santarosa-nsn.gov	Cahuilla	Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego	4/8/2024

**Native American Heritage Commission
Native American Contact List
Los Angeles County
8/29/2024**

Santa Rosa Band of Cahuilla Indians	F	Steven Estrada, Tribal Chairman	P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	sestrada@santarosa-nsn.gov	Cahuilla	Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego	4/8/2024
Soboba Band of Luiseno Indians	F	Jessica Valdez, Cultural Resource Specialist	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-6261	(951) 654-4198	jvaldez@soboba-nsn.gov	Cahuilla Luiseno	Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego	7/14/2023
Soboba Band of Luiseno Indians	F	Joseph Ontiveros, Tribal Historic Preservation Officer	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-5279	(951) 654-4198	jontiveros@soboba-nsn.gov	Cahuilla Luiseno	Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego	7/14/2023

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

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Grevillea/Imperial Hotel Project, Los Angeles County.

Record: PROJ-2024-004507
Report Type: List of Tribes
Counties: Los Angeles
NAHC Group: All

Appendix C: DPR Form Sets

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 12 *Resource Name or #: (Assigned by recorder) 4436 West Imperial Highway

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

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

*b. USGS 7.5' Quad Inglewood Date 2024 T 03 S ; R 14 W ; of of Sec 09; SB B.M.

c. Address 710 4436 West Imperial Highway City Hawthorne Zip 90304

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 374857.85 mE/ 3755301.93 mN

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

APNs 4044-013-008 and 4404-013-009. The subject property is located on the south side of West Imperial Highway. It is bound to the north by West Imperial Highway, to the east and west by commercial buildings, and to the south by residential development.

***P3a. Description:**

The subject property is a one-story commercial building with a rectangular floor plan. It has a flat roof with a parapet wall and red clay tile coping. At the front of the primary (north) elevation, it has a shed roof with red clay tiles. The exterior materials consist of smooth stucco, board and batten siding, and stacked stone veneer (see Continuation Sheet).

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

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

P5b. Description of Photo: (view, date, accession #) Photograph 1, Overview of primary (north) elevation, facing southwest. (South Environmental 2024)



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

1948 (ParcelQuest)

*P7. Owner and Address:

MA Capital LLC

11646 Prairie Avenue

Hawthorne, CA 90250

*P8. Recorded by:

Sarah Corder

South Environmental

2061 N. Los Robles Ave., Ste. 205

Pasadena, CA 91104

*P9. Date Recorded: 9/4/2024

*P10. Survey Type: Intensive-Level Pedestrian

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

Cultural Resources

Technical Report for the

Grevillea Hotel Project,

City of Hawthorne,

California (South

Environmental 2024)

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

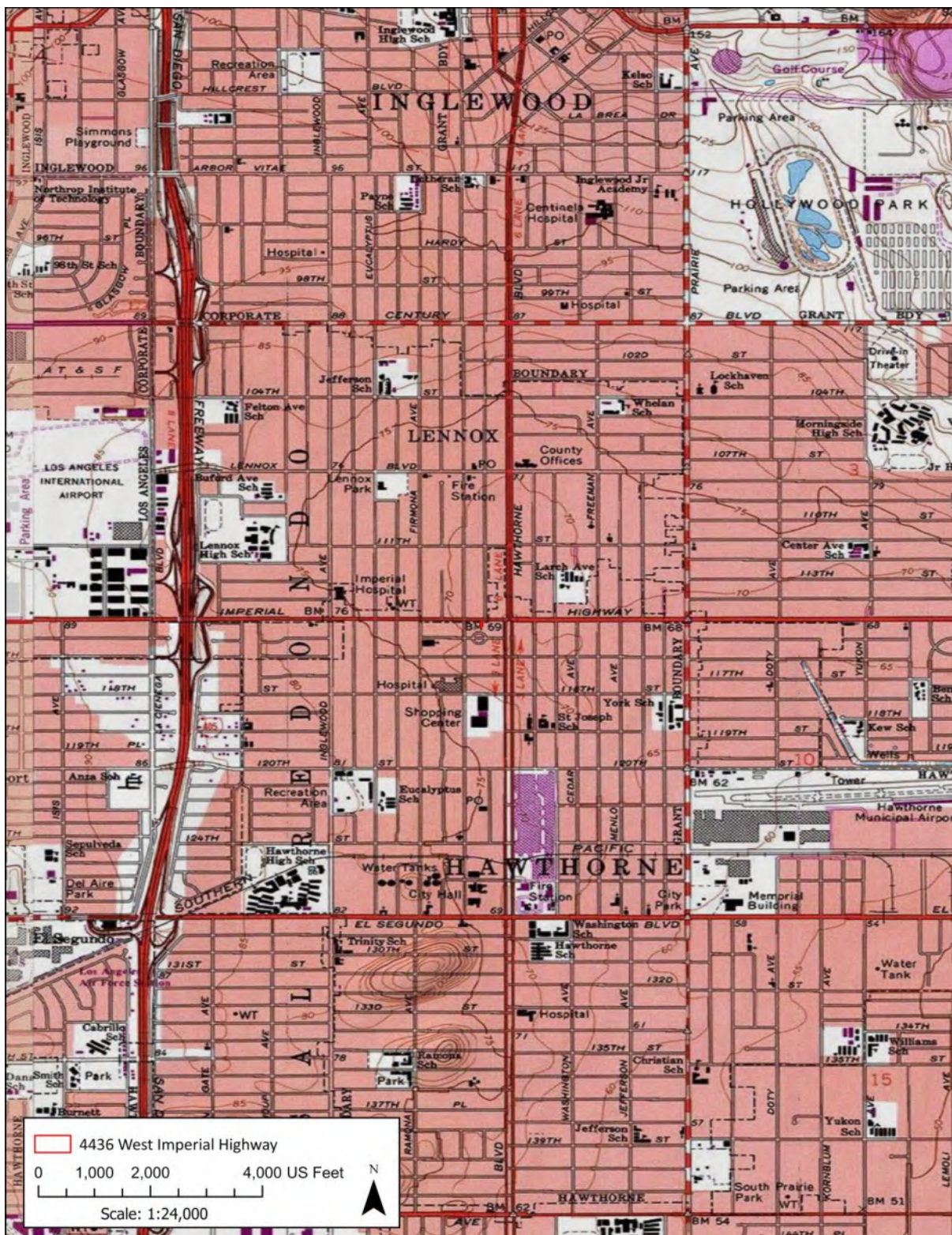
Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

State of California Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

Page 2 of 12 *Resource Name or # (Assigned by recorder) 4436 West Imperial Highway
*Map Name: Hawthorne, California *Scale: 1:24,000 *Date of map: 2023



State of California The Resources Agency Primary #
 DEPARTMENT OF PARKS AND RECREATION HRI#
BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 4436 West Imperial Highway *NRHP Status Code 6Z
 Page 3 of 12

B1. Historic Name: n/a

B2. Common Name: n/a

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

* B5. Architectural Style: n/a

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

The subject property was constructed as a commercial building 1948 (ParcelQuest).

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

*B8. Related Features: n/a

B9a. Architect: n/a b. Builder: n/a

*B10. Significance: n/a Theme n/a Area n/a
 Period of Significance n/a Property Type n/a Applicable Criteria n/a

The subject property is not eligible under all California Register of Historical Resources (CRHR) designation criteria due to a lack of important historical associations and architectural merit.

(see Continuation Sheet)

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

*B12. References: See Continuation Sheet

B13. Remarks:

*B14. Evaluator: Marlena Krcelich, South Environmental

*Date of Evaluation: 11/15/2024

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 4436 West Imperial Highway

Page 4 of 12

*P3a. Description (Continued):

The primary (north) elevation is located directly adjacent to the sidewalk on the property line. It contains two recessed two entry doors accessed by a small stoop located at the approximate center of the elevation. The entry doors are covered by metal screen doors. Above the two entry doors are transom windows. The east side of the primary elevation features include a large storefront window, covered with metal security bars (Photographs 1 and 2). The west side of the primary elevation has since been infilled with board and batten siding (Photograph 2).

The east elevation is a solid stucco clad wall with no fenestration (Photograph 3). The west and south elevations of the building are largely obscured and not accessible as a result of adjacent buildings, vegetation, and/or fencing (Photograph 4).



Photograph 2. Detailed view of entry doors on primary elevation, facing southwest.

CONTINUATION SHEET

Property Name: 4436 West Imperial Highway

Page 5 of 12



Photograph 3. Overview of east elevation, facing southwest.



Photograph 4. Obscured views of west and south elevations, facing northwest.

CONTINUATION SHEET

Property Name: 4436 West Imperial Highway

Page 6 of 12

*B10. Significance (Continued):

Historic Context

Hawthorne Historical Overview

The area of present-day Hawthorne was formerly a part of Rancho Sausal Redondo, an approximately 22,460-acre land grant which encompasses the present-day cities of El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Manhattan Beach, Playa del Rey, Redondo Beach, and Torrance. Rancho Sausal Redondo, awarded to Antonio Ygnacio Avila in 1837. After Avila's death in 1858, Rancho Sausal Redondo passed through various Avila heirs. In 1868, it became the property of Sir Robert Burnett, a Scottish Lord, when it was sold to him through probate court to pay debts accrued by the Avila estate. Burnett combined the probate acreage with his earlier acquisition of Rancho Aguaje de la Centinela, calling the land "Centinela Ranch" or Rancho Centinela (Los Angeles Herald 1873; Hartman 1972). In 1873, Burnett returned to Scotland and leased the land to a Canadian, Daniel Freeman, for a yearly fee of \$7,500 with an option to buy for \$150,000 (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

Freeman restocked the ranch with sheep and planted trees including eucalyptus, pepper, range, lemon, almond, lime, and olive trees. He also began a program raising horses, assisted by his children, Charles and Grace. Freeman officially bought the land from the Burnetts twelve years later on May 4, 1885. His motivation to finally buy was likely encouraged by planned future railroad route that would run from Los Angeles through the Rancho Sausal Redondo to Redondo Beach, making the land an appealing permanent investment. By 1887, several groups of investors from Los Angeles, Pasadena and Monrovia purchased large swaths of acreage from Freeman to begin developing small towns and cities on prior ranch land (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

One of these key investment groups was the Hawthorne Land Company. Founded by B. L. Harding and H. D. Lombard. The two men began the development of the future City of Hawthorne in 1905, whose name was chosen by the daughter of Harding, who shared a birthday with the author Nathaniel Hawthorne. The company began planning the 80-acre townsite, and the first plot of land was sold in July of 1906. Hawthorne was advertised as the town "between the City and the Sea" and special appeals were made to people interested in raising poultry and growing vegetables. Broadway, running east to west, was plotted as the main street in town, and a circular park, known as the "Plaza" was located at the center of it. At this time, the western border of the town was marked by what is now Hawthorne Boulevard (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

From 1907 to 1920, the population grew to over 2,000 residents. Businesses, such as a feed store, general store, market, funeral parlor, and bakery were established to serve new residents. The main industry remained agriculture, with the little village surrounded by vast fields of barley and beans, in addition to dairy and poultry farms. The nearby City of Inglewood served as a regional location for jobs outside of agriculture, due to the more advanced development of Inglewood in these early years. The train depot in the City was located in front of the present location of the Chamber of Commerce and served as transportation between the small town and nearby larger cities, such as Inglewood, and further north, Los Angeles. Electric service came to the City in 1910. By 1921, talk of incorporation was spreading around the community. On July 12, 1922, Hawthorne was established as a city with a council form of government with a mayor, C. C. Butler, and four councilmembers. The Hawthorne Water Department, as well as a local police force and

CONTINUATION SHEET

Property Name: 4436 West Imperial Highway

Page 7 of 12

fire department were established within the first few years of the City's incorporation. By the 1930s, Hawthorne ran into a problem with gambling within its community. The rampant involvement of local citizens as well as civic leaders put a huge strain on the community, with many of the public service agencies infiltrated by corruption. A campaign was started to outlaw gambling in the City and was put on the ballot in 1942, passing successfully and eradicating the problem (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

In 1939, one of the most important boosts to the City's economy came with the establishment of the Northrop Aircraft Company (Northrop) (later renamed the Northrop Corporation). This aviation manufacturing company established its offices in the Hawthorne Hotel and started operations at a plant on Broadway between Prairie Avenue and Crenshaw Boulevard. Before they even finished building, they received several contracts for military aircraft and hired over 50 employees. Company owner, Jack Northrop, was well known to the war department for his track record of success designing and manufacturing military planes. Within a short time after the opening of the Hawthorne location, dozens of other companies who conducted subcontracted work for Northrop also opened plants in the City, bringing even more jobs and boosts to the local economy. At the height of World War II, over 20,000 employees were working at Northrop and its subcontractors. At the end of World War II there were fears that drastic reduction of workforce would occur and result in an industry downturn for the City. However, instead, industry adapted to meet the new needs of the people, and the majority of workers stayed in the City and began working in other sectors, such as retail and merchandising (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

One of the prime factors of the City's development occurred with the establishment of the municipal airport, which began operation in 1942. When Northrop opened in 1939, among their considerations was the development of an airstrip adjacent to the plant site. The company acquired the property to construct the airstrip, with the stipulation from the City that the site would be continually operated and maintained as an airport, and not converted into other use. The airport was primarily used by private aircraft, business, and industrial purposes. In 1964, the airport was ranked the tenth busiest general aviation airport in California. By 1968, improvements were made to the site including the construction of a new administration building and restaurant (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

By the 1970s, the City had conducted 138 successful land annexations since incorporation and reached a size of over two square miles. The population had reached 55,000. One of the major developments of this time was the Hawthorne Mall, which was constructed at the site of the Plaza, originally plotted and developed in the 1920s. This construction further evidenced the City's transition to retail and merchandising as major employment sectors in the mid-to-late twentieth century (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

By the 1980s, the City experienced a huge demographic shift with thousands of Black, Latino, and Asian families moving in. The City experienced "white flight," with many Anglo-American families leaving for more distant suburban areas. This brought about many discussions regarding the diversity of the leaders and representation in the City, with the police department, staff at City Hall, and teachers within the local school district calling for more inclusion within these spaces, of which there was variable success (Meares 2018).

By the turn of the twenty-first century, most of the City's old industrial sectors had ceased their operations. However, in recent years, some new ventures, including SpaceX

CONTINUATION SHEET

Property Name: 4436 West Imperial Highway

Page 8 of 12

and the Tesla Motors Design Center, have moved in and brought new employees and residents. In addition, the development on the new SoFi Stadium directly north in Inglewood has also brought some economic prosperity back to the area (Barragan 2017; Meares 2018). In present day, the City has a population of nearly 87,000 within a six square mile area (City of Hawthorne 2024).

Property Development History

The earliest aerial imagery from 1928 shows that the subject property was undeveloped and surrounded by single-family residential development. The lots surrounding the subject property continued to be developed over the next several decades with single-family residential buildings as well as commercial buildings facing West Imperial Highway (UCSB 2024).

The original building permit for the subject property could not be located, but County Tax Assessor's information indicates that the subject property was constructed in 1948 (ParcelQuest 2024). The subject property first appeared in newspapers in 1949 and in aerial imagery in 1952, thus aligning with the Assessor's date of construction (UCSB 2024; The Southwest Wave 1949). The building was constructed as a one-story commercial building, with inclusion of materials such as a red clay tile roof which indicate that it may have originally been constructed in the Spanish Colonial Revival style. However, the building has been altered beyond recognition and has no discernible architectural style. Aerial imagery from 1952 and 1962 indicates that the subject property's front (north) elevation was not flush with the sidewalk and street at the time of construction, and instead had vehicle parking in front of it (Exhibit 1) (UCSB 2024). This parking area was removed by 1971, when West Imperial Highway was widened to accommodate additional traffic lanes (NETR 2024; UCSB 2024).

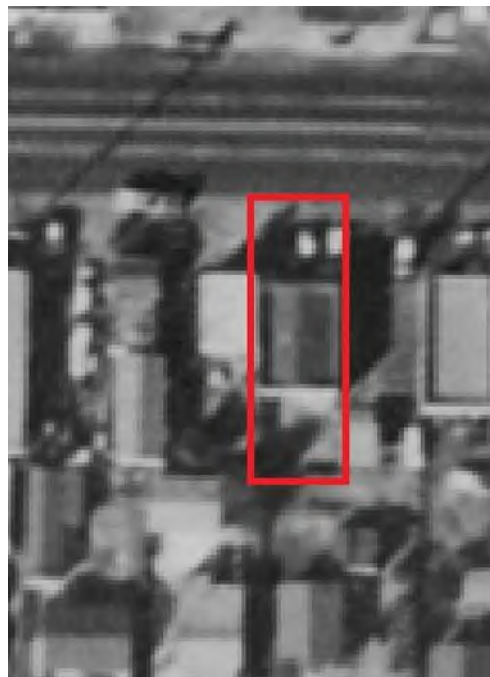


Exhibit 1. 1962 aerial image of the subject property (outlined in red) showing parking area in front of the building long West Imperial Highway (UCSB 2024).

CONTINUATION SHEET

Property Name: 4436 West Imperial Highway

Page 9 of 12

The first occupant of the subject property was Warren's Cycle Shop, documented as operating out of the space by 1950 (Evening Vanguard 1950). Archival research did not reveal how long Warren's Cycle Shop occupied the space, but by 1967, an advertisement seeking a shoe salesman was posted for the address, indicating that the business had changed (LAT 1967). By 1971, the business changed again, as newspaper advertisements were posted seeking a bartender for employment (The Daily Breeze 1971). At this time, aerial imagery shows no changes to the subject property's floor plan, aside from two accessory buildings constructed at the rear of the property (UCB 1971) By 1979, a "Beer Bar" was listed for sale with the subject property address (The Daily Breeze 1979). In 1986, newspaper articles showed that Elizer Bay and Axel Reyes submitted an application to sell alcoholic beverages at the address, indicating that the property was still being used as a bar/restaurant (LAT 1986).

There are no building permit records available for the subject property prior to 1985, and no changes were observed in aerial images (UCSB 2024). In 1985, building permit records show that the subject property was occupied by Sorrentino Pizzeria, which was owned by Paul Sorrentino (City of Hawthorne, Permit No. 85-675). In 1986, Sorrentino filed a building permit to close an existing illegal door between the two units within the main building, and to remove a roof that was installed over an unpermitted storage building at the rear of the property. The storage building was constructed at an unknown date but appears to have replaced the previous accessory buildings that were present in 1971 (City of Hawthorne, Permit No. 970-7951). A 1986 sketch of the main building floor plan shows that the primary elevation contained two entry doors to individual units at the center of the primary elevation, flanked by a single storefront window on the eastern side of the doors, and two windows on the western side of the doors (City of Hawthorne, Permit No. 970-7951).

In 1996, a building permit was filed by Ray Cabrera to build a bathroom. The property's use at this time was a bar, and this project did not impact the exterior of the building (City of Hawthorne 2024, Permit No. 95-0453).

Archival research did not reveal any documented changes to the subject property after 1996. However, numerous undated, observed alterations were documented during the property survey on September 4, 2024. These include replacement of original windows, installation of metal security bars over doors and windows, boarding up of windows on primary elevation with board and batten siding, replacement stucco, and removal of original signage.

In addition, archival research failed to indicate any significant information regarding the occupants of the subject property.

Significance Evaluation

The following presents an evaluation of the subject property in consideration of CRHR designation criteria.

CRHR Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

The subject property was constructed in 1948 as a commercial property with two units. It was constructed during a time when Hawthorne was going through a post-World War II expansion period, and additional houses and commercial buildings were constructed to meet the needs of the growing population. The subject property was constructed along a major thoroughfare, which contained many other commercial businesses and storefronts. While the construction of the subject property was completed during a period of the City's commercial growth and development, it is one of countless commercial buildings constructed during

CONTINUATION SHEET

Property Name: 4436 West Imperial Highway

Page 10 of 12

this period. Archival research also failed to indicate any noteworthy contributions to or associations with the history of commercial development in Hawthorne. Further, archival research did not reveal it to be associated with any specific events in the City, region, or state. Therefore, the subject property is recommended not eligible under CRHR Criterion 1.

CRHR Criterion 2. Is associated with the lives of persons important in our past.

The subject property is associated with several owners and tenants including Warren's Cycle Shop, Elizer Bay and Axel Reyes, Sorrentino Pizzeria, and Ray Cabrera. Archival research did not reveal any of these people or any people associated with these businesses to be of historical significance. Therefore, the subject property is not eligible under CRHR Criterion 2.

CRHR Criterion 3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

The subject property was constructed in 1948 as a one-story commercial building. Since the time of construction, the subject property has undergone several modifications, including the alteration of fenestration on the primary (north) elevation with replacement of original windows, installation of security bars over doors and windows, and boarding up of windows with board and batten siding, as well as replacement stucco and removal of original signage. In addition, a significant modification was made to the rear (south) elevation of the subject property, with the construction of a block wall around the property line as a trash enclosure area at an unknown date. All of these modifications have obscured the original design and craftsmanship of the subject property. Its original architectural style has been altered beyond recognition. In addition, the building is not a noteworthy or significant example of a commercial entity in Hawthorne. Lastly, archival research did not reveal any associated architect or builder for the subject property. Therefore, due to extensive modifications and an overall lack of integrity, the subject property is not eligible under CRHR Criterion 3.

CRHR Criterion 4. Has yielded, or may be likely to yield, information important in prehistory or history.

The subject property is not significant as a source, or likely source, of important historical information nor does it appear likely to yield important information about historic construction methods, materials or technologies. Therefore, the property is not recommended eligible under CRHR Criterion 4.

Integrity

Location: The subject property retains integrity of location. The property is sited in the original location it was constructed in, in its original orientation.

Design: The subject property lacks integrity of design. Several modifications to the primary elevation, including fenestration and material changes, as well as the construction of a block wall off the south elevation, have resulted in a loss of original design features.

Setting: The subject property has diminished integrity of setting. Most of the surrounding properties were also constructed in the 1940s, 1950s and 1960s. However, several of these buildings have been demolished or replaced with more modern buildings in the 1990s and

CONTINUATION SHEET

Property Name: 4436 West Imperial Highway

Page 11 of 12

2000s.

Materials: The subject property lacks integrity of materials as fenestration has been altered, and incompatible modern materials have been added to the building.

Workmanship: The subject property lacks integrity of workmanship. Several modifications to the primary elevation, including fenestration and material changes, as well as the construction of a block wall off the south elevation, have obscured the original workmanship.

Feeling: The subject property has diminished integrity of feeling. While it still feels like a commercial building located on a commercial street, the extensive modifications to the building make it no longer feel like it is from the 1940s.

Association: The subject property lacks integrity of association. The property has no important associations with events, people, or important patterns of development in the City or State.

For all of the reasons provided above, the property at 4436 Imperial Avenue is not eligible for designation in the CRHR.

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CONTINUATION SHEET

Property Name: 4436 West Imperial Highway

Page 12 of 12

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 13 *Resource Name or #: (Assigned by recorder) 4438 West Imperial Highway

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

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

*b. USGS 7.5' Quad Inglewood Date 2024 T 03 S ; R 14 W ; of of Sec 09; SB B.M.

c. Address 4438 West Imperial Highway City Hawthorne Zip 90304

d. UTM: (Give more than one for large and/or linear resources) Zone 11S, 374848.45 mE/ 3755302.41 mN

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

APNs 4044-013-009 and 4044-013-010. The subject property is located on the south side of West Imperial Highway. It is bound to the north by West Imperial Highway, to the east by a vacant lot and eventually Grevillea Avenue, and to the south by residential development.

***P3a. Description:**

The subject property is a one-story commercial building with a rectangular floor plan. It has a low-pitched gable roof with no eave overhangs. The exterior of the north elevation features wood clapboard siding. The original building has been surrounded by several additions of small, lean-to style constructions that are constructed out of plywood with shed roofs and exposed wooden rafter tails. These additions obscure all of the original elevations, except for the primary (north) elevation (see Continuation Sheet).

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

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

P5b. Description of Photo: (view, date, accession #) Photograph 1, Primary north elevation, view to south
(South Environmental 2024)



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

1941 (UCSB 2024)

*P7. Owner and Address:

MA Capital LLC

11646 Prairie Avenue

Hawthorne, CA 90250

*P8. Recorded by:

Sarah Corder

South Environmental

2061 N. Los Robles Ave.,

Ste. 205

Pasadena, CA 91104

*P9. Date Recorded: 9/4/2024

*P10. Survey Type: Intensive-
Level Pedestrian

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

Cultural Resources

Technical Report for the

Grevillea Hotel Project, City of Hawthorne, California (South Environmental 2024)

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

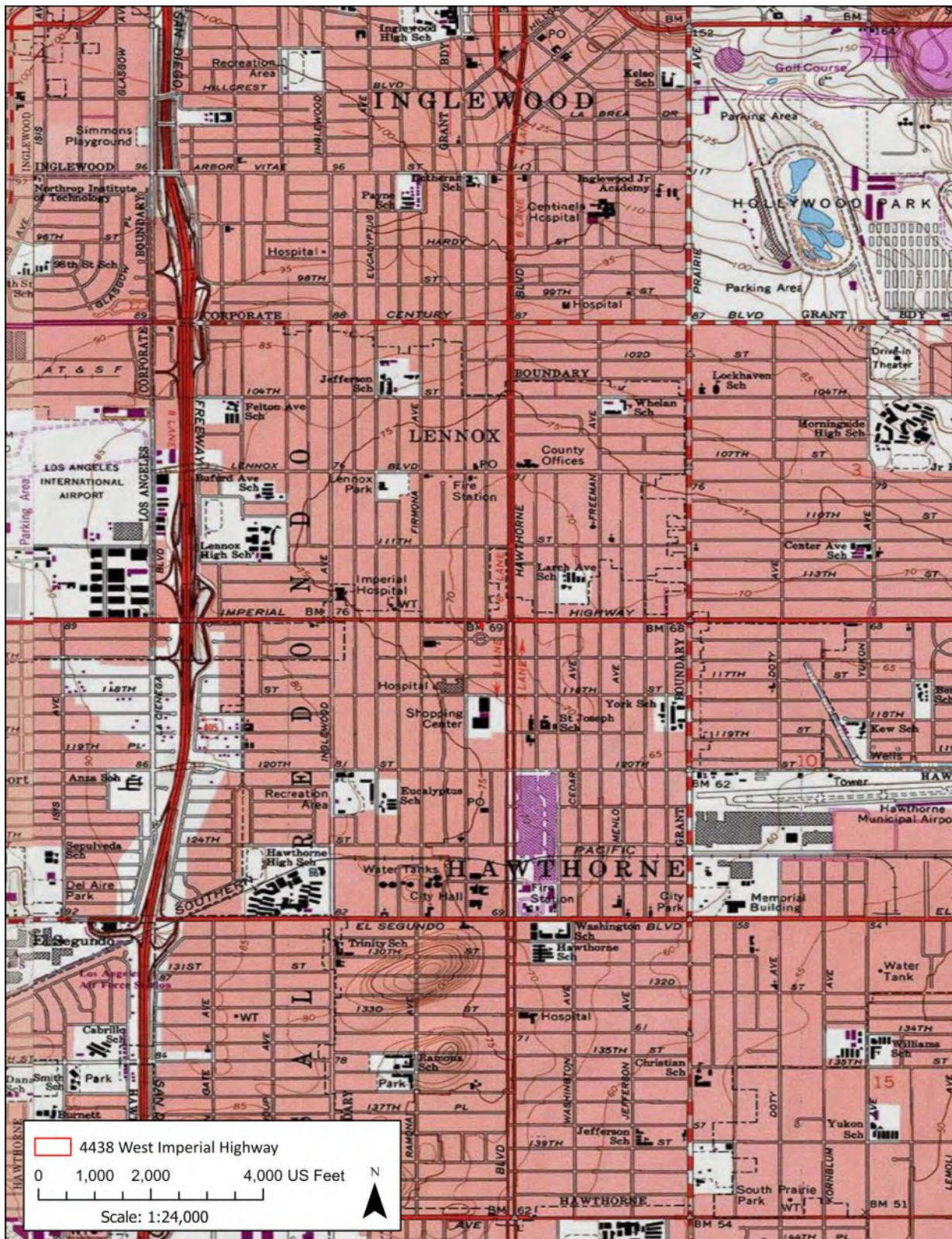
Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

State of California Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

Page 2 of 13 *Resource Name or # (Assigned by recorder) 4438 West Imperial Highway
*Map Name: Hawthorne, California *Scale: 1:24,000 *Date of map: 2024



BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 4438 West Imperial Highway *NRHP Status Code 6Z
Page 3 of 13

B1. Historic Name: n/a
B2. Common Name: n/a
B3. Original Use: Residential/Commercial B4. Present Use: Vacant

* B5. Architectural Style: Altered beyond recognition

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

The subject property was constructed circa 1941 (UCSB 1941). Alterations include:

- Circa 1971: Fence/wall constructed around rear of property (UCSB 2024)
- Circa 1971: Removal of parking area north of building (UCSB 2024)
- Circa 1989: Addition to west elevation, including new entry and signage (UCSB 2024)
- Circa 1989: Addition to south elevation (UCSB 2024)
- Circa 2013: Wall surrounding rear of property removed (Google Street View Various; NETR 2024)
- Circa 2016: Part of 1989 south elevation addition demolished (Google Street View Various; NETR 2024)
- Date Unknown: Modified window openings and replacement windows on primary (north) elevation (Observed)

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

*B8. Related Features: n/a

B9a. Architect: n/a b. Builder: n/a

*B10. Significance: Theme n/a Area n/a
Period of Significance n/a Property Type n/a Applicable Criteria n/a

The subject property is not eligible under all CRHR designation criteria due to a lack of important historical associations and architectural merit.

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

*B12. References: See Continuation Sheet

B13. Remarks:

*B14. Evaluator: Marlena Krcelich, South Environmental

*Date of Evaluation: 11/15/2024

(This space reserved for official comments.)



CONTINUATION SHEET

Property Name: 4438 West Imperial Highway

Page 4 of 13

*P3a. Description (Continued):

The primary (north) elevation features three wooden windows that have been boarded up and metal security bars have been installed. There is a single point of entry through a metal security door on the west side of this elevation (Photograph 1). The west elevation consists of a solid plywood wall with an entryway at the northern corner, consisting of a sliding plywood door (Photographs 2 and 3). The south elevation has been covered with plywood with the exception of a metal security door at the eastern corner (Photograph 4). The east elevation was obscured by the adjacent building. Adjacent to the west and south elevations is a paved parking lot and beyond that is a grass field surrounded by a block wall, accessed via a metal vehicle gate. There is also a large, freestanding sign at the gated entryway along West Imperial Highway (Photograph 5).



Photograph 2. Overview of west elevation, facing east.

CONTINUATION SHEET

Property Name: 4438 West Imperial Highway

Page 5 of 13



Photograph 3. Detailed view of entryway on west elevation, facing east.

CONTINUATION SHEET

Property Name: 4438 West Imperial Highway

Page 6 of 13



Photograph 4. Overview of south elevation, facing northeast.



Photograph 5. Overview of parking area and field adjacent to subject property, as well as metal entry gate and freestanding sign, facing northeast.

CONTINUATION SHEET

Property Name: 4438 West Imperial Highway

Page 7 of 13

*B10. Significance (Continued):

Historic Context

Hawthorne Historical Overview

The area of present-day Hawthorne was formerly a part of Rancho Sausal Redondo, an approximately 22,460-acre land grant which encompasses the present-day cities of El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Manhattan Beach, Playa del Rey, Redondo Beach, and Torrance. Rancho Sausal Redondo, awarded to Antonio Ygnacio Avila in 1837. After Avila's death in 1858, Rancho Sausal Redondo passed through various Avila heirs. In 1868, it became the property of Sir Robert Burnett, a Scottish Lord, when it was sold to him through probate court to pay debts accrued by the Avila estate. Burnett combined the probate acreage with his earlier acquisition of Rancho Aguaje de la Centinela, calling the land "Centinela Ranch" or Rancho Centinela (Los Angeles Herald 1873; Hartman 1972). In 1873, Burnett returned to Scotland and leased the land to a Canadian, Daniel Freeman, for a yearly fee of \$7,500 with an option to buy for \$150,000 (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

Freeman restocked the ranch with sheep and planted trees including eucalyptus, pepper, range, lemon, almond, lime, and olive trees. He also began a program raising horses, assisted by his children, Charles and Grace. Freeman officially bought the land from the Burnetts twelve years later on May 4, 1885. His motivation to finally buy was likely encouraged by planned future railroad route that would run from Los Angeles through the Rancho Sausal Redondo to Redondo Beach, making the land an appealing permanent investment. By 1887, several groups of investors from Los Angeles, Pasadena and Monrovia purchased large swaths of acreage from Freeman to begin developing small towns and cities on prior ranch land (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

One of these key investment groups was the Hawthorne Land Company. Founded by B. L. Harding and H. D. Lombard. The two men began the development of the future City of Hawthorne in 1905, whose name was chosen by the daughter of Harding, who shared a birthday with the author Nathaniel Hawthorne. The company began planning the 80-acre townsite, and the first plot of land was sold in July of 1906. Hawthorne was advertised as the town "between the City and the Sea" and special appeals were made to people interested in raising poultry and growing vegetables. Broadway, running east to west, was plotted as the main street in town, and a circular park, known as the "Plaza" was located at the center of it. At this time, the western border of the town was marked by what is now Hawthorne Boulevard (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

From 1907 to 1920, the population grew to over 2,000 residents. Businesses, such as a feed store, general store, market, funeral parlor, and bakery were established to serve new residents. The main industry remained agriculture, with the little village surrounded by vast fields of barley and beans, in addition to dairy and poultry farms. The nearby City of Inglewood served as a regional location for jobs outside of agriculture, due to the more advanced development of Inglewood in these early years. The train depot in the City was located in front of the present location of the Chamber of Commerce and served as transportation between the small town and nearby larger cities, such as Inglewood, and further north, Los Angeles. Electric service came to the City in 1910. By 1921, talk of incorporation was spreading around the community. On July 12, 1922, Hawthorne was established as a city with a council form of government with a mayor, C. C. Butler, and four councilmembers. The Hawthorne Water Department, as well as a local police force and

CONTINUATION SHEET

Property Name: 4438 West Imperial Highway

Page 8 of 13

fire department were established within the first few years of the City's incorporation. By the 1930s, Hawthorne ran into a problem with gambling within its community. The rampant involvement of local citizens as well as civic leaders put a huge strain on the community, with many of the public service agencies infiltrated by corruption. A campaign was started to outlaw gambling in the City and was put on the ballot in 1942, passing successfully and eradicating the problem (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

In 1939, one of the most important boosts to the City's economy came with the establishment of the Northrop Aircraft Company (Northrop) (later renamed the Northrop Corporation). This aviation manufacturing company established its offices in the Hawthorne Hotel and started operations at a plant on Broadway between Prairie Avenue and Crenshaw Boulevard. Before they even finished building, they received several contracts for military aircraft and hired over 50 employees. Company owner, Jack Northrop, was well known to the war department for his track record of success designing and manufacturing military planes. Within a short time after the opening of the Hawthorne location, dozens of other companies who conducted subcontracted work for Northrop also opened plants in the City, bringing even more jobs and boosts to the local economy. At the height of World War II, over 20,000 employees were working at Northrop and its subcontractors. At the end of World War II there were fears that drastic reduction of workforce would occur and result in an industry downturn for the City. However, instead, industry adapted to meet the new needs of the people, and the majority of workers stayed in the City and began working in other sectors, such as retail and merchandising (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

One of the prime factors of the City's development occurred with the establishment of the municipal airport, which began operation in 1942. When Northrop opened in 1939, among their considerations was the development of an airstrip adjacent to the plant site. The company acquired the property to construct the airstrip, with the stipulation from the City that the site would be continually operated and maintained as an airport, and not converted into other use. The airport was primarily used by private aircraft, business, and industrial purposes. In 1964, the airport was ranked the tenth busiest general aviation airport in California. By 1968, improvements were made to the site including the construction of a new administration building and restaurant (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

By the 1970s, the City had conducted 138 successful land annexations since incorporation and reached a size of over two square miles. The population had reached 55,000. One of the major developments of this time was the Hawthorne Mall, which was constructed at the site of the Plaza, originally plotted and developed in the 1920s. This construction further evidenced the City's transition to retail and merchandising as major employment sectors in the mid-to-late twentieth century (Dixon and Roberts 2005; Hartman 1972; McGuigan 1995; Robertson 1987).

By the 1980s, the City experienced a huge demographic shift with thousands of Black, Latino, and Asian families moving in. The City experienced "white flight," with many Anglo-American families leaving for more distant suburban areas. This brought about many discussions regarding the diversity of the leaders and representation in the City, with the police department, staff at City Hall, and teachers within the local school district calling for more inclusion within these spaces, of which there was variable success (Meares 2018).

By the turn of the twenty-first century, most of the City's old industrial sectors had ceased their operations. However, in recent years, some new ventures, including SpaceX

CONTINUATION SHEET

Property Name: 4438 West Imperial Highway

Page 9 of 13

and the Tesla Motors Design Center, have moved in and brought new employees and residents. In addition, the development on the new SoFi Stadium directly north in Inglewood has also brought some economic prosperity back to the area (Barragan 2017; Meares 2018). In present day, the City has a population of nearly 87,000 within a six square mile area (City of Hawthorne 2024).

Property Development History

The earliest aerial imagery from 1928 shows that the subject property appeared to be undeveloped and was surrounded by single-family residential development. The lots surrounding the subject property continued to be developed with single-family residential buildings as well as commercial buildings facing West Imperial Highway (UCSB 2024).

The original building permit for the subject property could not be located, but the subject property first appeared on the 1941 aerial photograph which shows it as a one-story building that was rectangular in plan (UCSB 1941). The subject property address first appeared in newspaper articles in 1940, where it was advertised as a business and industrial property for sale by owner (LAT 1940). Therefore, the most accurate date of construction is circa 1941. By 1943, the property was for sale again, described as a house with a small lunchroom/café operating out of the front of a house, with living quarters in the rear (The Southwest Wave 1943; LAT 1943). The 1941 aerial images show that the subject property's front (north) elevation was not flush with the sidewalk and street at the time of construction, and instead had a parking area in front of it (Exhibit 6) (UCSB 2024). This parking area was removed by 1971, when West Imperial Highway was widened to accommodate additional traffic lanes (NETR 2024; UCSB 2024).

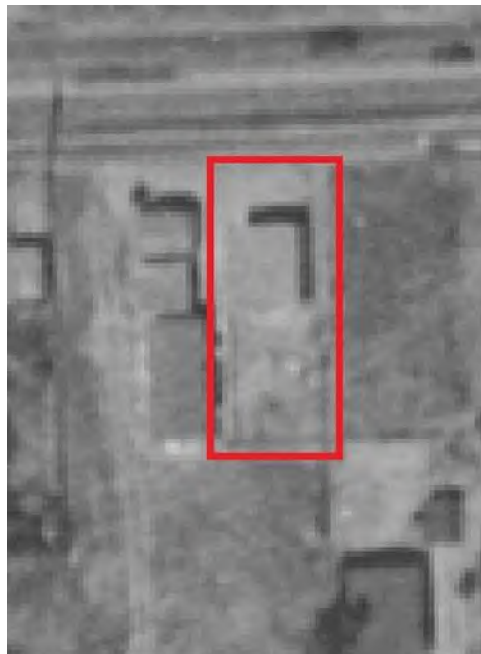


Exhibit 6. 1941 aerial image of the subject property (outlined in red) showing front parking area and original footprint at time of construction (UCSB 2024).

By 1953, newspaper articles reveal that the subject property was owned by Thomas F. Britt, but no further information about this owner was found (Evening Vanguard 1953).

CONTINUATION SHEET

Property Name: 4438 West Imperial Highway

Page 10 of 13

There are no documented or observed alterations to the subject property until 1971, when aerial imagery shows that a wall or fence was constructed around the rear of the property (UCSB 2024). In 1975, the property is documented as being the home of Coast Auto Part & Electric which offered automobile and mechanic services (The Daily Breeze 1975). By this time, the neighboring property to the west was demolished and replaced with a parking lot (UCSB 2024).

By 1989, several unpermitted alterations were made to the subject property. This included an addition to the west elevation, and one to the south elevation. It appears that at this time is also when a new entry was added to the west elevation and new signage was added over this entry point (UCSB 2024). These additions consisted of exterior walls made of plywood and shed and flat roofs (Google Street View Various). By 2007, the business operating out of the subject property was Imperial Signs, who also installed new signage on the primary (north) and west elevations (Google Street View Various).



Exhibit 7. 2012 Google Street View showing addition on west elevation, new entry, and wall around rear of property (Google Street View 2012).

The property appears unmodified again until 2013, when the adjacent building was demolished and the wall surrounding the rear of the property was removed (City of Hawthorne, Permit No. 00008; Google Street View Various; NETR 2024). This also appears to be when Imperial Signs company signage was removed from the property (Google Street View Various). By 2016, a portion of the circa 1989 additions on the west elevation was removed. (Google Street View Various; NETR 2024). By this time, the subject property appears similarly as it does in the present day.

Several additional undated observed alterations to the subject property were identified as a part of the survey completed on September 4, 2024. These include modification of the fenestration on the primary (north) elevation by shrinking window openings and replacing windows. As a result of the subject property's extensive history of modifications, it has been altered beyond recognition.

CONTINUATION SHEET

Property Name: 4438 West Imperial Highway

Page 11 of 13

Significance Evaluation

The following presents an evaluation of the subject property in consideration of CRHR designation criteria.

CRHR Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

The subject property was constructed circa 1941 as a residence with a commercial café operating out of the front of the house. It was constructed during a time when Hawthorne was going through a post-World War II expansion period, and additional houses and commercial buildings were constructed to meet the needs of a growing population. The subject property was constructed along a main throughfare, which contained many other commercial businesses and storefronts that were immediately surrounded by residential construction. Archival research also failed to indicate any noteworthy contributions to or associations with the history of commercial or residential development in Hawthorne. Archival research also did not reveal the subject property to be associated with any specific events in the City, region, or state. Therefore, the subject property is recommended not eligible under CRHR Criterion 1.

CRHR Criterion 2. Is associated with the lives of persons important in our past.

The subject property is associated with several owners and tenants including Thomas F. Britt, Coast Auto Part & Electric, and Imperial Signs. Archival research did not reveal any of these people or any people associated with these businesses to be of historical significance. Therefore, the subject property is not eligible under CRHR Criterion 2.

CRHR Criterion 3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

The subject property was constructed circa 1941 as a one-story building that operated as both a small café and a residence. Since the time of construction, the subject property has undergone several modifications, including two additions on the west and south elevations, which have completely obscured the original design and features of these elevations, as well as extensive modifications to the primary elevation's fenestration, including modifying window openings, replacing windows, and adding a new entry door. These unpermitted additions were constructed out of incompatible materials and design forms including painted plywood walls and a shed roof form. All of these modifications have obscured the original design and craftsmanship of the subject property. Its original architectural style has been altered beyond recognition. Lastly, archival research did not reveal any associated architect or builder for the subject property. Therefore, due to extensive modifications and an overall lack of integrity, the subject property is not eligible under CRHR Criterion 3.

CRHR Criterion 4. Has yielded, or may be likely to yield, information important in prehistory or history.

The subject property is not significant as a source, or likely source, of important historical information nor does it appear likely to yield important information about historic construction methods, materials or technologies. Therefore, the property is not recommended eligible under CRHR Criterion 4.

CONTINUATION SHEET

Property Name: 4438 West Imperial Highway

Page 12 of 13

Integrity

Location: The subject property retains integrity of location. The property is sited in the original location it was constructed in, in its original orientation.

Design: The subject property lacks integrity of design. Several modifications to the primary elevation, including fenestration and material changes, as well as an addition on the west elevation and another on the south elevation have resulted in a loss of original design features.

Setting: The subject property has diminished integrity of setting. Most of the surrounding properties were also constructed in the 1940s, 1950s and 1960s, around the same time as the subject property. However, several of these buildings have been demolished or replaced with more modern buildings in the 1990s and 2000s.

Materials: The subject property lacks integrity of materials as fenestration has been enclosed or replaced, and new, non-original materials have been added to the building, such as plywood walls.

Workmanship: The subject property lacks integrity of workmanship. Several modifications to the primary elevation, including fenestration and material changes, as well as the construction of additions on the west elevation and the south elevation have obscured the original workmanship from the 1940s.

Feeling: The subject property lacks integrity of feeling. The property was originally constructed in the form of a residential property that also operated as a café. As a result of extensive modifications, the subject property no longer reads as a mixed use property and the introduction of modern materials has resulted in it no longer feeling like it is from the early 1940s.

Association: The subject property lacks integrity of association. The property has no important associations with events, people, or important patterns of development in the City or State.

For all of the reasons provided above, the property at 4438 Imperial Avenue is not eligible for designation in the CRHR.

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Property Name: 4438 West Imperial Highway

Page 13 of 13

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