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ARCHAEOLOGICAL SURVEY REPORT

CULTURAL RESOURCES SURVEY REPORT FOR THE SAN PEDRO WATERFRONT PROJECT LOCATED IN THE CITY OF LOS ANGELES LOS ANGELES COUNTY, CALIFORNIA

Prepared for:

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August 2008

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Summary of Findings

The Los Angeles Harbor Department (LAHD) in cooperation with the United States Army Corps of Engineers (USACE) proposes to redevelop portions of the San Pedro Waterfront to expand and improve the public recreational and commercial use of the waterfront area. The proposed Project involves development of a variety of land uses within the project area, including public waterfront and open space areas, commercial development, transportation and parking facilities, and expansion of cruise ship facilities and operations. The project area includes approximately 418 acres from the Vincent Thomas Bridge to the federal breakwater within the property of the City of Los Angeles, Harbor Department.

ICF Jones & Stokes conducted an archaeological resources study for the San Pedro Waterfront Project. At the time of this study, the project area was paved and developed precluding the ability to conduct an archaeological survey. Therefore, the identification of prehistoric and historical archaeological resources is based on the results of the record search, archival and historic map research, and consultation with the Native American Heritage Commission, local Native Americans, and other interested parties.

ICF Jones & Stokes conducted a literatures and records search for the proposed project area on September 29, 2008. The records search was conducted at the South Central Coastal Information Center of the California Historical Resources Information System located at California State University, Fullerton. According to the record search, one previously identified prehistoric archaeological sites (CA-LAN-146) and two previously identified historical archaeological sites (Mexican Hollywood and CA-LAN-1129H) are located within the project area and four prehistoric sites (CA-LAN-145, CA-LAN-147, CA-LAN-283, and CA-LAN-1450) are located within ½ of a mile of the project area.

The following mitigation measures, described in detail in this report, are recommended for the San Pedro Waterfront Project:

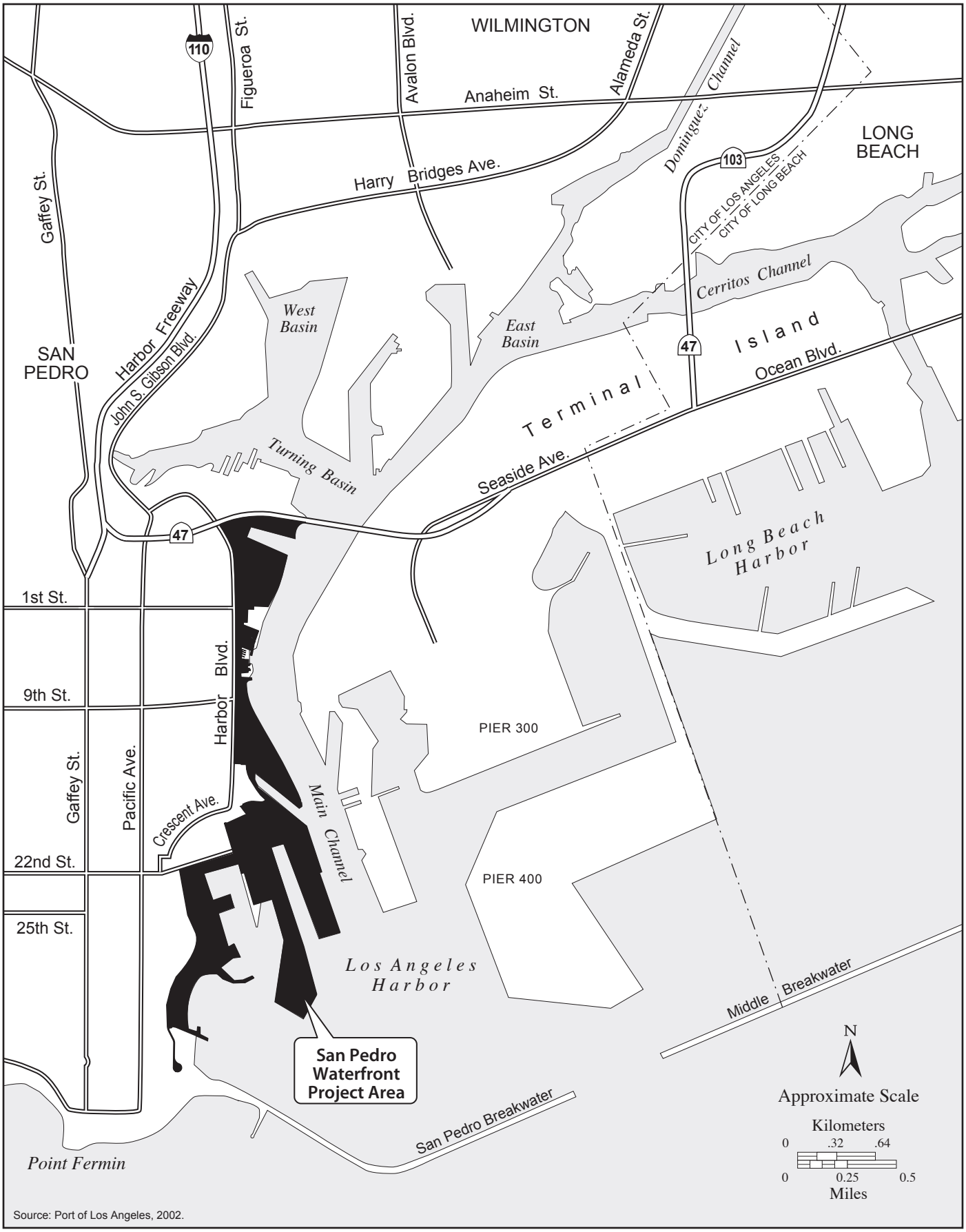
- MM CR-1: Generate treatment plan and conduct archaeological testing for Mexican Hollywood prior to construction.
- MM CR-2a: If additional California Register–eligible deposits associated with Mexican Hollywood are identified, redesign project to ensure preservation in place.
- MM CR-2b: Conduct Data Recovery in Mexican Hollywood.
- MM CR-3: Monitor ground disturbance in the vicinity of known archaeological sites CA-LAN-145 and CA-LAN-146.
- MM CR-4: Stop work if cultural resources are discovered during ground-disturbing activities.

I. Introduction

The proposed San Pedro Waterfront Project (Project) is located in the Port of Los Angeles (Port), adjacent to the San Pedro Community of the City of Los Angeles (Figure 1). The project boundaries encompass the land and water areas between Los Angeles Harbor's Main Channel to the east and Harbor Boulevard to the west, from Vincent Thomas Bridge, southward toward Cabrillo Beach.

The purposes of the Project are to increase public access to the waterfront, allow additional visitor-serving commercial development within the Port, respond to increased demand in the cruise industry, and enhance transportation within and around the Port. The proposed Project seeks to achieve these goals by improving existing infrastructure and providing new infrastructure facilities, providing waterfront linkages and pedestrian enhancements, providing increased development and redevelopment opportunities, and providing berthing opportunities for increased cruise ship capacity. The proposed Project includes new public open spaces such as promenade areas, plazas, parks, and landscape and hardscape areas, including a continuous waterfront promenade that would extend throughout the project area; upgrades to and expansion of the retail and commercial uses in Ports O'Call to 375,000 square feet; upgrades to public amenities such as the Ralph J. Scott historic fireboat display, S.S. Lane Victory and John S. Gibson Park development of a Red Car maintenance facility at the existing bluff rail yard south of 7th Street; relocation of the Catalina Express Terminal and Island Express Helicopters from Berth 96 to the existing location of the S.S. Lane Victory at Berth 95; three new harbor basins (North, Downtown, and 7th Street) a 200,000-square-foot Outer Harbor Cruise Terminal with two new berths located in the Outer Harbor at Berths 45–50; improved transportation infrastructure through enhanced intersection improvements at Sampson Way and 7th Street, expansion of Sampson Way to two lanes in each direction, and improvements to the landscape and hardscape on the west side and in the median of Harbor Boulevard starting at the Swinford intersection south to 22nd Street; extension of the Red Car within the median of Harbor Boulevard and Sampson Way to Cabrillo Beach, Outer Harbor, and City Dock No. 1 (adjacent to Warehouse No. 1); and surface and structured parking to accommodate project development within the project area.

Seven alternatives—including the proposed Project, the No-Project Alternative, and the No-Federal-Action Alternative, and four alternative development scenarios—were considered for this project; however all of these fall within the footprint of the San Pedro Waterfront Project described above.



Source: Port of Los Angeles, 2002.

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Figure 1
San Pedro Waterfront—Project Vicinity

II. Regulatory Setting

The Los Angeles Harbor Department (LAHD) is the CEQA lead agency, and the United States Army Corps of Engineers (USACE) is the lead agency for NEPA and Section 106 of the National Historic Preservation Act. LAHD operates the Port under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Sec. 601; California Tidelands Trust Act of 1911) and the California Coastal Act (PRC Div 20 S30700 et seq.), which identify the Port and its facilities as a primary economic/coastal resource of the state and an essential element of the national maritime industry for promotion of commerce, navigation, fisheries, and harbor operations.

FEDERAL REGULATIONS

National Historic Preservation Act (NHPA). The federal significance of an archaeological site is defined in the NHPA implementing regulations (36 CFR §60.4). These criteria state that a resource must be at least 50 years old, and meet one or more of the following conditions:

- The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

  A. Is associated with events that have made a significant contribution to the broad patterns of history;

  B. Is associated with the lives of persons significant in the past;

  C. Embodies the distinctive characteristics of a type, period, or method of construction, represents the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

  D. Has yielded, or may be likely to yield, information important in prehistory or history.

If a particular resource meets one of these criteria, it is considered as an eligible "historic property" for listing in the NRHP.

Archaeological Resources Protection Act. In addition to the NHPA, cultural resources are protected by the Archaeological Resources Protection Act of 1979 (ARPA) (16 U.S.C. §§ 469-469c). ARPA describes the requirements that must be met before Federal authorities can issue a permit to excavate or remove any archeological resource on Federal or Indian lands. Requirements for curation of artifacts, other materials excavated or removed, and the records related to the artifacts and materials are described. The act provides detailed descriptions of prohibited activities including damage, defacement, and unpermitted excavation or removal of cultural resources on federal lands. Selling, purchasing, and other trafficking activities of

cultural resources either within the United States or internationally is prohibited. ARPA also identifies stiff penalties that can be levied against convicted violators.

Title 36 CFR Part 800 defines effects and adverse effects on historic resources as follows:

- Section 800.9(a) Criterion of Effect indicates that an undertaking has an effect on an historic property when the undertaking may alter characteristics of the property that may qualify it for inclusion in the NRHP. For the purpose of determining effect, alteration of features of a property's location, setting, or use may be relevant depending on a property's significant characteristics.
- Section 800.9(b) Criteria of Adverse Effect indicates an undertaking is considered to have an adverse effect when the impact on an historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects on historic properties include, but are not limited to:
  - Physical destruction, damage, or alteration of all or part of the property;
  - Isolation of the property from, or alteration of the character of the property's setting when that character contributes to the property's qualification for the NRHP;
  - Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting;
  - Neglect of a property resulting in its deterioration or destruction; and
  - Transfer, lease, or sale of the property without adequate provisions to protect historic integrity.

The American Indian Religious Freedom Act of 1978 (AIRFA) (42 U.S.C. §§ 1996-1996a) requires that locations identified as central to Native American religious practice be protected.

The Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) (25 U.S.C. §§ 3001-3013) requires that prehistoric human remains and burial-related artifacts of individuals recovered during ground disturbances be provided to those contemporary Native Americans who are recognized as descendants.

STATE REGULATIONS

California Environmental Quality Act (CEQA). According to CEQA (Public Resources Code [PRC] Section 21084.1), historical resources include any resource listed, or determined eligible for listing, in the California Register of Historical Resources (California Register). Properties listed, or determined eligible for listing, in the National Register of Historic Places, such as those identified in the Section 106 process, are automatically listed in the California Register. Therefore, all "historic properties" under federal preservation law are automatically "historical resources" under state preservation law. Historical resources are also presumed to be significant if they are included in a local register of historical resources or identified as significant in a

qualified historical resource survey. Section 21084.1 of CEQA states that a project has a significant adverse environmental impact if the project causes a substantial or potentially substantial adverse change in the significance of a historical resource.

As defined under state law in Title 14, California Code of Regulations (CCR) Section 4850, the term "historical resource" means "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or which is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California." For the purposes of CEQA, "historical resource" is further defined under PRC Section15064.5 as a "resource listed in, or determined eligible for listing in the California Register." Section 15064.5 of the CEQA Guidelines sets forth the criteria and procedures for determining significant historical resources and the potential effects of a project on such resources. Generally, a cultural resource shall be considered by the lead state agency to be "historically significant" if the resource meets any of the following criteria for listing in the California Register:

A. the resource is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

B. the resource is associated with the lives of persons important in our past;

C. the resource embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of an important creative individual or possesses high artistic values; or

D. the resource has yielded, or may be likely to yield, information important in prehistory or history.

The cited statutes and guidelines specify how cultural resources are to be managed in the context of projects such as the proposed project. Briefly, archival and field surveys must be conducted, and identified cultural resources must be inventoried and evaluated in prescribed ways. Prehistoric and historical resources deemed "historically significant" must be considered in project planning and development.

State Health and Safety Code Section 7050.5. Human remains are sometimes associated with archaeological sites. According to CEQA, "archaeological sites known to contain human remains shall be treated in accordance with the provisions of State Health and Safety Code Section 7050.5." The protection of human remains is also ensured by PRC Sections 5097.94, 5097.98, and 5097.99. If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. Construction must halt in the area of the discovery of human remains, the project proponent must assure that the area is protected, and consultation and treatment shall occur as prescribed by law.

LOCAL REGULATIONS

City of Los Angeles General Plan Conservation Element. City guidelines for the protection of archeological resources are set forth in Section 3 of the City of Los Angeles General Plan Conservation Element, which, in addition to compliance with CEQA, requires the identification and protection of archaeological sites and artifacts as a part of local development permit processing (citation?).

Specifically, Los Angeles Municipal Code section 91.106.4.5 states that the Building Department "shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of historic cultural monuments, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset. If the department determines that such loss or damage may occur, the applicant shall file an application and pay all fees for the California Environmental Quality Act Initial Study and Check List, as specified in Section 19.05 of the Los Angeles Municipal Code. If the Initial Study and Check List identify the historical or cultural asset as significant, the permit shall not be issued without the department first finding that specific economic, social or other considerations make infeasible the preservation of the building or structure."

III. Background

PHYSICAL ENVIRONMENT

The project area comprises approximately 418 acres along the western boundary of the Port, adjacent to the community of San Pedro. The project boundaries generally encompass the land and water areas between Los Angeles Harbor's Main Channel to the east and Harbor Boulevard to the west, from Vincent Thomas Bridge, southward toward Cabrillo Beach.

The San Pedro waterfront is an active port that has been modified by development relating to industrial, commercial, and recreational uses. Prior to modern development, the area was a low-lying coastal marsh called Wilmington Lagoon or San Pedro Creek. The lagoon had a complex network of estuaries, stream channels, tidal channels, sand spits, beaches, and marshy inlands. Major streams draining the Los Angeles Basin, including the Los Angeles River, Compton Creek, and possibly the San Gabriel River, emptied into the lagoon primarily from the east. Smaller local creeks draining from the Palos Verdes Hills and the Torrance Plain entered the lagoon from the west (Schell et al. 2003). The Los Angeles Harbor continues to function as an estuarine environment, and provides habitat to a variety of aquatic species.

Geology. The project area is located along the central coastal margin of the Los Angeles Basin just east of the Palos Verdes Hills. The Palos Verdes Peninsula is composed primarily of Miocene-age marine sedimentary rocks that have been uplifted about 1,300 feet within the past 1 million years. The Miocene rocks (light-colored, well-bedded mudstones, siltstones, and shales) are underlain by older metamorphic rocks of the Catalina Schist. These rocks extend under the Los Angeles Harbor and form the base under the marine sediments. (Schell et al. 2003.) The bedrock formations throughout the Palos Verdes Peninsula are overlain in various localities by Late Pleistocene marine and continental terrace deposits. The terrace deposits are primarily erosional debris deposited on ancient wave-cut platforms that formed near sea level. During the Late Pleistocene, these deposits were uplifted and now form the relatively flat beaches around the Palos Verdes Hills (Schell et al. 2003).

PREHISTORIC CULTURAL SETTING

The prehistoric occupation of southern California is divided chronologically into several temporal phases of horizons (Moratto 1984).

Horizon I, or the Early Man Horizon, began at the first appearance of people in the region (perhaps approximately 11,000 years ago) and continued until about 5000 B.C. Around 11,000 years ago, a general warming trend, often referred to as the Altithermal, began in California (Carbone 1991, Arnold 1991). The Altithermal resulted in a rise in sea levels, which had an enormous impact on drainage patterns and the type and availability of food sources in various

regions. During the Early Holocene (10,000 to 6,600 years ago), rapid sea level rise markedly altered land areas along the California coast. As a result of marine encroachment, large portions of the continental shelf were submerged. Therefore, sites located along the modern coast are, in some cases, far removed from Early Holocene shorelines. Furthermore, it is likely that most sites associated with the Early Holocene along the southern mainland coast were destroyed or obscured by sea level advance and sedimentation (Carbone 1991). Humans occupying coastal southern California before sea levels rose would have partially subsisted on the limited amount of shellfish provided by the rocky foreshores. As sea levels began to rise, the environment transitioned to estuarine and lagoon configurations that fostered an increase in marine, avian, and small terrestrial species (Carbone 1991).

Horizon II, also known as the Millingstone Horizon or Encinitas Tradition, began around 5000 B.C. and continued until about 1500 B.C. The Millingstone Horizon is characterized by widespread use of milling stones (manos and metates), core tools, and few projectile points or bone and shell artifacts. This horizon appears to represent a diversification of subsistence activities and a more sedentary settlement pattern. Archaeological evidence suggests that hunting became less important and that reliance on collecting shellfish and vegetal resources increased (Moratto 1984).

Horizon III, the Intermediate Horizon or Campbell Tradition began around 1500 B.C. and continued until about A.D. 600-800. Horizon III is defined by a shift from the use of milling stones to increased use of mortar and pestle, possibly indicating a greater reliance on acorns as a food source. Projectile points become more abundant and, together with faunal remains, indicate increased use of both land and sea mammals (Moratto 1984).

Horizon IV, the Late Horizon, which began around A.D. 600-800 and terminated with the arrival of Europeans, is characterized by dense populations; diversified hunting and gathering subsistence strategies, including intensive fishing and sea mammal hunting; extensive trade networks; use of the bow and arrow; and a general cultural elaboration (Moratto 1984).

Table 1. William J. Wallace's chronological horizons for prehistoric cultures (Moratto 1984)

Horizon I/Early Man	11000 B.C. to 5000 B.C.	First appearance of people in the region
Horizon II/ Millingstone Horizon	5000 B.C. to 1500 B.C.	Widespread use of millingstone (manos, metates), representing a more sedentary settlement pattern
Horizon III/ Intermediate Horizon	1500 B.C. to A.D. 600–800	Shift from use of millingstones to increased use of mortar and pestle and more projectile points
Horizon IV/ Late Horizon	A.D. 600–800 to arrival of Europeans	Dense populations, diversified hunting, intensive fishing, and extensive trade networks

Historic topographic maps of San Pedro from the middle and late nineteenth century corroborate the environmental transition described above. Prior to modern development, the Los Angeles-Long Beach Harbor was a low-lying coastal marsh called Wilmington Lagoon or San Pedro

Creek (Schell et al. 2003). The lagoon had a complex network of estuaries, stream channels, tidal channels, sand spits, beaches, and marshy inlands. Major streams draining the Los Angeles Basin, including the Los Angeles River, Compton Creek, and possibly the San Gabriel River, emptied into the lagoon primarily from the east. Smaller local creeks draining from the Palos Verdes Hills and the Torrance Plain entered the lagoon from the west (Schell et al. 2003).

ETHNOGRAPHY

When Spanish explorers and missionaries first visited the southern coastal areas of California, the indigenous inhabitants of the Los Angeles area were given the Spanish name "Gabrielino." Gabrielino/Tongva territory included the watersheds of the San Gabriel, Santa Ana, and Los Angeles Rivers; portions of the Santa Monica and Santa Ana Mountains; the Los Angeles Basin; the coast from Aliso Creek to Topanga Creek; and San Clemente, San Nicolas, and Santa Catalina Islands. The Gabrielino language is classified as belonging to the Takic family (or "Cupan"), Uto-Aztecan stock, and is subdivided into four or more separate dialects (Shipley 1978). The proposed project area is in the region where the Fernandeño dialect of the Gabrielino language was spoken. The names Gabrielino and Fernandeño refer to the two major missions established in Gabrielino territory: San Gabriel and San Fernando (Bean and Smith 1978).

The Gabrielino/Tongva inhabited some 50 to 100 permanent villages in fertile lowlands along streams and rivers and in sheltered areas along the coast at the time of European contact. The larger permanent villages most likely had populations averaging 50 to 200 persons. Sedentary villages also had smaller satellite villages located at varying distances; these remained connected to the larger villages through economic, religious, and social ties (Bean and Smith 1978). Gabrielino villages contained four basic types of structures. Houses were circular and domed, made of tule mats, fern, or carrizo (Kroeber 1925; Bean and Smith (1978). The Gabrielino sweathouses were small, circular earth-covered buildings. Villages may have included menstrual huts and open-air ceremonial structures made with willows inserted wicker-fashion among willow stakes (Bean and Smith 1978).

McCawley (1996) states that Gabrieliño placenames reported for the peninsula include *Toveemonga, Chaawvenga, Swaanga, Aataveanga,* and *Xuuxonga*. These villages appear to have been occupied during the late 1700s and early 1800s as evidenced by notations in the baptismal registers of Mission San Gabriel (McCawley 1996). *Swaanga* was documented as one of the larger, more substantial village sites (Reid 1852; McCawley citing Reid 1996). However, there is some discrepancy as to the actual location of the village. McCawley (1996) cites Reid's (1852) notation that *Swaanga* was located at "Suang-na" suggesting that this was still a recognizable place by 1852. A local San Pedro historian (Silka 1993:12) provides a specific location for *Suang-na* as the side of the hill above what is now Anaheim Street between the Harbor Freeway and Gaffey Street. Silka adds that the village was located near a crossing of major Native American trails, which today is located at the intersection of Gaffey and Anaheim Streets, Vermont Avenue and Palos Verdes Drive North, commonly called Five Points. Other sources place Suanga two miles north of the Project area, as site CA-LAN-013.

Additional place names are associated with the San Pedro region including *Chaawvenga, Tsauvinga, Sow-vingt-ha, Unavnga, and Navungna'a* (McCawley 1996). McCawley (1996) cites Reid (1852: 8) stating that *Chaawvenga* is located on "Palos Verdes." McCawley also cites Jose Zalvidea that the name *Tsauvinga* applies to San Pedro and that the village of *Xuuxonga* was located on the shore below San Pedro (in Harrington 1986: R102 F384).

The Gabrielino/Tongva had a rich and varied material culture. Technological and artistic items included shell set in asphaltum, carvings, painting, an extensive steatite industry, baskets, and a wide range of stone, shell, and bone objects that were both utilitarian and decorative.

Gabrielino/Tongva subsistence was based on a composite hunting and gathering strategy that included large and small land animals, sea mammals, river and ocean fish, and a variety of vegetal resources. Generally, Gabrielino settlements were created at the intersection of several ecozones. The majority of the population drifted as families to temporary hillside or coastal camps throughout the year, returning to the central location on ritual occasions or when resources were low and it was necessary to live on stored foods.

Offshore fishing was accomplished from boats made of pine planks sewn together and sealed with asphaltum or bitumen. Much of the fishing, shellfish harvesting, and fowling took place along the ocean shoreline or along freshwater courses. Sea mammals were taken with harpoons, spears, and clubs. River and ocean fishing was undertaken with the use of line and hook, nets, basket traps, spears, and poisons (Hudson and Blackburn 1982).

Land animals were hunted with bow and arrow and throwing sticks, and were trapped or clubbed. Smaller animals such as rabbits and ground squirrels were driven with grass fires and taken with deadfall traps. Seasonal grass fires may have had the additive effect of yielding new shoots attractive to deer. Burrowing animals could be smoked from their lairs. Transportation of plant and other resources was accomplished through the use of burden devices such as coiled and woven baskets and hammock carrying nets commonly made from grass and other plant fibers.

The Gabrielino/Tongva were apparently first contacted by Europeans in 1542 when Juan Rodríguez Cabrillo entered the area. Following subsequent Spanish visits to the region, colonization began in 1769, precipitating the establishment of Missions San Gabriel (1771) and San Fernando (1797). Due in part to the introduction of EuroAmerican diseases and the harsh effects of mission life, the Gabrielino population and culture suffered a gradual deterioration. Following the secularization of the missions, most surviving Gabrielino became wage laborers on the ranchos of Mexican California. In the early 1860s, a smallpox epidemic nearly wiped out the remaining Gabrielino. The combination of disease, forceful reduction, and poor diet contributed to the disappearance of the Gabrielino as a culturally identifiable group in the 1900 federal census (Bean and Smith 1978). However, persons of Gabrielino descent have continued to live in the Los Angeles area to the present time.

HISTORIC BACKGROUND

Mexican Ranchos. In 1784, the governor of California, Pedro Fages, granted Juan Jose Dominguez grazing rights to 75,000 acres. Dominguez called his enterprise the Rancho San Pedro and the land passed to his nephew Cristobal Dominguez after his death in 1809 (Silka 1993). However, because Cristobal was a soldier stationed at San Juan Capistrano at the time of his inheritance, the ranch was left in the care of Manuel Guiterrez, executor of Juan Dominguez's will. Guiterrez had been granted grazing rights by the deceased Juan Dominguez and during the long years of his management of the rancho eventually assumed rights of ownership (Gaffey 2001; Silka 1993). In 1810, Guiterrez granted grazing rights to Jose Dolores Sepulveda, who called his stake the Rancho de los Palos Verdes. In 1817, Cristobal Dominguez finally attempted to claim his inheritance. Although Sepulveda was ordered to vacate the land by Governor Pablo Sola, Sepulveda believed that he was legally entitled to the Rancho de los Palos Verdes. Although the legal battle over the land continued for another two decades, in 1846, Governor Pio Pico confirmed the Sepulvedas' right to Rancho de los Palos Verdes (Silka 1993).

During the Mexican period, commerce and trade were expanding in San Pedro. Previously, under Spanish rule, merchant vessels were prohibited from trading directly at any California port other than Monterey. However, in 1805, an American ship traveled into the bay and found a ready market for the European-manufactured and Oriental goods. Unofficial trade continued with cattle hides and sea otter pelts—the primary currency for goods transported into bay. Once Mexican independence was established, California ports were officially open to foreign trade. The hide business flourished through the 1830s, although the region around San Pedro remained largely uninhabited. In 1836, the census recorded 75 people living on the Rancho San Pedro.

Early San Pedro (1850-1870). With the transition of California from Mexican to American authority, land disputes over San Pedro began anew. Disgruntled gold miners began to drift away from the gold fields and squat on the ranchos. Congress passed the Land Act of 1850, which placed the burden of proving valid title on the California rancheros and made the acquisition of land easier for the new immigrants. In 1853, San Pedro was designated a Port of Entry. A few years later, in 1857, Phineas Banning, one of the area's earliest residents, constructed new docks to capitalize on the increasing trade coming in and out of Los Angeles. Banning also purchased estuary shore land on the Dominguez' Rancho San Pedro, built a small town, and named it New San Pedro (it was later renamed Wilmington (Gaffey 2001; Silka 1993).

In 1874, a group of plaintiffs brought suit to partition Rancho Los Palos Verdes to remedy financial claims and defective land title transactions between members of the family (Gaffey 2001). A partition was ordered in 1882 that created 14 lots, called "ranch lots" because of their large areas that were distributed among 12 entities. In addition, the partition created one lot of approximately 350 acres that was, for the first time, called the Town of San Pedro. The 98 blocks making up this parcel were distributed among 10 of the parties, except two lots that were reserved for a school site. Certain specific blocks were awarded to three of the adult children of Jose Diego Sepulveda: Maria Rudecinda, Aurelio G. Sepulveda, and Jose Dolores Roman Sepulveda (Gaffey 2001).

The Town of San Pedro was platted on a mesa that sloped down from the Palos Verdes hills to the west shoreline of the harbor. Jotham Bixby, a prosperous rancher, was awarded almost half of the rancho, including most of the town. Bixby and others laid out the streets and tracts of the San Pedro town site on the channel shore and began to sell lots to seamen, railroaders, and people involved in the breakwater construction (Gaffey 1998: Silka 1993). The town contained about 350 acres, laid out in 98 blocks, most with 270-foot by 600-foot rectangular dimensions, and 60-foot-wide streets (Gaffey 1998).

By 1886, the population in San Pedro was around 400 residents, most of who were employed to discharge ship's cargoes. In addition to cargo discharge, workers found employment loading rock or sand ballast in outbound vessels, repairing ship components, and performing construction work on docks, breakwaters, jetties, and railroad lines. Despite ongoing merchant activity, the town showed little life and development interest until 1885 when George H. Peck purchased 7 lots in the town and began building homes (Gaffey 2001).

Development of San Pedro. The population explosion in southern California during the 1880s increased the importance of the Port at San Pedro (Silka 1993). With improved rail transportation, thousands of people immigrated to Los Angeles, and the increased population brought a need for more construction and living supplies, much of which came from ships destined for San Pedro shores. The demand for lumber, coal, and other goods from the Los Angeles Basin spurred an increase in merchant vessels in San Pedro Bay. This, in turn, created a demand for longshoremen, carpenters, shipfitters, laborers, merchant mariners, railroad workers, and men working supporting businesses such as shipyards. The town provided lodging and entertainment for seamen interested in spending their small salaries ($25 to $35 per month). If these workingmen chose to remain in San Pedro, they could buy lots, build homes, and raise their families close to their workplace. Many of these early San Pedro laborers and residents were Scandinavian, Italian, and Portuguese (Gaffey 2001).

However, prior to 1882, San Pedro did not have a year-round aboveground or underground annual water supply. Water had always been in short supply, and there were only two vernacular gravity-fed water systems, the Sepulveda and the Banning (Southern Pacific) Industrial (Gaffey 2001). The Sepulveda Water System was likely used when the town lots were put up for sale in 1882. The system was small, with many deficiencies and problems, and produced relatively low capacity amounts. However, with only a few hundred residents in the mid-1880s, there were probably less than 200 connections (Gaffey 2001). Sanborn maps show the Banning Industrial Water System in place by 1888 (Sanborn 1888). Six-inch diameter, in street piping was connected to a reservoir tank and extended from the area bounded by Palos Verdes Street, 4th Street, 8th Street, and the waterfront (Gaffey 2001).

San Pedro was incorporated in 1888 and managed to avoid the economic pitfalls of other communities in the subsequent economic bust. This was, in part, due to an 1897 federal decision to create a safe, sheltered harbor, with a substantial granite breakwater that would keep many people employed for years.

In 1899, construction began on the giant 2-mile breakwater. This project required 3 million tons of rough granite and squared cap rocks to be dumped from railway flatcars into the bay. The development of the new, substantial harbor brought new residents to San Pedro (Silka 1993). Pacific Electric trolley service was extended to the community in 1904. However, because San Pedro could not provide the tax base needed for the millions of dollars of bonds that were required, the California legislature consolidated it, and Wilmington, with Los Angeles in 1909. Thus, San Pedro became a district of the larger city. The terms of the consolidation agreement promised San Pedro municipal services for the fast-growing communities. These services included fire and police protection, branch libraries, and sanitation and health services (Silka 1993). Additional immigrants—such as Portuguese, Scandinavians, and Greeks—poured into the area to become employees of the associated maritime industries. The fishing industry was dominated by the Japanese from about 1900 to 1935, and canneries and a wholesale fish market were established in the area of Fish Harbor (Silka 1993; Beck and Haase 1974). In conjunction, the discovery of vast schools of Pacific sardines and tuna attracted Adriatic and Mediterranean Yugoslavs and Italians. Numerous industrial companies including oil, steel, and military operations also flourished during this period. In addition, the native Mexican population had been a presence in the harbor since the days of the large ranchos (Silka 1993).

Port development continued at a steady pace throughout the 1920s. Between 1908 and 1921, Orizaba Boulevard was expanded from its original 60-foot width to 130 feet and was renamed Harbor Boulevard (Sanborn 1908, 1921). In 1928, 7,532 vessels entered the harbor and over 25 million tons of cargo was handled (Silka 1993). The business district had shifted from Front Street to Beacon Street, Pacific Avenue, and 6th Street. By 1930, the census recorded 35,918 residents of San Pedro. The economic depression and World War II had an impact on San Pedro that resulted in the loss of thousands of jobs as shipping activities slowed and shipyards became idle. Only a few were able to find employment on the limited harbor improvements that were undertaken at this time. Economic recovery was slow and federal projects continued to provide employment for many. Despite the economic hard times, the rise in industrial and defense-related commerce during World War II began to provide financial stability, and the population in San Pedro increased to 43,000 by 1940 (Silka 1993).

Early History. The Port of Los Angeles, at the southernmost point of Los Angeles County, occupies portions of three former historic ranchos that Governor Pedro Fages conferred on veterans of the 1769 Portolá expedition. They were Rancho San Pedro, Rancho Los Palos Verdes, and Rancho Los Cerritos, with a combined total of 84,000 acres (Beck and Haase 1974). By 1830, San Pedro was the leading west coast center of hide production, the primary export of the Missions and, later, the Ranchos (Queenan 1983). Annexation by the United States in 1848 and the gold rush of 1849 brought landless Americans to the San Pedro area, but ranching remained its primary enterprise. Flint, Bixby & Company, one of the largest sheep ranchers, was headquartered in San Pedro, but the Port area remained underused. Ships generally anchored near the rocky shoreline along the western edge of the bay at San Pedro; the harbor was not well protected or very deep. Eight major floods along the Los Angeles River between 1815 and 1876 caused tons of silt to be deposited into the river channel, also affecting San Pedro Bay.

Modification of the harbor area began when the USACE constructed two jetties in 1871 and deepened the channel leading to the Wilmington landing in 1880. The USACE began construction on the breakwater in 1900.

Initial Commercial Shipping, 1857-1897. Phinneas Banning, one of the earliest residents of the area, recognized its potential as a commercial shipping port. In 1857, he constructed new docks to capitalize on the increasing trade coming in and out of Los Angeles along two of the primary routes to the southwest goldfields, the Gila River Trail and the Old Spanish Trail. With his base location at Wilmington, Banning shuttled materials on smaller boats to and from the Rancho San Pedro waterfront.

Banning also understood the importance of rail transportation between his operation on the bay and the growing City of Los Angeles. In 1869, Banning organized the Los Angeles and San Pedro Railroad (LA&SP), the first reliable means of moving cargo from the ships coming into San Pedro Harbor to the City of Los Angeles.

Improved transportation to and from the harbor facilitated the burgeoning growth of Los Angeles. Between 1880 and 1890, the population of the city grew from 11,000 to 50,000. By 1900, it had reached 102,000 (Matson 1920). This boom fueled increased demand for construction supplies and consumer goods, much of which arrived on ships that docked at San Pedro. By 1913, the Port of Los Angeles was the largest lumber importer in the world (Matson 1920).

Founding of Port of Los Angeles, 1897-1913. The growth of commerce in Los Angeles demanded formal establishment of a shipping port. The federal government agreed to assist the city by establishing its official harbor in the region. Following the recommendation of several studies of possible alternatives, the San Pedro Harbor site won authorization from Congress in March 1897.

In preparation for the opening of the Panama Canal (which occurred in 1914), the City of Los Angeles extended its boundaries to coastal tidewaters when it annexed a strip of San Pedro in 1906. The Port of Los Angeles and the LAHD were officially created in December 1907, and numerous harbor improvements followed. These improvements included completion of the 2.22-mile breakwater, broadening and dredging of the main channel, completion of the first major wharf by the Southern Pacific Railroad (SPRR), construction of the Angel's Gate lighthouse, and construction of the first municipal pier and wholesale fish market. By 1909, both Wilmington and San Pedro had been absorbed into the City of Los Angeles (Matson 1920).

Wartime Changes, 1914-1950. World War I changed the principal uses of the Port considerably. The United States Navy, wishing to establish a significant presence on the Pacific coast, took possession of a portion of the harbor and used it as a training and submarine base.

During the war, the Port was one of the chief sources of employment for area residents. Shipbuilding enterprises, including Southwestern Shipbuilding Company, Los Angeles Shipbuilding and Drydock Corporation, and Ralph J. Chandler Shipbuilding, began turning out

vessels by the dozens for the war effort. The Port of Long Beach, established only 2 years before the onset of the war, offered the only Southern California shipping and shipbuilding competition to the Port of Los Angeles. That competition continues to the present day.

Improvements to transportation systems in the harbor area also facilitated the growth of trade. By 1917, a vast railroad network existed around the harbor and the Los Angeles region, allowing for the efficient transfer of goods across the country (San Buenaventura Research Associates 1992).

Following the end of World War I in 1918, the Port was increasingly used for the importation of lumber and other types of raw materials. As in the prewar period, approximately 98 percent of the inbound cargo consisted of lumber to satisfy the demand for housing and factories caused by the rapid growth of the Los Angeles area (Matson 1920). The dominant export in the postwar years was crude oil.

In 1923, the City of Los Angeles passed a harbor improvement bond measure for construction of additional wharves to meet the demands of increased trade (Queenan 1983; San Buenaventura Research Associates 1992). During the Depression years, traffic within the Port slowed along with the rest of the American economy (Queenan 1983).

During World War II, San Pedro Harbor, as one of the closest major ports to the Pacific Theatre of Operations, was fully involved in defense activities. Between 1941 and 1945, ship and aircraft production facilities in the harbor area worked day and night to produce more than 15 million tons of war equipment. Hundreds of thousands of military and civilian personnel shipped out through San Pedro in support of the war effort and returned through it when their tasks were done (Shettle 2003).

Following the war, LAHD launched a broad restoration program. Many of the facilities in the harbor required maintenance that had been delayed during the war years. Although the adjacent Long Beach Harbor conducted its own improvements while battling subsidence (the sinking of the land from the many years of oil extraction), LAHD improved a number of its buildings and removed many temporary wartime buildings (Queenan 1983).

Post-World War II Demobilization and Urban Sprawl. In 1945, defense contracts were cancelled and shipyards laid off thousands of workers. The Navy relinquished its control over shipping operations in the port, and the harbor returned to its peacetime patterns (Silka 1993). With the postwar population explosion occurring in southern California, developers began building homes in tracts along the Palisades, just south of 9th Street, and on the north side of town, respectively. Unlike their predecessors, these new residents were moving to San Pedro not for employment, but for a desirable community in which to reside (Silka 1993).

During the following decades, the port district fell into urban decay and became an area of unsavory reputation. Then, in 1969, the Los Angeles City Council approved the Beacon Street Redevelopment Project, and demolition of the area's buildings soon followed. The

redevelopment area, including much of the current project area, consisted of nearly sixty acres of empty lots that remained vacant until the 1970s (Silka 1993).

Containerization, 1950 to Present. Methods of shipping changed dramatically following World War II with the introduction of containerization. As discussed in Section 1.1.2, containerization is an integrated system of transport in which goods are shipped in standardized (20- or 40-foot-long), sealable metal boxes, designed for easy placement on compatible truck beds, railcars, and ships. Advantages of containerization include reduction of the labor force necessary to load shipments, decreased loading and unloading time, and decreased loss via theft or damage. Additional efficiencies arise from the integration of transport by truck, train, and ship. The primary disadvantage is the large capital outlay necessary to produce the new ships, cranes, rail cars, truck trailers, and port facilities designed to fit the containerization system.

International shipment through the Port increased during the latter half of the twentieth century as ocean-going vessels grew too large to negotiate the Panama Canal. Using a land-bridge system, shippers could transfer materials from Pacific region sources to Atlantic region markets by unloading at the Port of Los Angeles and trans-shipping via truck or train to vessels waiting at east coast ports (Queenan 1983).

IV. Records Search

A record search was conducted at the South Central Coastal Information Center of the California Historical Resources Information System located at California State University, Fullerton, on September 29, 2005, and updated on January 16, 2008. According to the records search, a total of 36 cultural resources studies have been previously conducted within a 0.5-mile radius of the proposed project area.

Two of these previous studies, Weinman and Stickel (1978) and USACE (1984), were conducted in the proposed project area. Weinman and Stickel (1978) conducted a program-level analysis to identify all known cultural resources within the Port that might be affected by future projects. USACE, in cooperation with the Ports of Los Angeles and Long Beach (1984), conducted a second cultural resources inventory in conjunction with two EIR/EIS reports generated for the Los Angeles/Long Beach Harbors Landfill Development and Channel Improvement Studies. This report discussed potential impacts on known cultural resources as a result of the proposed dredging and filling in of various parts of the two harbors. Weinman and Stickel (1978) state that 18 previously identified prehistoric sites are located within Port boundaries. They also state that none of these sites had been evaluated for eligibility for listing on a state or federal register. In addition, the USACE (1984) study also highlights the proposed project area as archaeologically sensitive.

According to the records search, no known archaeological sites are located in the proposed project area. However, 16 archaeological sites have been previously identified within 1 mile of the proposed project area (Table 2). Of these previously identified archaeological sites, three are located adjacent to the proposed project boundary including prehistoric archaeological sites CA-LAN-145 and CA-LAN-146, and historic archaeological site CA-LAN-1129H.

In addition, archaeological monitoring by Jones & Stokes in 2004 and 2005 for the Waterfront Gateway Development Project resulted in the identification of intact, subsurface historic archaeological deposits associated with previously unidentified early twentieth century Mexican colonia colloquially named “Mexican Hollywood” (Storey and Schmidt 2003;Jones & Stokes 2004).

Descriptions of all previously identified sites within 1 mile of the proposed project area are summarized in Table 2, and additional descriptions of CA-LAN-145, CA-LAN-146, CA-LAN-1129H, and Mexican Hollywood are also provided following Table 2.

Table 2. Previously Identified Prehistoric Sites within a 1-Mile Radius of the Proposed Project Area

Prehistoric Site	Description	Location
CA-LAN-115	Refuse heap	1 mile from proposed project area
CA-LAN-116	Traces of a campsite	1 mile from proposed project area
CA-LAN-144	Traces of a campsite	1 mile from proposed project area
CA-LAN-145	Traces of a campsite	Adjacent to proposed project area
CA-LAN-146	Refuse heap	Adjacent to proposed project area
CA-LAN-147	Refuse heap	0.5 mile from proposed project area
CA-LAN-148	Refuse heap	1mile from proposed project area
CA-LAN-149	Refuse heap/shellmound	1 mile from proposed project area
CA-LAN-150	Refuse heap. Note in file states site was destroyed by earthmoving activities prior to 1964.	1 mile from proposed project area
CA-LAN-283	San Pedro Harbor Site. An extensive shell midden deposit with artifacts including large points, manos and metates, animal bone, and a cogged stone.	0.5 mile from proposed project area
CA-LAN-285	Village site. Note in file states site was destroyed as of 1962.	1 mile from proposed project area
CA-LAN-287	Lithic scatter. Note in file states site was destroyed as of 1962.	1 mile from proposed project area
CA-LAN-789	Recorded as habitation site, tested and determined to be non-cultural	1 mile from proposed project area
CA-LAN-790	Recorded as habitation site; tested and determined to be non-cultural.	1 mile from proposed project area
CA-LAN-1129H	Basal remains of a dump, railroad fill and bulkheads, and railroad trestle built and/or used by the U.S. Army between 1918 and 1938	West Cabrillo Marina area

CA-LAN-145

Recorded by N.C. "Nels" Nelson in 1912 and described as traces of a campsite. Because of the lack of artifacts, Nelson questioned the authenticity of this deposit as an actual archaeological site. In addition, the site is described in Nelson's notes as being located on top of a 50-foot bluff. All of the bluffs in and around the location of the site are plotted by the South Central Coastal Information Center. Development and redevelopment resulted in the grading of 40 to 50 feet of the original Palos Verdes Sand and San Pedro Sand (Deméré 2007) in this area.

CA-LAN-146

Recorded in 1912 by N.C. Nelson and described as a refuse heap consisting of pectin, abalone, oyster, and clamshells. CA-LAN-146 measured 75 feet by 150 feet with an estimated depth of 3 feet. A note in the Information Center's files dating to 1977 stated that CA-LAN-146 appeared to be completely destroyed by grading activities associated with the construction of the cruise terminal parking lot that currently covers the area.

Of primary concern is confusion regarding the location of CA-LAN-146. At the time of recordation, the site's location was described in relation to land formations and portions of the built environment; these have been significantly altered by construction projects over the past century. Urban and industrial development and redevelopment in San Pedro over the past century have removed extensive amounts of soil in portions of the proposed project area. In addition, there is the possibility that both CA-LAN-145 and CA-LAN-146 may have been fossil shell localities instead of archaeological sites. This is especially true in the case of CA-LAN-146, which may correspond to Arnold's (1903) "Lumberyard" paleontological site (Knudson 1982).

Archaeological and Native American mitigation monitoring efforts conducted by Jones & Stokes archaeologists and Mr. Anthony Morales, a representative of the Gabrieliño/Tongva Tribe, from January 2005–September 2005 and April 2007–present in the vicinity of CA-LAN-146 (for the LAHD's Waterfront Gateway Development Project) have not resulted in the identification of subsurface evidence of the site.

CA-LAN-1129H

CA-LAN-1129H is described as the basal remains of a dump, railroad fill and bulkheads, and railroad trestle built and/or used by the U.S. Army between 1918 and 1938 (Knudson 1983a). According to the site record, the site appears to be all that remains of Lower Fort MacArthur, built on a fill area at the foot of 22nd Street along the shoreline of San Pedro, in several major episodes between 1918 and 1938. An archaeological testing program was undertaken by Woodward-Clyde for the Port of Los Angeles under stipulations of a permit from USACE in preparation of an EIR for the West Channel Cabrillo Beach Recreational Complex (Knudson 1983b). Test excavations determined site measurements as 725 meters by 230 meters

(166,750 square meters, or 0.40 acre). Multiple features were exposed, including a railroad bed made of sand and marine dredging, a retaining wall, dike trestle remains, and portions of footings for a 1920s pier. Artifacts uncovered included bricks, military china, bottles, and water heaters all dating from the 1920s and 1930s (Knudson 1983a). The testing program indicated that none of the archaeological resources appeared to be eligible for listing on the NRHP due to lack of data potential and lack of integrity (Knudson 1983b). CA-LAN-1129H was subsequently destroyed during construction of the West Channel Cabrillo Beach Recreational Complex.

MEXICAN HOLLYWOOD

Archaeological mitigation monitoring efforts conducted by Jones & Stokes from January 2005–September 2005 and April 2007–present for the LAHD's Waterfront Gateway Development Project conducted within a portion of the parking lot of the Los Angeles World Cruise Center (Berths 90 and 91) identified intact, subsurface historic archaeological sites associated with Mexican Hollywood (Storey and Schmidt 2001; Jones & Stokes 2004). The results of the mitigation monitoring and data recovery efforts were not finalized at the time of this study. The results of the study are anticipated upon completion of the analysis of recovered data, however, based on evidence assessed thus far, Mexican Hollywood is eligible for listing on the California Register of Historical Resources data.

"El Barrio," or "Mexican Hollywood" as it came to be known, existed on a 5-acre parcel at Berths 90 and 91, now occupied by the Cruise Center on the Main Channel of the harbor, just north of O'Farrell Street. It is believed that LAHD first leased the land to the Pacific Coal Company (Coulter 1985). The Pacific Coal Company, which employed predominantly Irish laborers, either constructed the homes for their employees or had the employees construct their homes in that area. Many of the homes had grounded boats for foundations, while others were built on stilts to avoid the surges of tides caused by ships moving down the channel (Coulter 1985).

El Barrio is believed to have developed around 1922, when first-generation Mexicans began to move into this area. Most of the men worked cleaning out boilers for the Coast Welding Company, a shipbuilding firm. Over the decades, adults worked either at the fish canneries, at the lumberyards on Terminal Island, for the Harbor Belt Railroad line, or as dock workers on the waterfront (Coulter 1985).

The neighborhood was the poorest section of San Pedro. At its peak, the neighborhood sustained 80 homes and approximately 400 residents. In 1952, the residents were removed from the area, and their homes were destroyed (Coulter 1985).

V. Field Methods

At the time of this study, the project area was paved and developed precluding the ability to conduct an archaeological survey. Therefore, the identification of prehistoric and historical archaeological resources is based on the results of the record search, archival and historic map research, and consultation with the Native American Heritage Commission, local Native Americans, and other interested parties.

VI. Study Findings and Conclusions

The results of the current archaeological investigation indicate that one prehistoric site (CA-LAN-146) and two historical sites (Mexican Hollywood and CA-LAN-1129H) have been recorded within the project area. CA-LAN-146 was recorded as a refuse heap consisting of pectin, abalone, oyster, and clamshells. A note in the file dating to 1977 states that CA-LAN-146 appears to be completely destroyed by grading activities associated with the construction of the cruise terminal parking lot that currently covers the area. Recent ongoing archaeological mitigation monitoring efforts conducted by Jones & Stokes for the Los Angeles Harbor Department's Waterfront Gateway development project within the vicinity of CA-LAN-146 have not resulted in the identification of subsurface evidence of CA-LAN-146. Construction of the proposed project could damage or destroy unrecorded components of site CA-LAN-146. As a result, ICF Jones & Stokes recommends that a monitor be present during ground disturbing activities within the vicinity of CA-LAN-146.

CA-LAN-1129H is described as the basal remains of Lower Fort MacArthur, built and/or used by the U.S. Army between 1918 and 1938. An archaeological testing program, undertaken for by Woodward- Clyde for the Port of Los Angeles, indicated that CA-LAN-1129H did not appear to be eligible for listing to the National Register of Historic Places due to lack of data potential and a lack of integrity. CA-LAN-1129H was subsequently destroyed during construction of the West Channel Cabrillo Beach Recreational Complex. As CA-LAN-1129 has been completely destroyed, no further archaeology study is recommended at this site.

Mexican Hollywood is a historic neighborhood located on a 5-acre parcel now occupied by the Cruise Center on the main channel of the harbor, just north of O'Farrell Street. An intact deposit associated with this site was identified within the project area. This site is likely eligible for listing in the CRHR. ICF Jones & Stokes recommends that archaeological testing be conducted at Mexican Hollywood and a formal CRHR evaluation be undertaken.

Recommended management for mitigation of impacts on prehistoric and historical archaeological resources is provided below.

MM CR-1: Generate treatment plan and conduct archaeological testing for Mexican Hollywood prior to construction. Potential additional intact, subsurface historic archaeological deposits associated with Mexican Hollywood should be characterized and evaluated for eligibility for inclusion in the California Register by a qualified archaeologist. A testing plan will be developed that will describe evaluation methods for determining the eligibility of new finds in Mexican Hollywood for listing in the California Register. Should the identification and evaluation efforts reveal that newly identified deposits do not meet the criteria for inclusion in the California Register, no further mitigation would be required. However, if newly discovered portions of Mexican Hollywood are determined eligible for listing in the California Register, implementation of Mitigation Measures MM CR-2a and/or MM CR-2b will reduce impacts to less-than-significant levels.

MM CR-2a: If additional California Register–eligible deposits associated with Mexican Hollywood are identified, redesign project to ensure preservation in place. If identification and evaluation efforts result in the determination that Mexican Hollywood meets the criteria for inclusion in the California Register, efforts will be made to avoid these deposits during project development and preserve them in place, which is the preferred mitigation measure under CEQA. Options for preservation in place include, but are not limited to, incorporating the site into park or open space land, avoiding the site during construction, burying the site with sterile sediment, or placing the site within a permanent conservation easement. If preservation in place is not feasible, conduct data recovery as defined in Mitigation Measure MM CR-2b below.

MM CR-2b: Conduct Data Recovery in Mexican Hollywood. If avoidance or redesign of the proposed Project is not feasible, then research and fieldwork to recover and analyze the data contained in that site will be conducted. This work may involve additional archival and historical research; excavation; analysis of the artifacts, features, and other data discovered; presentation of the results in a technical report; and curation of the recovered artifacts and accompanying data. Consultation with ACHP, SHPO, and other interested or knowledgeable parties may also be required or appropriate.

A standard data recovery report will be prepared when all the fieldwork is concluded. The consultant will prepare a comprehensive technical report that will describe the archaeological project's goals and methods, as well as present the project's findings and interpretations. The report will synthesize both the archival research and important archaeological data in an attempt to address the research questions presented in the research design/testing plan. The report will be submitted to the client and any reviewing agencies, and it ultimately will be filed with the Eastern Information Center, located at California State University, Fullerton. The final data recovery report will include the following elements:

- executive summary;
- statement of scope, including proposed project location and setting;
- background contexts or summaries;
- summary of previous research, historical and archaeological;
- research goals and themes;
- field and laboratory methodologies;
- description of recovered materials;
- findings and interpretations, referencing research goals;
- conclusions;
- references cited; and
- appendices such as artifact catalogs, special studies, and other information relevant to the proposed project and findings.

MM CR-3: Monitor ground disturbance in the vicinity of known archaeological sites CA-LAN-145 and CA-LAN-146. Archaeological and Native American monitoring will be conducted during ground-disturbing activities within the vicinity of CA-LAN-145 and CA-LAN-146. In addition:

- An archaeological monitoring plan will be generated in accordance with professional standards. The plan will be generated by an archaeologist who meets the Secretary of Interior's Standards for education, training, and experience.
- The archaeological monitor will ensure that any portions of previously identified significant resources exposed during construction are avoided and protected. In addition, the monitor will determine whether any previously unknown historical resources are uncovered as a result of construction activities. If potentially important historical resources are discovered, the archaeological monitor will immediately ask the Construction Manager to divert construction activity within 100 feet of the find and report the discovery so that appropriate notifications can be issued and treatment measures planned and implemented.
- Upon completion of the monitoring, a final archaeological monitoring report will be prepared for LAHD in accordance with professional standards.

MM CR-4: Stop work if cultural resources are discovered during ground-disturbing activities. Buried cultural resources that were not identified during field surveys could be inadvertently unearthed during ground-disturbing activities, which could result in the demolition or substantial damage to significant cultural resources. In addition, submerged sites could also be located during dredging activities. However, the potential for underwater resources is considered to be low due to the disturbed nature of the harbor from previous dredging.

Table 3 identifies the project elements that would be built under the proposed Project.

Table 3. Proposed Project Elements

Elements: Proposed Project	Prehistoric Sensitivity	Historic Archaeological Sensitivity
Harbors, Promenade and Open Space	----	---
North Harbor	Moderate	Low
Downtown Harbor	Moderate	Low
7th Street Harbor and Pier	Moderate	Low
Town Square	Low	Low
Downtown water feature	Low	Low
John S. Gibson Jr. Park	Low	Low
Waterfront Promenade	Low	Low
Pedestrian and waterfront access linkages	Moderate (at 13th Street)	Low
Fishermen's Park	Low	Low

Outer Harbor Park	Low	Low
Expanded 22nd Street Landing Park	Low	Low
Reuse of Warehouse Nos. 9 and 10	None*	None
Cruise Ship Facilities	----	----
Berths, terminal and parking: Berths 45–47 and 49–50	Low	Low
Inner Harbor parking: Berths 91–93	Low	High. Potential for California Register-eligible deposits associated with Mexican Hollywood
Outer Harbor parking	Low	Low
New Development and Existing Tenants	----	----
Ports O'Call redevelopment & parking elements	Low	Low
SP Railyard demolition	Low	Low
Waterfront Red Car Maintenance Facility	Low	Low
Ralph J. Scott Fireboat Museum	Low	Low
Demolition of Westway Terminal	Low	Low
Tugboats	None*	Low
Los Angeles Maritime Institute	None*	Low
S.S. Lane Victory	Low	Low
Jankovich fueling station	Low	Low
Mike's fueling station	Low	Low
Catalina Express	None*	Low
Transportation Improvements	----	----
Expansion of Sampson Way	Low	Low
7th Street/Sampson Way intersection improvements	Low	Low
Harbor Boulevard	Moderate LAN-145 @ 15th Street	Low
Surface Parking adjacent to Acapulco restaurant	Low	Low
Waterfront Red Car extension	Low	Low
Dredge and fill activities	Low	Low
Note: *If proposed project activities are limited to building alterations and do not involve ground disturbance		

Buried cultural resources that were not identified during field surveys could be inadvertently unearthed during ground-disturbing activities associated with construction. Because of the high potential to encounter unknown significant historic cultural resources in the Inner Harbor parking area, this impact would be significant. To avoid or reduce impacts on buried or otherwise unidentified cultural resources, implement Mitigation Measure MM CR-4, described below.

In the event that any artifact or an unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD in advance of construction, can be contacted to evaluate the find (see 36 CFR 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with SHPO guidelines. All construction equipment operators will attend a pre-construction meeting presented by a professional archaeologist retained by LAHD to review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.

If human remains are encountered, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age and cause of death. If the remains are not of Native American heritage, construction in the area may recommence. If the remains are of Native American origin, the most likely descendants of the deceased will be identified by the NAHC. LAHD and the USACE will consult with the Native American most likely descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. If the NAHC is unable to identify a most likely descendant; if the descendant fails to make a recommendation within 24 hours of being notified by the NAHC, LAHD, or the USACE; and if the descendant is not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods will be reburied with appropriate dignity on the proposed project site in a location not subject to further subsurface disturbance.

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