

# Cultural Resources Evaluation



***ADMINISTRATIVE FINAL***

**Cultural Resources Evaluation for  
Canner's Steam Plant, Electrical  
Distribution Station 121, and Three  
Starkist Buildings, and Extended  
Phase I Report for the Vacant Parcel  
at 201-259 Cannery Street: Berths  
226-236 Everport Container Terminal  
Project, Port of Los Angeles, City and  
County of Los Angeles, California**

APP No. 131015-136  
Agreement No. 13-3196  
Project Directive No. 1

Prepared for:  
CDM Smith

Prepared by:  
SWCA Environmental Consultants

March 2016

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**CULTURAL RESOURCES EVALUATION FOR CANNER'S**  
**STEAM PLANT, ELECTRICAL DISTRIBUTION STATION 121,**  
**AND THREE STARKIST BUILDINGS, AND EXTENDED PHASE**  
**I REPORT FOR THE VACANT PARCEL AT 138 EAST**  
**TERMINAL WAY:BERTHS 226-236 EVERPORT CONTAINER**  
**TERMINAL PROJECT,**  
**PORT OF LOS ANGELES,**  
**CITY AND COUNTY OF LOS ANGELES, CALIFORNIA**

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Project Directive No. 1  
Prepared for:  
**CDM Smith**  
111 Academy, Suite 150  
Irvine, California 92617

Prepared by:  
Benjamin Vargas, M.A., RPA  
Steven Treffers, M.H.P.,  
Emily Williams, M.S.U.R.P.,  
Debi Howell-Ardila, M.H.P.

**SWCA Environmental Consultants**  
150 South Arroyo Parkway, 2nd Floor  
Pasadena, California 91105  
(626) 240-0587  
www.swca.com

Benjamin Vargas – Project Manager  
bvargas@swca.com

USGS 7.5-minute topographic quadrangle  
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## MANAGEMENT SUMMARY

**Purpose and Scope:** This draft report presents the results of a built environment/historic and archaeological resources survey and evaluation of the Everport Container Terminal, located at Berths 226–236, Port of Los Angeles in the City and County of Los Angeles, California. Under contract to CDM Smith, SWCA Environmental Consultants (SWCA) prepared this report to identify historic resources potentially eligible for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or as a City of Los Angeles Historic-Cultural Monument (HCM). The scope of work for this project includes both built environment and archaeological field surveys, archival research, and documentation of built environment eligible properties on appropriate Department of Parks and Recreation (DPR) Series 523 Series forms. Additionally, the scope of work includes an Extended Phase I investigation for a portion of the project area where archaeological materials were encountered on the ground surface. The project also includes preparation of a draft and final report detailing the results of the intensive surveys and subsequent property evaluation, Extended Phase I archaeological investigations, and a historic context statement.

This study was carried out in order to provide the data and analysis necessary for possible redevelopment of the site. The proposed project, which spans a multi-acre site, would include ground disturbance as well as the demolition of multiple historic-age buildings and structures. In support of project planning, this cultural resources study assess the project’s potential effects on potential cultural resources located within the project area.

**Dates of Investigation:** SWCA conducted the intensive-level built environment survey of the property on November 11, 2014. SWCA conducted the intensive-level archaeological survey of the property on December 19, 2014. The Extended Phase I investigations were conducted from May 12, 2015 through May 22, 2015. Laboratory analysis of materials recovered from the investigations was conducted from June of 2015 August of 2015. SWCA conducted archival research and preparation of the historic context throughout December 2014 and submitted a preliminary report in April 2015.

**Summary of Findings:** As a result of the built environment/historic resources survey, five properties (identified in the table below) were recorded, and evaluated for NRHP and CRHR eligibility, as well as local designation as a City of Los Angeles HCM or Historic Property Overlay Zone. Of these, one (the Canner’s Steam Company Plant) was found eligible for listing in the CRHR and as an HCM and four were found not eligible for the NRHP, CRHR, or local designation (status code 6Z). Also within the survey area is a portion of the eastern terminus of the Vincent Thomas Bridge (specifically several concrete columns that support the bridge are located within the northern portion of the project site), which has been previously evaluated and determined to be eligible for listing on the NRHP and the CRHR. Therefore, per California Environmental Quality Act (CEQA), any project proposing the demolition of the eligible resource would cause a significant adverse impact to historical resources that cannot be mitigated to below the level of significance.

Property Name	Street Address	Year Built	CRHR Status Code	Status Code Meaning
Former Canner's Steam Company Plant	249 Cannery Street	1951	3CS	Appears eligible for CRHR as an individual property through survey evaluation. Found ineligible for NRHP designation.
Former StarKist Buildings: Pet Products Division	212-214 Terminal Way	1950-1990	6Z	Found ineligible for NRHP, CRHR, or local designation through survey evaluation.
Former StarKist Buildings: Pilot Plant	642 Tuna Street	1979	6Z	Found ineligible for NRHP, CRHR, or local designation through survey evaluation.
Former StarKist Buildings: Net Shed Storage	250 Terminal Way	ca. 1950-1971	6Z	Found ineligible for NRHP, CRHR, or local designation through survey evaluation.
Distribution Station 121	240 Terminal Way	ca. 1952-57	6Z	Found ineligible for NRHP, CRHR, or local designation through survey evaluation.

As a result of the archaeological survey and subsequent Extended Phase I Investigations, one archaeological site was identified. This site (POLA-SWCA-1) is recommended as eligible for listing on the CRHR under Criteria 1 and, 4. As proposed, any project develop on the 22-acre area will require grading that would disturb the archaeological deposit identified through this study. POLA-SWCA-1 may also be eligible for the NRHP; however, an NRHP eligibility was not made because the site is outside of the U.S. Army Corps of Engineers (USACE) Permit Area and not directly or indirectly affected by the federal action/undertaking. As such, it is SWCA's conclusion that the project will have a significant impact on the cultural resources (specifically archaeological site POLA-SWCA-1) identified as a result of this project under CEQA, and no impact under National Environmental Policy Act as no cultural resources were identified with the USACE Permit Area.

**Investigation Constraints:** None.

**Preparer's Qualifications:** The project team was led by SWCA Project Manager Benjamin Vargas, M.A., Registered Professional Archaeologist (R.P.A.). Senior architectural historian Debi Howell-Ardila, M.H.P. and Principal Investigator Heather Gibson, Ph.D., RPA reviewed this report for quality assurance/quality control (QA/QC). SWCA architectural historians Steven Treffers, M.H.P., and Emily Williams, M.S.U.R.P., Benjamin Vargas, M.A., RPA, conducted project research and authored the report, and SWCA architectural historian Shannon Carmack carried out the built environment intensive-level pedestrian field survey, photo documentation, and additional research. Archaeological survey was conducted by SWCA staff archaeologist Ryan Moritz and the Extended Phase I Investigations were conducted under the direction of SWCA Field Director Gregorio Pacheco, B.A. and Mr. Vargas. Figures and maps were prepared by SWCA Geographic Information System (GIS) Manager William Hayden, M.A. and GIS technician Akbar Noorzay. All key project personnel meet the Secretary of the Interior's Professional Qualifications Standards in their respective fields.

**Disposition of Data:** The final report and any subsequent related reports will be filed with CDM Smith; the Port of Los Angeles Environmental Management Division; the South Central Coastal Information Center (SCCIC) at California State University, Fullerton; the USACE; and SWCA's Pasadena office. All field notes, photographs, and records related to the current study are on file at the SWCA Pasadena office. Archaeological materials are currently being stored and prepared for curation at SWCA's Pasadena Laboratory until a curation facility is located to house the collections.

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## **INTRODUCTION**

Under contract to CDM Smith, SWCA Environmental Consultants (SWCA) conducted a built environment/historic resources survey and evaluation and an archaeological survey, Extended Phase I Investigation, and evaluation project in support of the proposed Everport Container Terminal Project. This study includes the results of background research, an intensive-level field survey, extended Phase I testing and preparation of a historic resources survey report. The project is located at Berths 226–236 on Terminal Island, Port of Los Angeles, in Los Angeles County, California (Figure 1). The U.S. Army Corps of Engineers (USACE) is the lead agency for a portion of the proposed project and it is therefore subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and its implementing regulation, 36 Code of Federal Regulations (CFR) Part (§) 800. The area of potential effects (APE) for the proposed project is defined by the USACE as consisting of a federal “permit area” that is considerably smaller than the proposed project’s study area under the California Environmental Quality Act (CEQA) and defined in the USACE implementing regulations (33 CFR 325 Appendix C). The Port of Los Angeles is the lead agency for the remainder of the project area, and the study also complies with the CEQA, Public Resources Code (PRC) Section 5024.1, Section 15064.5 of the Guidelines, and Sections 21083.2 and 21084.1 of the Statutes of CEQA (Governor’s Office of Planning and Research 1998). PRC Section 5024.1 requires the identification and evaluation of historical resources that may be affected by a proposed project.

## **Project Description**

The proposed project involves improving the container-handling efficiency and capacity of the existing Everport Container Terminal at Berths 226–236 to accommodate the projected fleet mix of larger container vessels that are anticipated to call at the terminal through 2038. Proposed work will include deepening two existing berths (Berths 226–228 and Berths 230–232) and performing maintenance dredging at the bulkhead area of Berth 229. Three new over-water gantry cranes would be installed upon existing crane rails, in addition to associated infrastructure. The proposed project would also include the development of approximately 23.5 acres of new backlands to the southwest. This would include the closure of portions of Terminal Way, Barracuda Street, Tuna Street and Ways Street, the rerouting Terminal Way traffic to Cannery Street, and the demolition of existing structures (with the exception of the existing electrical substation).

## **Project Jurisdiction**

In general, the scope of federal review for evaluating the potential impacts of a proposed project is focused on those aspects of the project that affect federal agency jurisdiction. USACE has jurisdiction over activities affecting navigable waters and other waters of the United States, as well as any transport of dredged material for the purpose of ocean disposal.

Under federal law (33 CFR Part 325, Appendix B), “the District Engineer should establish the scope of the National Environmental Policy Act (NEPA) document to address the impacts of the specific activity requiring the Department of the Army (DA) permit and those portions of the entire project over which the District Engineer has sufficient control and responsibility to warrant Federal review.”

USACE regulations also identify four factors to be considered in determining “sufficient federal control and responsibility,” which include:

- Whether or not the regulated activity represents merely a link in a corridor type project;
- Whether there are aspects of the upland facility in the immediate vicinity of the regulated activity that affect the location and configuration of the regulated activity;
- The extent to which the entire project would be within USACE jurisdiction; and
- The extent of cumulative federal control and responsibility.

Based on USACE regulations, including the four factors at 33 CFR 325, Appendix B, the appropriate scope of analysis for the federal action consists of permanent and temporary, direct and indirect impacts to waters of the United States associated with dredging, dredged material disposal, installation of subsurface king piles and sheet piles, wharf improvements, three new overwater gantry cranes, and construction-related activities in uplands that are directly traceable to the proposed in/over/under water work and structures. As such, the USACE has determined that construction activities which would take place within 100 feet of the water’s edge and are required to complete work and structures in waters of the United States (e.g., travel zone for the new cranes along the existing crane rails, new AMP vaults, and associated infrastructure) are included in the USACE’s scope of analysis and under the USACE’s federal control and responsibility (Figure 2). The area under the USACE’s scope and federal control is approximately 25.5 acres total, consisting of approximately 18.2 acres of waters of the United States and 7.3 acres of the 100-foot landward buffer. Figure 2 also includes the location of the cultural resources evaluated within this report in relation to the USACE Permit Area/APE.

Therefore, the identified APE is limited to the portion of the project that the USACE has determined to be under federal control, which they have identified as the USACE Permit Area (Figure 2) as defined in 33 CFR 325, Appendix C, and is subject to review under NEPA and Section 106 of the NHPA.

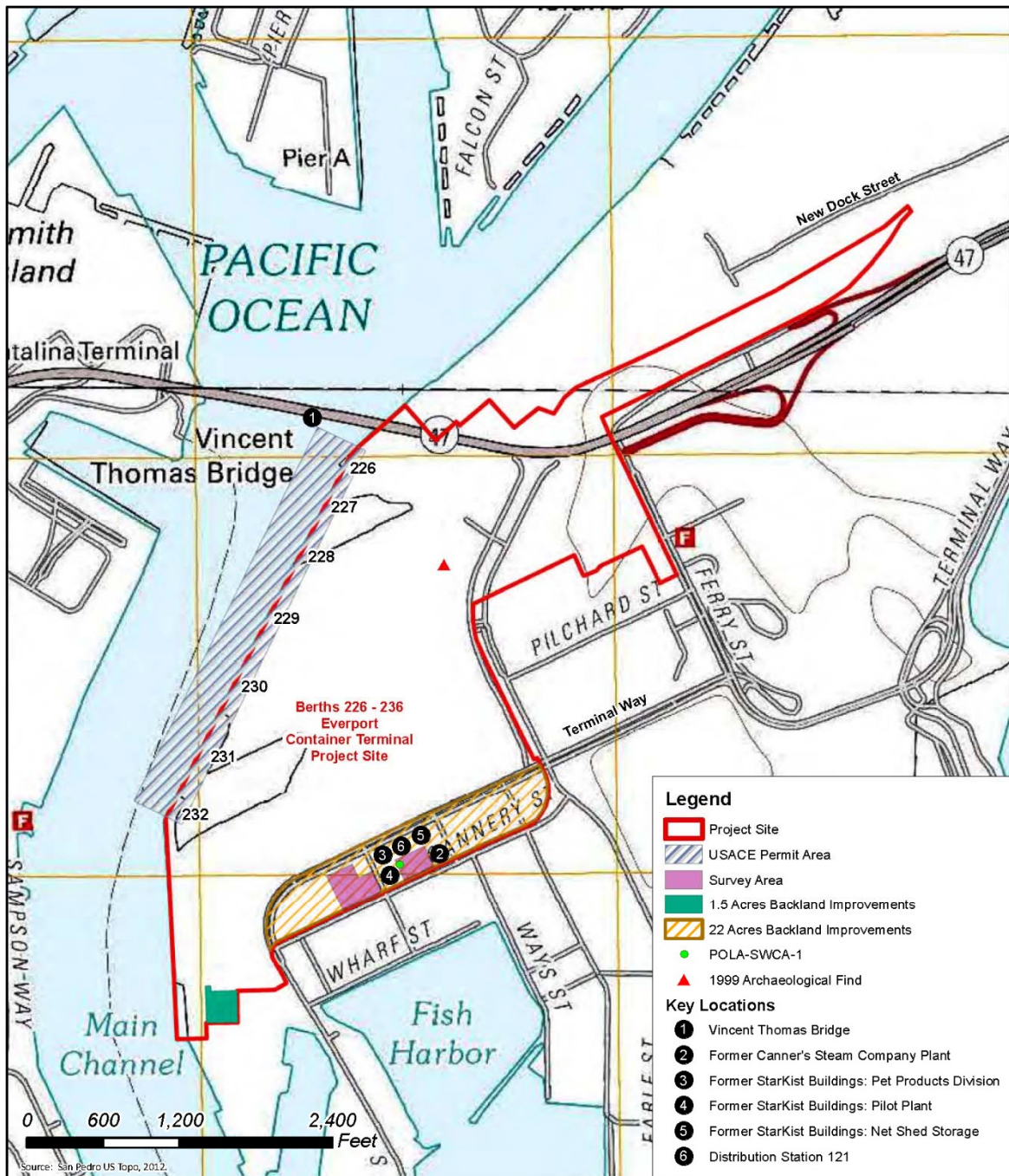
The remainder of the project area is within the jurisdiction of the Port of the Los Angeles subject only to CEQA.

## **Project Team**

The project team was led by SWCA Project Manager Benjamin Vargas, M.A., R.P.A.. Senior architectural historian Debi Howell-Ardila, M.H.P., reviewed this report for quality assurance/quality control (QA/QC). SWCA architectural historians Steven Treffers, M.H.P., and Emily Williams, M.S.U.R.P., conducted project research and authored built environment sections of the report, and SWCA architectural historian Shannon Carmack carried out the intensive-level pedestrian field survey, photographic documentation, and additional research. Archaeological survey was conducted by Ryan Moritz, and excavations were overseen by Field Director Gregorio Pacheco. Benjamin Vargas authored archaeological sections of the report. Figures and maps were prepared by SWCA Geographic Information System (GIS) technicians William Hayden, M.A., and Akbar Noorzay. All key project personnel meet the Secretary of the Interior’s Professional Qualifications Standards in their respective fields.



Figure 1. Vicinity map showing the project area.



USACE Permit Area - Topo Map  
Berths 226-236 [Everport] Container Terminal Improvements Project

Figure 2. Location map with Project Site and USACE Permit Area delineated.

## REGULATORY SETTING

### Federal Regulations

In accordance with 36 CFR 800 and the regulations for implementing Section 106 of the NHPA of 1966, historic properties are defined as those listed in or determined eligible for listing in the NRHP. Historic properties require review for adverse effects resulting from undertakings.

#### ***National Register of Historic Places***

The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service (NPS), under the U.S. Department of the Interior, the NRHP was authorized under the NHPA, as amended. Its listings encompass all National Historic Landmarks as well as historic areas administered by NPS.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. For a property to be listed or determined eligible for listing, it must be demonstrated to possess integrity and to meet at least one of the following criteria:

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. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

Integrity is defined in NRHP guidance, *How to Apply the National Register Criteria*, as “the ability of a property to convey its significance. To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity” (Andrus 2002). NRHP guidance further asserts that properties be completed at least 50 years ago to be considered for eligibility. Properties completed fewer than 50 years before evaluation must be proven to be “exceptionally important” (criteria consideration G) to be considered for listing.

A historic property is defined as “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the NRHP criteria” (36 CFR 800.16[i][1]).

## State Regulations

In accordance with CEQA guidelines, properties defined as “historical resources” are those listed in or eligible for listing in the CRHR. Properties eligible for the CRHR are those found to meet the criteria for listing in the CRHR and NRHP or by designation under a local ordinance in a Certified Local Government community. CEQA requires the lead agency to determine whether a project may have a significant effect on historical resources.

PRC Section 5024.1, Section 15064.5 of the CEQA guidelines, and Sections 21083.2 and 21084.1 of the CEQA statutes were used as the framework for this cultural resources study. PRC Section 5024.1 requires evaluation of historical resources to determine eligibility for listing in the CRHR. The CRHR was established to serve as an authoritative guide to the state’s significant historical and archaeological resources (PRC Section 5024.1). For a property to be eligible for listing in the CRHR, it must be found by the State Historical Resources Commission to be significant under at least one of the following four criteria:

1. The resource is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
2. The resource is associated with the lives of persons important in our past.
3. 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.
4. The resource has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting at least one of these criteria, a resource must retain integrity to its period of significance in order to be eligible. CRHR guidance on the subject asserts “[s]implify, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance” (Office of Historic Preservation 2004). Integrity, although somewhat subjective, is one of the components of professional judgment that makes up the evaluation of a property’s historic significance. The evaluation must determine whether a property retains its integrity, the physical and visual characteristics necessary to convey its significance. The concept of integrity is defined in state guidelines as “the authenticity of an historical resource’s physical identity evidenced by the physical survival of characteristics that existed during the resource’s period of significance.” To retain its historic integrity, a property must possess several, and usually most, of these aspects.

## Local Regulations

### ***Los Angeles Historic-Cultural Monuments***

Local landmarks in the City of Los Angeles are known as Historic Cultural Monuments (HCM) and are under the aegis of the Planning Department of the City of Los Angeles Office of Historic Resources (OHR). They are defined in the Cultural Heritage Ordinance as follows:

[A] Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the



broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age. (Los Angeles Municipal Code Section 22.171.7 added by Ordinance No. 178,402, effective April 2, 2007)

For the purposes of the City of Los Angeles OHR citywide survey, SurveyLA, this definition has been broken down into four HCM designation criteria that closely parallel the existing NRHP and CRHR criteria:

1. Is identified with important events in the main currents of national, state, or local history, or exemplifies significant contributions to the broad cultural, political, economic, or social history of the nation, state, city, or community; or
2. Is associated with the lives of historic personages important to national, state, city, or local history; or
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose genius influenced his or her age; or possesses high artistic values; or
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the nation, state, city, or community.

## ***City of Los Angeles Harbor Department***

Resolution No. 13-7479, the Built Environment Historic Architecture and Cultural Resource Policy, was adopted by the Harbor Department on April 24, 2013. It encourages the preservation of built historic, architectural, and cultural resources within the Port of Los Angeles in a manner consistent with the Harbor Department's mission and obligations under the Tideland Trust Doctrine, Tidelands Trust Grant, California Coastal Act, City of Los Angeles Charter, and the Port Master Plan. The policy was established to provide a framework for the ongoing identification of historical resources prior to CEQA review as well as consideration of their preservation and reuse. The policy ensures that the Harbor Department identifies historical resources early in the planning process for proposed projects or potential leasing of vacant properties in order to take preservation of their historic characteristics into consideration. In part, the policy states:

### II. INVENTORY

- A. Harbor Department staff shall maintain a Built Inventory (Inventory)
- B. The Inventory shall include, but not be limited to, historic, architectural and cultural resources consisting of:
  1. Buildings, structures, objects and districts listed on the following registers or lists of historic and cultural resources (Register[s]): federal National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, California Points of Historical Interest or City of Los Angeles Historic-Cultural Monuments are within the scope of this policy.

2. Buildings, structures, objects and districts determined by the Executive Director designee to be a historic resource. The Executive Director designee should consult with a person or persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61), for assistance in determining what may be potentially eligible for inclusion on Registers either individually or as a historic district.
  3. Buildings, structures, objects and districts determined by the Executive Director designee that do not qualify as a historic resource. The Executive Director designee should consult with a person or persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61), for assistance in determining what may not be potentially eligible for inclusion on Registers either individually or as part of a historic district.
- C. The Inventory shall include, but not be limited to, information concerning:
1. Location of building, structure, object or district.
  2. Name or description.
  3. Whether building, structure, object or district is listed on a Register, determined to be potentially eligible for listing on a Register or determined to not be potentially eligible for listing on a Register.
    - a. If listed, identification of the Register.
    - b. If determined to be potentially eligible for listing on a Register, identification of criteria under which it is eligible.
    - c. If determined to not be eligible for listing on a Register.
  4. Whether the building, structure, or object is listed or potentially eligible for listing on a Register as part of a historic district.
  5. Date of evaluation or listing on a Register.
- D. If a building, structure or object forms part of an historic district, all buildings, structures or objects contributing to the district shall be identified as well as buildings, structures or objects that do not contribute to the historic district.

### III. EVALUATION

- A. All evaluations concerning recommendations as to the historic status pertaining to buildings, structures, objects, districts or areas under this policy should be carried out by person or persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61).
- B. All evaluations shall include SurveyLA and California Department of Parks and Recreation recordation forms for evaluated objects, buildings, structures and districts.
- C. Two years from the adoption of this policy, and every five years thereafter, Harbor Department staff shall identify buildings, structures, objects and districts that may be potential historic resources. Harbor Department staff may identify these buildings, structures, objects and districts by, but not limited to, information in Harbor Department records, other government records, private records; published reports; newspapers; magazines or information from the public. Once buildings, structures, objects and districts have been identified by the Harbor Department, staff shall determine which, if any, of the buildings and structures will undergo evaluation.

- D. The benchmark for evaluation shall be 50-years of age in keeping with the National Park Service guidance. Buildings, structures, objects and districts less than 50 years of age will be evaluated if the Executive Director or his or her designee identifies a reason, including but not limited to the building or structure, object or district possessing exceptional importance, such as to believe an evaluation is warranted.

#### IV. PRESERVATION

- A. The Harbor Department shall promote and establish priorities for the preservation and adaptive reuse, where feasible, of historic buildings, structures, objects and districts owned, or located on property owned, by the Harbor Department, consistent with the mandates imposed upon it by the Tideland Trust Doctrine, Tideland Trust Grant, California Coastal Act, City of Los Angeles Charter, the Port Master Plan, and laws of the United States and the State of California.
- B. The Harbor Department shall also promote preservation and adaptive reuse of its historic resources through the Port of Los Angeles Real Estate Leasing Policy and through its issuance of Harbor Department General Engineering Permits.
- C. Harbor Department staff shall consider historic resources during the earliest stages of project planning to determine the feasibility of reuse in its current capacity or its adaptive reuse while preserving its character defining features. This consideration will include direct and indirect effects upon the historic resource.
- D. If historic resources are involved in any potential leasing transaction by the Harbor Department, the Executive Director shall direct that evaluation criteria related to preservation and adapted reuse of this historic resource be one of the criteria to evaluate the extent to which the proposed lease promotes and provides for an adaptive reuse of the building or structure and the preservation of character defining features of the historic resource. In all cases where historic resources are involved, preservation and adaptive reuse shall be encouraged.
- E. The environmental review process for analysis of potential impacts to a building, structure or object shall include, but not be limited to, the following steps implemented by the Director of the Environmental Management Division in consultation with the Director of the Engineering Division:
  - 1. If a building, structure, object or district is included on the Inventory, but not listed on a federal, state or local Register, Environmental Management Division shall reevaluate its status if the previous evaluation is greater than five years old.
  - 2. If a building, structure, object or district is not included in the Inventory and is over 50-years of age the building or structure shall be evaluated to determine potentially eligible for listing in a Register.
  - 3. If a building, structure object or district is less than 50-years of age, Harbor Department staff will determine whether its evaluation is warranted. Criteria to be considered regarding a decision to evaluate shall include, but not limited to:
    - a. The age of the buildings structures, object or district shall be one of the criteria in the determination, with older buildings, structures, objects and districts having a higher value in the consideration on whether to evaluate.

- b. Innovation in engineering or architecture recognized through time as trend setting in national or regional periodicals and widely emulated.
  - c. If resource is the only one remaining having an important association with a historic person or event.
  - d. Whether or not the resource is an integral part of a district that is potentially eligible for listing on a Register.
4. Only after completion of environmental review (as applicable) will a General Engineering Permit, including those for demolition or substantial alternation, be issued.
- F. Any alteration or changes to a building, structure, object and district identified as a historic resource shall be done, if practicable, in conformance with the Secretary of the Interior's Standards for Treatment of Historic Properties as determined the Executive Director or Board of Harbor Commissioners based on recommendations of a person or persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61).
- G. The Executive Director shall ensure that any historic building, structure, object or district owned by the Harbor Department shall be secured until such time as its ultimate disposition has been determined by the Harbor Department. Further, and if appropriate to the situation, the Executive Director shall take additional steps to ensure that such building, structure, object or district is stabilized or maintained at a standard so as not to produce a detrimental effect upon its character. In making the determination to take such additional steps, the Executive Director shall balance the public interests associated with preservation of any such building, structure, object or district with such factors as cost, protection of public safety, protection of public health and the environment. Each such determination shall be guided by information from organizations (e.g. National Park Service, English Heritage), publications, and consideration of the recommendations of persons meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61).
- H. Historic buildings, structures and objects will not be demolished in the absence of a proposed project, unless such demolition is required by considerations of property redevelopment, public health or safety, protection of the environment by remediation or the requirements of Port operations and subject to compliance of California Environmental Quality Act (CEQA).
- I. In undertaking projects involving historic resources, the Harbor Department shall comply with all applicable laws, rules and regulations including but not limited to the CEQA. The Harbor Department staff shall consider the potential effects on historic resources as early in the environmental process as possible

## VI. DOCUMENTATION OF HISTORIC RESOURCES

- A. Prior to issuance of permits for demolition or substantial alteration of a historic resource, the Harbor Department shall ensure that documentation of the buildings proposed for demolition is completed in the form of a Historic American Building Survey (HABS) Level II documentation that shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The documentation shall include large-format photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a person or persons meeting the Secretary of the Interior Professional Qualification

- Standards (Appendix A, 36 CFR Part 61). The original archival-quality documentation shall be placed in the Harbor Department Archive, under the care of the Harbor Department Archivist.
- B. Items of historic or cultural value salvaged or removed from the historic resource before demolition or alteration may be offered to a museum, historical society or placed in the Harbor Department Archive, under the care of the Harbor Department Archivist.
  - C. Make information on Port historic and cultural resources available to the public through, but not limited to:
    - 1. Enhanced use of Web media such as the Harbor Department Virtual History Tour website; and
    - 2. Thorough support of heritage tourism by ongoing Port tours, community events and outreach.

## SETTING

### Cultural Setting

#### *Prehistoric Overview*

Numerous chronological sequences have been devised to aid in understanding cultural changes within southern California. Building on early studies and focusing on data synthesis, Wallace (1955, 1978) developed a prehistoric chronology for the southern California coastal region that is still widely used today and is applicable to near-coastal and many inland areas. Four periods are presented in Wallace's prehistoric sequence: Early Man, Milling Stone, Intermediate, and Late Prehistoric. Although Wallace's (1955) synthesis initially lacked chronological precision due to a paucity of absolute dates (Moratto 1984:159), this situation has been alleviated by the availability of thousands of radiocarbon dates that have been obtained by southern California researchers in the past three decades (Byrd and Raab 2007:217). Several revisions have been made to Wallace's (1955) synthesis using radiocarbon dates and projectile point assemblages (e.g., Koerper and Drover 1983; Koerper et al. 2002; Mason and Peterson 1994).

#### **HORIZON I: EARLY MAN (CA. 10,000–6000 B.C.)**

When Wallace defined the Horizon I (Early Man) period in the mid-1950s, there was little evidence of human presence on the southern California coast prior to 6000 B.C. Archaeological work in the intervening years has identified numerous pre-8000 B.C. sites, both on the mainland coast and the Channel Islands (e.g., Erlandson 1991; Johnson et al. 2002; Moratto 1984; Rick et al. 2001:609). The earliest accepted dates for occupation 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). On Santa Rosa Island, human remains have been dated from the Arlington Springs site to approximately 13,000 years ago (Johnson et al. 2002). Present-day Orange and San Diego counties contain several sites dating to 9,000 to 10,000 years ago (Byrd and Raab 2007:219; Macko 1998a:41; Mason and Peterson 1994:55–57; Sawyer and Koerper 2006). Known sites dating to the Early Man period are rare in western Riverside County. One exception is the Elsinore site (CA-RIV-2798-B), which has deposits dating as early as 6630 cal B.C. (Grenda 1997:260).

Recent data from Horizon I sites indicate that the economy was a diverse mixture of hunting and gathering, with a major emphasis on aquatic resources in many coastal areas (e.g., Jones et al. 2002) and on Pleistocene lakeshores in eastern San Diego County (see Moratto 1984:90–92). Although few Clovis-like or Folsom-like fluted points have been found in southern California (e.g., Dillon 2002; Erlandson et al. 1987), it is generally thought that the emphasis on hunting may have been greater during Horizon I than in later periods. Common elements in many sites from this period, for example, include leaf-shaped

bifacial projectile points and knives, stemmed or shouldered projectile points, scrapers, engraving tools, and crescents (Wallace 1978:26–27). Subsistence patterns shifted around 6000 B.C. coincident with the gradual desiccation associated with the onset of the Altithermal climatic regime, a warm and dry period that lasted for about 3,000 years. After 6000 B.C., a greater emphasis was placed on plant foods and small animals.

## **HORIZON II: MILLING STONE (6000–3000 B.C.)**

The Milling Stone Horizon of Wallace (1955, 1978) and Encinitas Tradition of Warren (1968) (6000–3000 B.C.) are characterized by subsistence strategies centered on collecting plant foods and small animals. Food procurement activities included hunting small and large terrestrial mammals, sea mammals, and birds; collecting shellfish and other shore species; near-shore fishing with barbs or gorges; the processing of yucca and agave; and the extensive use of seed and plant products (Kowta 1969). The importance of the seed processing is apparent in the dominance of stone grinding implements in contemporary archaeological assemblages, namely milling stones (metates and slabs) and handstones (manos and mullers). Milling stones occur in large numbers for the first time during this period, and are more numerous still near the end of this period. Recent research indicates that Milling Stone Horizon food procurement strategies varied in both time and space, reflecting divergent responses to variable coastal and inland environmental conditions (Byrd and Raab 2007:220).

Milling Stone Horizon sites are common in the southern California coastal region between Santa Barbara and San Diego and at many inland locations, including the Prado Basin in western Riverside County and the Pauma Valley in northeastern San Diego County (e.g., Herring 1968; Langenwalter and Brock 1985; Sawyer and Brock 1999; Sutton 1993; True 1958). Wallace (1955, 1978) and Warren (1968) relied on several key coastal sites to characterize the Milling Stone period and Encinitas Tradition, respectively. These include the Oak Grove Complex in the Santa Barbara region, Little Sycamore in southwestern Ventura County, Topanga Canyon in the Santa Monica Mountains, and La Jolla in San Diego County. The well-known Irvine site (CA-ORA-64) has occupation levels dating between ca. 6000 and 4000 B.C. (Drover et al. 1983; Macko 1998b).

Stone chopping, scraping, and cutting tools made from locally available raw material are abundant in Milling Stone/Encinitas deposits. Less common are projectile points, which are typically large and leaf-shaped, and bone tools such as awls. Items made from shell, including beads, pendants, and abalone dishes, are generally rare. Evidence of weaving or basketry is present at a few sites. Kowta (1969) attributes the presence of numerous scraper-planes in Milling Stone sites to the preparation of agave or yucca for food or fiber. The mortar and pestle, associated with pounding foods such as acorns, were first used during the Milling Stone Horizon (Wallace 1955, 1978; Warren 1968).

Cogged stones and discoidals are diagnostic Milling Stone period artifacts, and most specimens have been found within sites dating between 4000 and 1000 B.C. (Moratto 1984:149). The cogged stone is a ground stone object with gear-like teeth on its perimeter. Discoidals are similar to cogged stones, differing primarily in their lack of edge modification. Discoidals are found in the archaeological record subsequent to the introduction of the cogged stone. Cogged stones and discoidals are often purposefully buried, and are found mainly in sites along the coastal drainages from southern Ventura County southward, with a few specimens inland at Cajon Pass, and heavily in Orange County (Dixon 1968:63; Moratto 1984:149). These artifacts are often interpreted as ritual objects (Dixon 1968:64–65; Eberhart 1961:367), although alternative interpretations (such as gaming stones) have also been put forward (e.g., Moriarty and Broms 1971).

Characteristic mortuary practices of the Milling Stone period or Encinitas Tradition include extended and loosely flexed burials, some with red ochre, and few grave goods such as shell beads and milling stones

interred beneath cobble or milling stone cairns. “Killed” milling stones, exhibiting holes, may occur in the cairns. Reburials are common in the Los Angeles County area, with north-oriented flexed burials common in Orange and San Diego Counties (Wallace 1955, 1978; Warren 1968).

Koerper and Drover (1983) suggest that Milling Stone period sites represent evidence of migratory hunters and gatherers who used marine resources in the winter and inland resources for the remainder of the year. Subsequent research indicates greater sedentism than previously recognized. Evidence of wattle-and-daub structures and walls has been identified at several sites in the San Joaquin Hills and Newport Coast area (Mason et al. 1991; Mason et al. 1992; Mason et al. 1993; Koerper 1995; Sawyer 2006; Strudwick 2005), while numerous early house pits have been discovered on San Clemente Island (Byrd and Raab 2007:221–222). This architectural evidence and seasonality studies suggest semi-permanent residential base camps that were relocated seasonally (de Barros 1996; Koerper et al. 2002; Mason et al. 1997) or permanent villages from which a portion of the population left at certain times of the year to exploit available resources (Cottrell and Del Chario 1981).

### **HORIZON III: INTERMEDIATE (3000 B.C.–A.D. 500)**

Following the Milling Stone Horizon, Wallace’s Intermediate Horizon and Warren’s Campbell Tradition in Santa Barbara, Ventura, and parts of Los Angeles Counties, date from approximately 3000 B.C. to A.D. 500 and are characterized by a shift toward a hunting and maritime subsistence strategy, along with a wider use of plant foods. The Campbell Tradition (Warren 1968) incorporates David B. Rogers’ (1929) Hunting Culture and related expressions along the Santa Barbara coast. In the San Diego region, the Encinitas Tradition (Warren 1968) and the La Jolla Culture (Moriarty 1966; Rogers 1939, 1945) persist with little change during this time.

During the Intermediate Horizon and Campbell Tradition, there was a pronounced trend toward greater adaptation to regional or local resources. For example, an increasing variety and abundance of fish, land mammal, and sea mammal remains are found in sites along the California coast during this period. Related chipped stone tools suitable for hunting are more abundant and diversified, and shell fishhooks become part of the tool kit during this period. Larger knives, a variety of flake scrapers, and drill-like implements are common during this period. Projectile points include large side-notched, stemmed, and lanceolate or leaf-shaped forms. Koerper and Drover (1983) consider Gypsum Cave and Elko series points, which have a wide distribution in the Great Basin and Mojave Deserts between ca. 2000 B.C. and A.D. 500, to be diagnostic of this period. Bone tools, including awls, were more numerous than in the preceding period, and the use of asphaltum adhesive was common.

Mortars and pestles became more common during this period, gradually replacing manos and metates as the dominant milling equipment. Hopper mortars and stone bowls, including steatite vessels, appeared in the tool kit at this time as well. This shift appears to correlate with the diversification in subsistence resources. Many archaeologists believe this change in milling stones signals a shift away from the processing and consuming of hard seed resources to the increasing importance of the acorn (e.g., Glassow et al. 1988; True 1993). It has been argued that mortars and pestles may have been used initially to process roots (e.g., tubers, bulbs, and corms associated with marshland plants), with acorn processing beginning at a later point in prehistory (Glassow 1997:86) and continuing to European contact.

Characteristic mortuary practices during the Intermediate Horizon and Campbell Tradition included fully flexed burials, placed face-down or face-up, and oriented toward the north or west (Warren 1968:2–3). Red ochre was common, and abalone shell dishes were infrequent. Interments sometimes occurred beneath cairns or broken artifacts. Shell, bone, and stone ornaments, including charmstones, were more common than in the preceding Encinitas Tradition. Some later sites include *Olivella* spp. shell and steatite beads, mortars with flat bases and flaring sides, and a few small points. The broad distribution of steatite

from the Channel Islands and obsidian from distant inland regions, among other items, attests to the growth of trade, particularly during the latter part of this period. Recently, Byrd and Raab (2007:220–221) have argued that the distribution of *Olivella* spp. grooved rectangle (OGR) beads marks “a discrete sphere of trade and interaction between the Mojave Desert and the southern Channel Islands.”

#### **HORIZON IV: LATE PREHISTORIC (A.D. 500–HISTORIC CONTACT)**

In the Late Prehistoric Horizon (Wallace 1955, 1978), which lasted from the end of the Intermediate (ca. A.D. 500) until European contact, there was an increase in the use of plant food resources in addition to an increase in land and sea mammal hunting. There was a concomitant increase in the diversity and complexity of material culture during the Late Prehistoric, demonstrated by more classes of artifacts. The recovery of a greater number of small, finely chipped projectile points, usually stemless with convex or concave bases, suggests an increased usage of the bow and arrow rather than the atlatl (spear thrower) and dart for hunting. Other items include steatite cooking vessels and containers, the increased presence of smaller bone and shell circular fishhooks, perforated stones, arrow shaft straighteners made of steatite, a variety of bone tools, and personal ornaments made from shell, bone, and stone. There is also an increased use of asphalt for waterproofing and as an adhesive.

Many Late Prehistoric sites contain beautiful and complex objects of utility, art, and decoration. Ornaments include drilled whole Venus clam (*Chione* spp.) and drilled abalone (*Haliotis* spp.). Steatite effigies become more common, with scallop (*Pecten* spp. and *Argopecten* spp.) shell rattles common in middens. Mortuary customs are elaborate and include cremation and interment with abundant grave goods. By A.D. 1000, fired clay smoking pipes and ceramic vessels began to appear at some sites (Drover 1971, 1975; Meighan 1954). The scarcity of pottery in coastal and near-coastal sites implies that ceramic technology was not well developed in that area, or that ceramics were obtained by trade with neighboring groups to the south and east. The lack of widespread pottery manufacture is usually attributed to the high quality of tightly woven and watertight basketry, which functioned in the same capacity as ceramic vessels.

Another feature typical of Late Prehistoric period occupation is an increase in the frequency of obsidian imported from the Obsidian Butte source in Imperial County, California. Obsidian Butte was exploited after ca. A.D. 1000 when it was exposed by the receding waters of Holocene Lake Cahuilla (Wilke 1978). A Late Prehistoric period component of the Elsinore site (CA-RIV-2798-A) produced two flakes that originated from Obsidian Butte (Grenda 1997:255; Towner et al. 1997:224–225). Although about 16 percent of the debitage at the Peppertree site (CA-RIV-463) at Perris Reservoir is obsidian, no sourcing study was done (Wilke 1974:61). The site contains a late Intermediate to Late Prehistoric period component, and it is assumed that most of the obsidian originated from Obsidian Butte. In the earlier Milling Stone and Intermediate periods, most of the obsidian found at sites within Riverside County came from northern sources, primarily the Coso volcanic field. This appears to be the case within Prado Basin and other interior sites that have yielded obsidian (e.g., Grenda 1995:59; Taşkıran 1997:46). The presence of Grimes Canyon (Ventura County) fused shale at southern California archaeological sites is also thought to be typical of the Late Prehistoric period (Demcak 1981; Hall 1988).

During this period, there was an increase in population size accompanied by the advent of larger, more permanent villages (Wallace 1955:223). Large populations and, in places, high population densities are characteristic, with some coastal and near-coastal settlements containing as many as 1,500 people. Many of the larger settlements were permanent villages in which people resided year-round. The populations of these villages may have also increased seasonally.

In Warren’s (1968) cultural ecological scheme, the period between A.D. 500 and European contact is divided into three regional patterns. The Chumash Tradition is present mainly in the region of



Santa Barbara and Ventura Counties; the Takic or Numic Tradition is present in the Los Angeles, Orange, and western Riverside Counties region; and the Yuman Tradition is present in the San Diego region. The seemingly abrupt changes in material culture, burial practices, and subsistence focus at the beginning of the Late Prehistoric period are thought to be the result of a migration to the coast of peoples from inland desert regions to the east. In addition to the small triangular and triangular side-notched points similar to those found in the desert regions in the Great Basin and Lower Colorado River, Colorado River pottery and the introduction of cremation in the archaeological record are diagnostic of the Yuman Tradition in the San Diego region. This combination certainly suggests a strong influence from the Colorado Desert region.

In Los Angeles, Orange, and western Riverside Counties, similar changes (introduction of cremation, pottery, and small triangular arrow points) are thought to be the result of a Takic migration to the coast from inland desert regions. This Takic or Numic Tradition was formerly referred to as the “Shoshonean wedge” or “Shoshonean intrusion” (Warren 1968). This terminology, used originally to describe a Uto-Aztec language group, is generally no longer used to avoid confusion with ethnohistoric and modern Shoshonean groups who spoke Numic languages (Heizer 1978:5; Shipley 1978:88, 90). Modern Gabrielino/Tongva, Juaneño, and Luiseño in this region are considered the descendants of the prehistoric Uto-Aztec, Takic-speaking populations that settled along the California coast during this period or perhaps somewhat earlier.

## ***Ethnographic Overview***

The project area is in an area historically occupied by the Gabrielino. The archaeological record indicates that the Gabrielino arrived in the Los Angeles Basin around 500 B.C. Surrounding native groups included the Chumash and Tataviam to the northwest, the Serrano and Cahuilla to the northeast, and the Juaneño and Luiseño to the southeast.

The name “Gabrielino” (also spelled Gabrieleño) denotes those people who were administered by the Spanish from the San Gabriel Mission, which included people from the Gabrielino area proper as well as other social groups (Bean and Smith 1978:538; Kroeber 1925:Plate 57). Therefore, in the post-Contact period, the name does not necessarily identify a specific ethnic or tribal group. The names by which Native Americans in southern California identified themselves have, for the most part, been lost. Many modern Gabrielino identify themselves as descendants of the indigenous people living across the plains of the Los Angeles Basin and refer to themselves as the Tongva (King 1994:12). This term is used in the remainder of this section to refer to the pre-Contact inhabitants of the Los Angeles Basin and their descendants.

Tongva lands encompassed the greater Los Angeles Basin and three Channel Islands—San Clemente, San Nicolas, and Santa Catalina. The 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. A total tribal population has been estimated of at least 5,000 (Bean and Smith 1978:540), but recent ethnohistoric work suggests a number approaching 10,000 (O’Neil 2002). Houses constructed by the Tongva were large, circular, domed structures made of willow poles thatched with tule that could hold up to 50 people (Bean and Smith 1978). Other structures served as sweathouses, menstrual huts, ceremonial enclosures, and probably communal granaries. Cleared fields for races and games, such as lacrosse and pole throwing, were created adjacent to Tongva villages (McCawley 1996:27). Archaeological sites composed of villages with various-sized structures have been identified.

The Palos Verdes Peninsula is a sheltered coastline that runs along San Pedro Bay and stretches northward. This coastline was ideal for establishing communities because of its protective bays and inlets,

short maritime route to the Channel Islands, and large assortment of marine mammals such as seals and sea lions, as well as a variety of fish and shellfish. There are nine Gabrielino place names located on the Palos Verdes Peninsula, such as the Toveemonga, Chaawvenga, Swaanga, 'Aataveanga, Xuuxonga, Kiinkenga, and Haraasnga communities, which occupied the peninsula during the late 1700s and early 1800s, and the Moniikanga and Masaawnga communities, whose history remains unclear (McCawley 1996:56–63).

The Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the tribe exploited mountains, foothills, valleys, deserts, riparian, estuarine, and open and rocky coastal eco-niches. Like that of most native Californians, acorns were the staple food (an established industry by the time of the early Intermediate period). Acorns were supplemented by the roots, leaves, seeds, and fruits of a wide variety of flora (e.g., islay, cactus, yucca, sages, and agave). Freshwater and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed (Bean and Smith 1978:546; Kroeber 1925:631–632; McCawley 1996:119–123, 128–131).

A wide variety of tools and implements were used by the Tongva to gather and collect food resources. These included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Groups residing near the ocean used oceangoing plank canoes and tule balsa canoes for fishing, travel, and trade between the mainland and the Channel Islands (McCawley 1996:7).

Tongva people processed food with a variety of tools, including hammer stones and anvils, mortars and pestles, manos and metates, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food was consumed from a variety of vessels. Catalina Island steatite was used to make ollas and cooking vessels (Blackburn 1963; Kroeber 1925:629; McCawley 1996:129–138).

At the time of Spanish contact, the basis of Tongva 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 Tongva 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). Cremation ashes have been found in archaeological contexts buried within stone bowls and in shell dishes (Ashby and Winterbourne 1966:27), as well as scattered among broken ground stone implements (Cleland et al. 2007). Archaeological data such as these correspond to ethnographic descriptions of an elaborate mourning ceremony that included a wide variety of offerings, including seeds, stone grinding tools, otter skins, baskets, wood tools, shell beads, bone and shell ornaments, and projectile points and knives. Offerings varied with the sex and status of the deceased (Johnston 1962:52–54; McCawley 1996:155–165; Reid 1926:24–25).

## Historic Overview

### ***Early Harbor Development (1897)***

The establishment of the Mission San Gabriel Arcángel in 1771 brought the first to European development to the area (named San Pedro by that point), with Spanish missionaries using the harbor as a trading post for receiving and shipping goods with Spain. In the years that followed, members of the

Portola Expedition were granted a series of land concessions in southern California, including Rancho San Pedro, Rancho Los Cerritos, and the Rancho Palos Verdes land grants. The combined total acreage for the three historic ranchos was nearly 84,000 acres and included the area of the present-day Port of Los Angeles (Beck and Haase 1974).

Within the Rancho San Pedro land grant was a sandy strip known in the mid to late nineteenth century as Rattlesnake Island. Said to be full of snakes that had washed down the Los Angeles River into the harbor, the island served as a natural breakwater protecting the mainland shore from errant waves and was a key component of the harbor. Owned by the Dominguez estate, it remained a largely undeveloped piece of land until the early 1890s (Sapphos Environmental 2009:32).

After gaining independence from Spain, Mexico lifted Spain's trade restrictions in 1822, leading to rapid growth of settlement and commercial operations in the San Pedro area. In 1834, the Mexican government amended the Rancho San Pedro land grant to give a portion to the Sepulveda family, who subsequently built a dock and landing at the harbor. By the time California joined the United States in 1848, San Pedro was well established as a port of trade and a transportation hub. Because of the bay's shallow water and tidal mudflats, ships had to anchor off shore and use small boats to ferry goods and passengers into the harbor. The region's new American status meant an even higher influx of settlers and entrepreneurs, and it soon became clear that the harbor required expansion and development to accommodate the influx of goods headed to Los Angeles.

Delaware native Phineas Banning arrived in San Pedro in 1851 and proceeded to spearhead much of the Port's development. After founding the town of New San Pedro (later renamed Wilmington) in 1857, Banning organized the Los Angeles and San Pedro Railroad (LA&SP), the first line to transport goods from the harbor to the City of Los Angeles (Jones and Stokes 2008a). In 1871, Banning's political efforts resulted in Congressional approval of funds for major harbor improvements, including dredging of the main channel to a depth of 10 feet and construction of a breakwater between Deadman's Island (no longer present) and Rattlesnake Island. Business at the improved port accelerated and by 1885 it was handling 500,000 tons of cargo annually (City of Los Angeles Board of Harbor Commissioners 2010).

In the late 1880s to early 1890s, the Los Angeles Terminal Railway purchased Rattlesnake Island from the Dominguez estate and constructed a new line along the Los Angeles River from Los Angeles to the south end of the island (Figure 3). The line crossed the water on trestles and terminated in a newly constructed terminal, providing the most direct access to deep water of any other operation at the harbor.

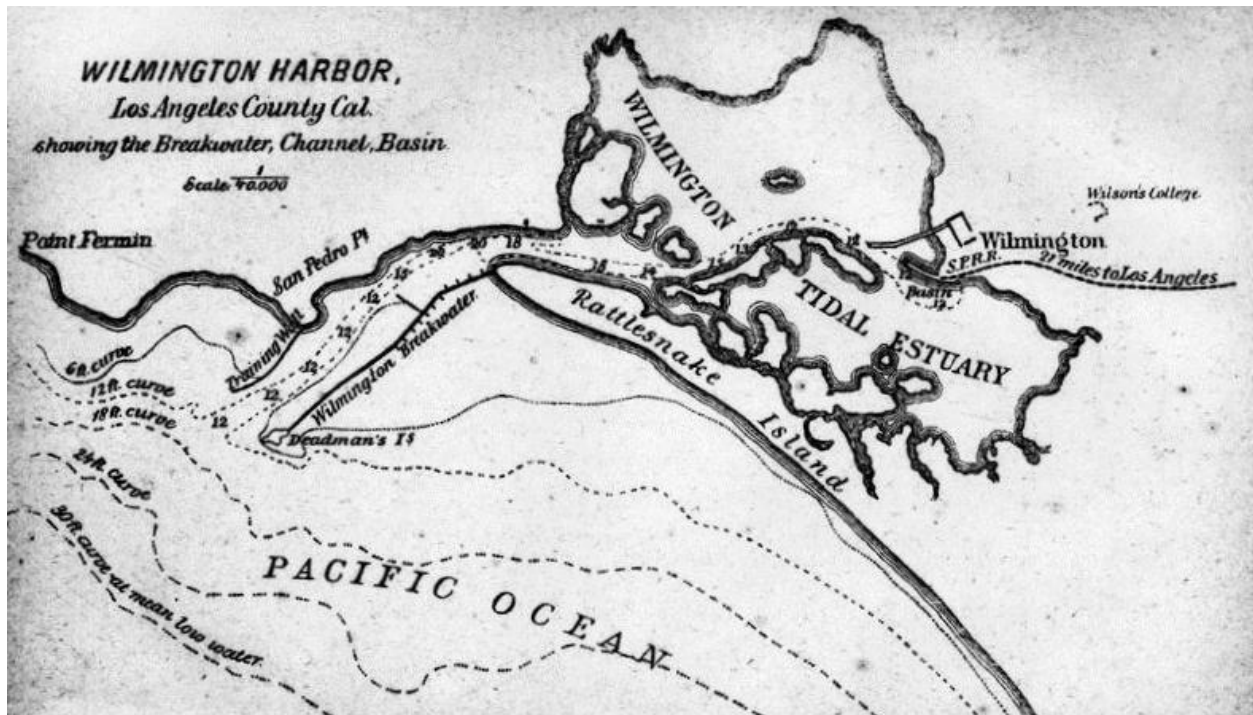


Figure 3. Wilmington Harbor ca. 1880 (Los Angeles Water and Power Associates).

From this point on, the island was known as Terminal Island. In creating the first connection with the mainland, the Los Angeles Terminal Railway opened the sandy landmass up to the public. The southern beach of Terminal Island eventually became a popular summer resort known as Brighton Beach and boasted hotels, apartment houses, bathhouses, saloons, a boardwalk, and as many as 200 homes, none of which survive (Sanborn 1908). In 1901, this area was also the birthplace of the South Coast Yacht Club, whose members would later start the Los Angeles Yacht Club.

### **Development and Occupation of the Harbor and Terminal Island (1897–1918)**

By the latter part of the nineteenth century, the need for a deep-water port in the Los Angeles region had become increasingly urgent, and the federal government agreed to assist the City with a \$3 million appropriation for its development. While City leaders wished to place the port in San Pedro, Collis Huntington—owner of the Southern Pacific Railroad—began an aggressive push to locate the facility in Santa Monica. In 1897 after a long, convoluted, and highly public political battle (later named the free-harbor fight), the Board of Army Engineers finally decided that the harbor would be built at San Pedro.

Industrial development of the harbor proceeded apace in the early 1900s, in anticipation of the 1914 completion of the Panama Canal and the fundamental changes in shipping patterns it would bring. The City of Los Angeles extended its boundaries to coastal tidewaters, annexing San Pedro in 1906 and Wilmington in 1909. In 1907, the City officially created the Los Angeles Harbor Commission and the Los Angeles Harbor Department. Numerous harbor improvements occurred during this time, including the completion of a large breakwater, wharf construction, placement of the Los Angeles Harbor Light (Angels Gate Lighthouse), the establishment of a municipal pier and wholesale fish market, and extensive dredging (Figure 4). The Los Angeles Harbor Department added a significant amount of the dredged fill to the south side of Terminal Island, leading to a major change in the physical landscape: Brighton Beach's houses were no longer beachfront property.

In 1914, the Los Angeles Harbor Department began dredging what would become Fish Harbor, a specialized area for fish processing and canning at Terminal Island. It was operational by 1915, and most of the Port's canneries moved to the new harbor, making tuna fishing and processing the most visible activity in that part of the island. Early canning efforts at the Port focused on sardines, however as catch quantities began to decline in the early 1900s, many canner's explored other types of fish. Although Albacore Tuna was an ideal candidate at 20 to 40 pounds per fish, its oily meat made it difficult to can. In 1903, the California Fish Company devised a method of cooking the fish prior to canning, which successfully removed much of the oil. The company also persuaded grocers in the area to give away cans of tuna, winning over customers unfamiliar with the fish and opening the way for nationwide marketing (Quennan 1983). By the 1920s, 11 canneries operated from the Port, served by a large fleet of fishing vessels and employing 1,800 cannery workers and 4,800 fishermen (Jones and Stokes 2004a:10). The workforce was ethnically diverse and included Japanese, Italian, Mexican, and Yugoslavian workers. Many workers lived on the island, either in the old Brighton Beach area (generally called Terminal) or in largely cannery-owned housing north of Fish Harbor (generally called East San Pedro or Fish Harbor).

The latter residential area was predominantly occupied by first (Issei) and second (Nisei) generation Japanese and Japanese Americans, who formed a distinctive island community. The Japanese inhabitants of the island developed a distinctive hybrid dialect and culture unique to the Port, and many of them lived in near isolation from the rest of Los Angeles and Long Beach. Some second-generation residents never left Terminal Island until they reached high school age and began taking the ferry to attend San Pedro High. The commercial heart of the East San Pedro/Fish Harbor community was a small but vigorous commercial core on Tuna and Cannery Streets. The block of Tuna Street between Cannery and Fish Harbor was lined with restaurants, barber shops, pool halls, markets, clothing stores, hardware stores, and grocery and dry goods stores, including Nanka Company and Nakamura Company (Shelton 2006:100).



**Figure 4. Demolition of Dead Man's Island, dredging and infilling to create Terminal Island ca. 1920 (Los Angeles Water and Power Associates Photo Archive).**

## **INDUSTRIAL GROWTH**

The rapidly growing oil industry played a major part in Port activity during this period. By the early twentieth century, the potential profitability of Los Angeles' oil fields had become apparent, and the Port offered oil companies an enticing location for refineries, storage, and oil transport. As early as 1902, the Union Oil Company (the first company to use a pipeline to move petroleum products from the Brea/Olinda region to the harbor) leased a four-acre site adjacent to the inner harbor, near Berths 150-151 (along the west bank of Terminal Island), for a crude oil storage facility (Marquez and de Turenne 2007:156). By 1908, additional dredged fill provided Union Oil with enough surrounding land to construct five new storage tanks (Sanborn 1908). Other smaller oil companies developing facilities at the Port during this time included the General Petroleum Corporation, which in 1913 constructed a pipeline and loading facility in the outer Harbor that was capable of loading three vessels simultaneously (City of Los Angeles Board of Harbor Commissioners 1924–1925:14).

The growth of industrial facilities on Terminal Island was in large part due to the constantly expanding rail networks within the Port. In 1900, the LA&SP purchased the Los Angeles Terminal Railway, reincorporating as the San Pedro, Los Angeles, and Salt Lake Railroad (SPLA&SL) and integrating Terminal Island's rail facilities with the harbor's larger network. This development, combined with the new land created by ongoing dredged fill, enabled an active lumber industry to emerge on the island, slowly pushing out the recreational facilities of Brighton Beach. Its growth was further strengthened when the Union Pacific Railroad acquired the Los Angeles and Salt Lake Railroad (LA&SL) in 1921—the “SP” was dropped when San Pedro became part of Los Angeles—allowing for more extensive transportation to the surrounding areas.

Simultaneous with growth in the Port of Los Angeles, Long Beach began industrial development of its harbor in 1906 when the Los Angeles Dock and Terminal Company purchased 800 acres of marshland (Sapphos Environmental 2009:41). The City of Long Beach annexed the eastern half of Terminal Island in 1907, an early salvo in the inter-port competition that continues to this day (Sapphos Environmental 2009:142). In 1910, Southern California Edison constructed the region's first electric generating station that used a high-pressure steam turbine on the east end of Terminal Island (Sapphos Environmental 2009:75). The City of Long Beach used money from a harbor improvement bond issue to construct a municipal wharf in 1911, and the Port of Long Beach was officially founded in that same year.

## **FISH HARBOR JAPANESE FISHING VILLAGE**

Fish Harbor was a village community primarily for the Japanese fishermen in San Pedro. This group of people represented one of the largest workforces in the tuna fishing and canning industry during the 1930s until World War II, when the entire Japanese-American community of Fish Harbor was relocated to internment camps as part of Executive Order 9066, signed by President Franklin D. Roosevelt.

In 1907, the Southern California Japanese Fisherman's Association of East San Pedro was established by Mr. K. Asari. This association was formed to help promote understanding among the fishermen, and assisted in the problems of the community and its members. The organization focused on community development and stability for the Japanese fishermen in relation to public affairs. After three years, the organization was disbanded. It was reorganized in 1912 by Mr. Isohei Hatashita, with Eijiro Takigawa and Seizo Tanishita. In 1916, the newly reassembled Japanese Fishermen's Association built the Fishermen's Hall, a one-story building, with the main idea of “encouraging an organization for the Japanese fishermen who live in San Pedro and in Wilmington, as mostly likely to guarantee to proper degree of internal harmony and homogeneity” (Kawasaki 1931:130). By 1919, the Japanese Association of San Pedro was organized, and membership included all Japanese who lived in the city of San Pedro, Wilmington, and Terminal Island.

To accommodate the growing workforce in the fishing industry and increase the efficiency of the canneries through a ready supply of labor, the Harbor Commissioners leased and developed land adjacent to Fish Harbor for cannery employees. By the early 1930s, more than 600 Japanese-Americans lived at Fish Harbor, manning the fishing boats and working in the canneries (Figure 5). As the population of Fish Harbor grew, many local businesses were established to provide needed services to this community. Some of these businesses, such as restaurants, were in high demand because of the large number of bachelors and men separated from their wives in Japan. Many of the community members spent the bulk of their time on Terminal Island, preferring not to shop elsewhere. Between 1926 and 1930 there were a total of nine restaurants, three grocery stores, four apartments, and three barber shops as well as hardware stores and pool rooms. Fishing goods stores, a dry goods store, hospitals, doctors, one drug store, and one meat market were among other businesses. The first grocery store was located on the corner of Tuna and Cannery Streets. This was followed by a second store called Taniji Grocery Store, located on the corner of Terminal Street and South Seaside. The local hardware store was located on Tuna Street and was called the Hashimoto Hardware Store (Kawasaki 1931).



**Figure 5. View of Fish Harbor, 1938 (source: Los Angeles Harbor Department archives).**

According to a 1931 sociological study (Kawasaki 1931) of the Japanese Community of East San Pedro, fisherman spent most of their time working in the fishing industry and working on their homes after hours. Families during their leisure time sat on their home porches and worked and enjoyed their gardens. Recreational facilities were also used, such as the Fu-Kei-Kai (Parent-Teachers Association) for promoting interest in the welfare of children, which rented a small space on Terminal Way and transformed a large rented space into a park with a playground, landscaped flowers, trees and grass (Kawasaki 1931). Other recreational facilities included a baseball field located at the eastern end of the village, and a tennis court for adults built in the eastern corner of the grounds. The only public hall in the village was the Japanese Fishermen's Association Hall, which could only be used for community affairs. Other pastime facilities were four poolrooms, three of which were located on Tuna Street. Important

public institutions were located at Tuna Street and Terminal Way. These consisted of a public school, the Japanese Fishermen's Association, the Japanese Baptist Mission (built 1917), the Temple of Shintoism (Figure 6), and the Community Library.

In 1918, the Japanese Women's Association was organized to allow women to discuss problems amongst each other and serve as a cooperative education system among the Japanese community. Their aim was to recognize each individual woman's responsibility for service within the community, improvement of living in the home, educational growth, and the betterment of womanhood. By 1919, the Japanese Association of San Pedro was established with an intention "to elevate the character of Japanese residing in America, to protect their rights and privileges, to promote their happiness and prosperity, and to cultivate better understanding between the people of Japan and the United States" (Kawasaki 1931:139). This association was organized for the Japanese who lived in Fish Harbor as well as those living in the surrounding San Pedro area and neighboring districts such as Wilmington. The Fu-Kei-Kai (Parent-Teacher Association) was organized in 1924, and its main purpose was "first, child-welfare; second, cooperation in bringing the home and school into closer relationship by contacts between parents and teacher who may cooperate intelligently in the training of the children; third, to raise the standards of home life; fourth, to develop between teachers and the general public such efforts as will secure for every child the highest advantages in physical, mental, moral, and spiritual education" (Kawasaki 1931:146).



**Figure 6. Shinto Shrine at Fish Harbor (University of Southern California Digital Library).**





Figure 7. Photograph of Japanese Fishing Village housing ca. 1930s (photo from terminalisland.org website).

## **World War I and World War II**

World War I began in 1914, only a few days before the official opening of the Panama Canal, and the canal remained closed for the duration and several years afterward. The primary focus of the Port quickly changed, and every effort was devoted to winning the War (City of Los Angeles Board of Harbor Commissioners 1918–1920:7). Wishing to establish a presence on the Pacific Coast, the U.S. Navy developed a base and training station in San Pedro, the first of several prominent military operations in the harbor (Historic American Buildings Survey 1995:3). In addition, the Ports of Los Angeles and Long Beach turned to shipbuilding in response to the nationwide push to build up the maritime fleet. Included in this effort was the Southwestern Shipbuilding and Dry Dock Company (later renamed the Bethlehem Shipbuilding Corporation), located on the west side of present-day Seaside Avenue, which built dozens of vessels by the war's end (Jones and Stokes 2000:10).

With the end of World War I, development of the Port increased rapidly. The Bethlehem Steel Corporation acquired the Southwest Shipbuilding facility in 1922 and, along with renaming the site the Bethlehem Shipbuilding Corporation, also reorganized it into a ship repair plant. The Board of Harbor Commissioners began a number of improvement projects in the following decade, aided in large part by a \$15 million bond issue passed in 1923. This resulted in major changes to the landscape, including new and improved wharves, roads, bridges, cargo, and passenger terminal facilities, and the widening and dredging of the Main Channel to accommodate more and larger cargo ships. The Henry Ford Bridge (also known as the Badger Avenue Bridge) was completed in 1924 and provided Terminal Island with efficient vehicle transportation for the first time (City of Los Angeles Board of Harbor Commissioners 2001). Deadman's Island, which had long been a shipping hazard at the mouth of the Main Channel, was

dynamited. Its debris was combined with dredged fill to create the rectangular parcel now known as Reservation Point at the southwest corner of Terminal Island.

New landfill on the east side of the Los Angeles portion of Terminal Island resulted in additional transportation options for the Port. Allen Field opened on June 20, 1928, as California's first combined land and sea airport, which included an oil-surfaced runway, a pier, and seaplane runway (*Los Angeles Times* 21 June 1928). While the airfield initially functioned as both a military and commercial facility, the Harbor Commission built the airport with the intention that it would be used primarily by the U.S. Navy (City of Los Angeles Board of Harbor Commissioners 1928:39–40). In 1935, the U.S. Navy signed a 30-year lease with the Port and renamed the facility Reeves Field in honor of Admiral Joseph M. Reeves, then commander-in-chief of the United States Fleet and an early proponent of U.S. Naval Aviation (*Los Angeles Times* 27 March 1936). Using Works Progress Administration funding, the U.S. Navy and the Port made a number of improvements to the field, including the construction of new runways, hangars, a seaplane lagoon and ramp, and riprap shoreline with piers and docks within the seaplane lagoon, as well as a prominent breakwater jetty for the mooring of seaplanes (Figure 8) (City of Los Angeles Board of Harbor Commissioners 1935:32).



**Figure 8. View of improvements at Reeves Field, 1936 (source: Los Angeles Harbor Department archives).**

Another significant improvement that followed the end of World War I and the further development of Terminal Island was the initial planning and construction of a sewage system within the Port. The City's Board of Commissioners recognized that the growth of the Port was dependent upon the development of adequate sewers and sewage disposal infrastructure. An early system had been installed in East Wilmington in 1915; however, the system only serviced the immediate area surrounding Wilmington and did not have the capacity to handle all of the waste from the developing Port (Knowlton 1918:130). These systems were necessary not only to accommodate a larger workforce, but also to process the waste of the growing fishing industry, which was rapidly polluting the bay (Sklar 2008:69). Under the supervision of City Engineer John A. Griffin, a series of sewage improvements were made in Wilmington and East San

Pedro after the passage of a bond measure on August 29, 1922. Most of the improvements were completed by the end of 1923 and included pumping plants located at Fries Avenue (Mormon Island), Harris Place along North Seaside Avenue (Terminal Island), and Fish Harbor (Terminal Island); a screening plant located at Harris Place (Terminal Island); and several miles of force main that disposed clarified effluent into the ocean. Byproducts from the canneries continued to overwhelm the sewage system. In response to this problem, a fourth pumping plant along the 700 block of Ways Street was constructed at Fish Harbor around 1925 by the Harbor Department to deal specifically with cannery waste. This waste disposal system would continue to be improved upon, ultimately leading to the construction of the Terminal Island Treatment Plant in 1935.

The ongoing development and industrialization of the Port created the need for other improvements as well. Fire protection services were limited in the first 10 years following the City annexation of the harbor area. The only boat-based fire protection for all 8 miles of waterfront consisted of two contracted, privately owned tugs (Dahlquist 1984:3). Los Angeles Fire Department Chief Engineer Archibald J. Eley commissioned Fireboat 1 in 1919, but even with a number of land-based fire stations, it quickly became apparent that one boat was not capable of handling the entire Port. Fireboat 2 was launched in 1925 and was soon housed on the northern shore of Terminal Island at Berths 226–227 in a combined boat house and fire station. Fireboat 1 was moved in 1927 to a new boat house that was built that same year along the west side of Fish Harbor. Referred to as Fireboat House 1, this facility primarily served the fishing boats in the area, as well as the canneries and their associated service industries (*Los Angeles Times* 3 May 1927). Within three years, fire protection at the Port had grown to include three fire boats, 10 land companies, and 205 firemen (City of Los Angeles Board of Harbor Commissioners 1930:85).

The discovery of oilfields around the local basin in 1923 led to oil production becoming one of the largest contributors to Port commerce, with the shipment of oil increasing by nearly 250 percent from 1923–1924 (City of Los Angeles Board of Harbor Commissioners 1924–1925:46). Large regional companies like Standard Oil of California and Union Oil Company dominated Port production, with new facilities constructed in Wilmington and Mormon Island during the 1920s. On Terminal Island, the General Petroleum Corporation established a new storage facility at Berths 238–239, which contained three pipelines and 14 storage tanks and the ability to load three to four tankers simultaneously (ESA 2010:32). General Petroleum, along with a number of the other large oil companies, also established dock-side petroleum loading terminals in and around Terminal Island. General Petroleum's oil distribution center was strategically situated along the east side of Seaside Avenue in Fish Harbor (Figure 9). This allowed for the efficient servicing of the local fishing boats and shore trade (City of Los Angeles Board of Commissioners 1930:24).



**Figure 9. View of Fish Harbor, 1938 (source: Los Angeles Harbor Department archives).**

Collectively, the improvements of the 1920s enabled Port commerce to expand into new import and export areas and strengthened the already robust business of oil, lumber, and citrus. The fishing and canning industry continued to grow dramatically, with approximately 1,200 fishing boats serving the Port by 1925 (Jones and Stokes 2008b:9). The varied shipping of product gave rise to direct trade with Asian markets (which had previously gone only through San Francisco and Seattle) and signaled a major shift to truck transportation of goods in addition to rail transportation. They also led to an increase in passenger traffic, with ships carrying people everywhere from Santa Catalina Island to the other side of the world. In the 1920s, Los Angeles surpassed San Francisco as the busiest port on the west coast, handling 26.5 million tons of cargo in its peak year of 1928 (City of Los Angeles Board of Harbor Commissioners 2001).

With the crash of the stock market in 1929, commerce at the Port slowed greatly. While harbor improvements were scaled back during the Great Depression, they continued nonetheless, assisted in part by the federal government's Works Progress Administration (Queenan 1986). Maintenance increased temporarily in 1933 as workers repaired damage from the Long Beach earthquake; the temblor caused widespread but minor damage to harbor facilities, mostly due to the settling of imported fill, resulting in breaks in concrete floors, roadways, and waterlines (City of Los Angeles Board of Harbor Commissioners 1933:81–83).

On Terminal Island, a number of important development projects continued through the Great Depression, including the completion of the Terminal Island Treatment Plant in 1935 and improvements at Reeves Field in 1936. Additional projects at Fish Harbor were completed during this time, such as

further dredging of the harbor and the completion of a second breakwater on its eastern edge. The Los Angeles Yacht Club, after splitting from the South Coast Yacht Club in 1936, constructed its own clubhouse and boating facility on the new breakwater a year later. This marked a return of social and recreational activities to Terminal Island. The fishing industry, meanwhile, continued to grow steadily throughout the decade and attracted a number of support businesses including oil and lumber industries, stevedore firms, and marine hardware merchants (Jones and Stokes 2004a:10). In 1936, the Los Angeles fish pack was nearly half the total of the industry in California as a whole and by 1939, the canneries employed over 6,000 workers with a combined payroll of \$6.75 million (City of Los Angeles Board of Harbor Commissioners 1936:55; 1939:25). By this time, the Japanese community in and around Terminal Island had increased to more than 2,000, with most of the men employed as fishermen and the women working in the canneries.

### ***Wartime Changes (1941–1945)***

World War II dramatically changed the face of the harbor, with military activity redefining most of Terminal Island both physically and socially. The Naval Station Long Beach was established at the east end of the island, adjacent to the older Reeves Field/Naval Air Base, but within the limits of the City of Long Beach. The naval complex spanning the Los Angeles–Long Beach boundary included a large dry dock shipbuilding facility, the Roosevelt base, and Reeves Field. During this time, Reeves Field, which was used for aircraft testing and navigation training, flew more Navy planes fresh from the production line than any other air station in the nation (Hillinger 1965).

Every shipyard within the Port shifted to the construction and maintenance of ships for the war effort, on a larger scale than the World War I activity. Existing shipyards like the Bethlehem Shipbuilding Corporation and nearby Craig Shipyard expanded, and new temporary operations like the California Shipbuilding Corporation (Calship) began producing military vessels at a rapid rate. Even smaller shipyards located in Fish Harbor, including the Al Larson Boat Shop, contributed to the war effort by producing minesweepers for the Navy (Carmack et al. 2010:12). The Ports of Los Angeles and Long Beach also became major transportation points for the shipping of military personnel to the Pacific Theatre and to other bases around the world.

The shipyards were enormous wartime employers, and people came from all over the country seeking jobs. Between 1941 and 1945, the harbor's shipyards employed more than 90,000 workers building vessels for the Navy and Merchant Marines (Carmack et al. 2010:12). The largest yard, Calship, located at the north end of Terminal Island, employed 40,000 people and produced 467 ships in four years (Marshall 1985). Facilities built or expanded to accommodate the increased workforce included the municipal ferry service between San Pedro and Terminal Island, Pacific Electric's Terminal Island line, and the Schuyler F. Heim vertical lift bridge. Restaurants, bars, and recreational businesses sprang up in the San Pedro and Long Beach areas to serve the thousands of workers on their way to and from their shifts, and federal housing projects on the mainland sheltered the new port residents.

### ***Relocation and Internment***

On Terminal Island, the Japanese community was adversely affected by America's involvement in the war. At its height in 1940, the Japanese population here had grown to 3,000, just prior to its abrupt demise following the bombing of Pearl Harbor. Following the Japanese attack on Pearl Harbor, all non-native fishermen and community leaders were taken into custody and traffic to and from the island was suspended. A few of these men were released, but many were not reunited with families until later when they were taken to Internment camps. Women and children who remained were forced to survive for months, some with no means of income and with complete separation from the "mainland." With the signing of Executive Order 9066 by Franklin D. Roosevelt, the move to send Japanese Americans to

internment camps began. Beginning in early 1942, the port's Japanese Americans were forcibly removed from their homes on Terminal Island (Figures 10 and 11). The residents there were the first Japanese Americans on the west coast to be taken to internment camps. The residents of Terminal Island were given only 48 hours to remove their possessions including their houses and businesses. Many of the residents had no means of transportation and no way to move their possessions.

Most of the inhabitants of Terminal Island were sent to Manzanar in California's Owens Valley. Some local businesses offered to help the residents by offering storage of their possessions, but many people never returned and lost almost everything. Shortly after people were removed, the Navy bulldozed all but a few buildings, leaving almost no sign that the Japanese Fishing Village ever existed.



**Figure 10. View of Japanese American citizens being taken into custody, Cannery and Tuna Street, 1942 (source: Los Angeles Harbor Department Archives).**



Figure 11. Japanese American child looking on as items are removed from a house as a result of Internment; 1942 (Los Angeles Public Library Digital Collection).

## ***Containerization and Other Postwar Developments***

Following the end of World War II, the Port shifted gears once again as the military presence on Terminal Island scaled down. Unable to accommodate larger, modern aircraft or extend the landing strip, Reeves Field was decommissioned in 1947. While the Navy would occupy the site until the expiration of their lease in 1965, they would use the buildings and hangars for little more than storage (Hillinger 1965). The shipbuilding industry was affected as well, with a number of shipyards scrapped or deserted by the 1950s (City of Los Angeles Board of Harbor Commissioners 1955–1956:41). Many of the shipyards refocused on repair rather than the building of shipping vessels. Over time, the small shipyards in the Port ceased operation completely. Commercial operations like metal scrapyards and marine hardware businesses occupied newly cleared areas of Terminal Island, including parts of the enormous Calship yard.

Development at the Port moved forward, however, and the Board of Commissioners launched a broad restoration program that included improving and constructing a number of facilities. One such improvement project was the Cannery Street Project, which in the early 1950s widened Cannery Street and repaved additional streets surrounding Fish Harbor (City of Los Angeles Board of Harbor Commissioners 1951–1952:1–18). This development was driven by the public's increased demand for tuna and the rapid rise in fishing activities that resulted. By the early 1950s, Los Angeles, and specifically Fish Harbor, was the homeport to the world's largest fisheries both in value and tonnage of fish. Between 1950 and 1951 alone, approximately 950 million pounds of fish were processed, with a total value after canning of nearly \$75 million; and of the 9.5 million cases of tuna packed in the United States that year, half was produced at Port (City of Los Angeles Board of Harbor Commissioners 1951–1952:47). Fish

canneries expanded their operations throughout Fish Harbor to meet demand, including Van Camp, StarKist, and Pan Pacific. Across Terminal Island, the Port of Los Angeles expanded into the now-vacant land that had once contained hundreds of Japanese and Japanese-American residences, significantly changing the function and character of the area. The once-bustling commercial district along Tuna Street now primarily housed canneries and other fishing-related businesses.

Long Beach Harbor made a series of improvements to the east side of Terminal Island during this period. Years of offshore oil drilling had caused major land subsidence; an engineering survey in 1945 confirmed that the east end of the island had dropped more than four feet since 1931 (Queenan 1986). This problem was eventually solved in the mid-1950s by pumping seawater into depleted oil pockets. By 1947, Long Beach constructed a large breakwater along its portion of the southern shore of Terminal Island. The breakwater provided Long Beach Harbor with additional protected wharf space.

Oil continued to be a major source of revenue for the Harbor Department and a number of projects were undertaken in the following years to increase the harbor's storage capabilities of the product. In 1959, the Board of Commissioners completed the world's first completely protected supertanker terminal, capable of unloading 35,000 barrels an hour from vessels in the 100,000-ton class (City of Los Angeles Board of Harbor Commissioners 1958–1959:14). Development of the terminal included extensive dredging and the construction of a 960 × 60-foot reinforced concrete wharf. While it had been awarded to the Union Oil Company, the terminal was open to any supertanker that wished to use it, and other oil companies began constructing new facilities to accommodate the next generation of oil transport. These included the Mobil Oil Company (formerly General Petroleum Corporation), which between 1961 and 1962 constructed the world's largest pipeline across the Main Channel to its new tank farm on Terminal Island along Pilchard Street (City of Los Angeles Board of Harbor Commissioners 1961–1962:16).

The surge in business during this period led to the 1959 approval of a measure authorizing the Los Angeles Harbor Department to finance harbor improvements with revenue bonds. This led to a large-scale replacement or renovation of older terminals, construction of approximately 1,200 feet of wharves, and the demolition of unsafe or obsolete wharf structures (City of Los Angeles Board of Harbor Commissioners 1958–1959:11). These improvements were carried out just in time for the advent of containerization, an innovation in which cargo is stored and moved from place to place in large standardized containers. Containerization resulted in a significant change to the Port's operations. It required changes in port infrastructure: enormous cranes were built to move cargo, and wharves had to be substantially modified, enlarged, and strengthened to support the heavy, stacked cargo containers now being used at the port. To continue progress and meet demand, the Los Angeles Board of Harbor Commissioners approved a development plan in 1960 to modernize existing facilities and construct new ones (City of Los Angeles Board of Harbor Commissioners 1960–1961:10).

Some of the port's most visible resources were constructed during the 1960s (Figure 12). The Vincent Thomas Bridge was built in 1963, connecting Terminal Island to the mainland (San Pedro) and replacing the municipal ferry service. In 1965, the Indies Terminal was completed on the Terminal Island side of the Main Channel, providing an enormous wharf at which six cargo ships at a time could dock (Queenan 1983:106). A new United States Customs House opened on Terminal Island in 1967, replacing the older facility in downtown Los Angeles with one much closer to the import/export trade centered at the Port. In 1968, the completion of the Gerald Desmond Bridge connected Terminal Island to Long Beach. By the late 1960s, the ports of Los Angeles and Long Beach had converted their shipping infrastructure to adapt to containerization and were solidly established as a modern industrial hub. This conversion resulted in significant and widespread changes to Terminal Island's built environment, as existing facilities were extensively modified or demolished to make way for new construction on an unprecedented scale.





Port of Los Angeles

**Figure 12. View of northeast corner of Fish Harbor, 1967 (source: Whelan Collection, Los Angeles Harbor Department archives).**

The 1960s also marked the beginning of the Fish Harbor cannery decline, as the larger canning operations (i.e., Van Camp and StarKist), began establishing other, more cost-effective, canneries overseas. By 1975, most of the port's canneries had been bought out by multinational corporations, and by the mid-1980s many of their operations had moved out of Los Angeles. The last plant, Chicken of the Sea, closed in 2001. Since that time, many of the buildings associated with the once-vibrant fishing industry have been demolished or abandoned.

While Terminal Island became heavily industrialized following World War II, a number of recreational facilities remained on the island into the following decades. The Los Angeles Yacht Club occupied its clubhouse at Fish Harbor for more than 65 years before moving to San Pedro in 1993. In addition to the Los Angeles Yacht Club, the 1950s saw the arrival of Henry's Yacht Anchorage, which would remain in its location on the north side of Terminal Island at Berth 209 until 1969. Beginning in the 1970s, Reeves Field (which was by this time being used as a training ground for the Los Angeles Police Department) found a new use as home to the Brotherhood of Street Racers. Founded by "Big Willie" Robinson, the Brotherhood used the landing strips for drag racing intermittently for the next 20 years, until eventually leaving in 1995.

Port development continued over the years, dominated by dredging the Main Channel to accommodate ever-larger cargo ships, and by constructing new container terminals. Multiple dredging and filling events led to significant physical changes at Terminal Island. Its southeast side was added several times from the 1960s to the 1980s, and in the mid-1990s the massive Piers 300 and 400 were built atop dredged fill to provide more container terminal space. With the development of Pier 400, the former seaplane lagoon at

Reeves Field was further enclosed to the east with the construction of Navy Way. Improvements in transportation and technology have been key to the modern development of the island. The need for a harbor railhead closer to the harbor was met in the mid-1980s by the construction of the Intermodal Container Transfer Facility about 4 miles away; this was funded by both Ports and operated by Southern Pacific (now Union Pacific). The completion of the Terminal Island Container Transfer Facility in 1997 and the Alameda Corridor in 2002 also greatly facilitated rail shipping.

Today, the Port of Los Angeles constitutes a massive shipping center with multiple types of industrial and commercial occupants. Largely as a result of the conversion to containerization in the 1960s, much of the harbor's older historic character has been lost, and pre-1960s resources are increasingly scarce. However, one of this area's primary character-defining elements is its tendency to change and develop within an industrial context. The Port presents a different landscape than any other part of southern California, characterized by industrial adaptation and change. It represents more than 150 years of physical and social evolution, paralleling the growth of greater Los Angeles itself and exemplifying the influence of national and international socioeconomic forces on regional development. As a crucial hub of harbor operations located in a discrete geographical area, Terminal Island is a good case study for the examination of development in San Pedro Bay.

## **METHODS**

### **Native American Consultation**

SWCA contacted the California Native American Heritage Commission (NAHC) for a review of their Sacred Lands File to determine if any listed Native American sacred lands were located in or adjacent to the potential sites in 2013. The NAHC provided a list of Native American contacts for the project to be contacted for additional information. SWCA prepared and mailed letters to each of the NAHC-listed contacts, requesting that they contact SWCA if they knew of any Native American cultural resources in or immediately adjacent to the project area. Follow up telephone calls and emails (where requested) were made to each of the Native American groups on the NAHC list to document "good-faith" efforts. After a slight change in the project boundaries, SWCA initiated another round of letters to Native American contacts in December of 2014. SWCA recirculated the Section 106 consultation letters using the list of Native American contacts previously obtained from the California Native American Heritage Commission (NAHC) as part of the Sacred Lands File search. Letters were prepared and sent to each of the recommended contacts inquiring whether they had any new or added information about the additional project area. Calls and emails (as necessary) were made to each of the Native American groups and a master communication table was maintained to document the communications.

### **Built Environment Survey**

SWCA Senior Architectural Historian Shannon Carmack conducted an intensive-level pedestrian survey of the APE on November 11, 2014. The purpose of the survey was to inspect and photograph all buildings, structures, and objects within the study area that required evaluation for historic significance. Due to limited access, the intensive-level survey was carried out from the public right-of-way and consisted of a visual inspection of each building and any associated features. The subject property was photographed with a digital camera from all accessible elevations, and detailed notes were taken to document the property's current condition, architectural details, observed alterations, and character-defining features. All notes, photographs, and records related to the current study are on file at the SWCA Pasadena, California, office.

## Developing the Historic Context

In developing the historic context and a property evaluation process for this project, SWCA consulted with Janet Hansen, Deputy Manager of the City of Los Angeles OHR. As part of SurveyLA, a citywide historic resources survey that identifies all resources built between approximately 1865 and 1980, OHR has been developing a citywide Historic Context Statement (HCS). This narrative document identifies themes and subthemes representing the multi-faceted history of Los Angeles and relates those themes to existing resources or “property types.” The HCS assists survey efforts in predicting the location and type of resources and provides a framework within which to evaluate a resource’s historic significance. Because of the industrial nature of Terminal Island, OHR provided SWCA with the *Draft Historic Context Statement, SurveyLA Industrial Development, City of Los Angeles, Los Angeles County, California* (Sorrell et al. 2011), which specifically addresses themes relating to the industrial development of Los Angeles. Included in this larger context is a theme relating to the development of the Port of Los Angeles, which identifies a number of property types and criteria considerations for resources within the project area. In preparation of the historic context for this project, the *Draft Historic Context Statement* was used to identify significant themes in the Port’s history and develop a framework within which to evaluate identified resource’s historic significance in relation to similar property types located throughout the City of Los Angeles. Because SurveyLA is still in the process of developing a comprehensive historic context for all property types on Terminal Island, SWCA consulted with Ms. Hansen on those properties that did not fit into the current *Draft Historic Context Statement* (e.g., institutional and recreational properties).

Appendix B provides a breakdown of context, theme, and property type for each property evaluated by SWCA as part of this study. This table was prepared in a format compatible with SurveyLA’s Field Guide Survey System (FiGSS), a written manual and customized GIS database that is utilized in the field by surveyors. FIGSS essentially breaks down the HCS into separate components that can be populated into data fields. SurveyLA uses this process in order to ensure consistency, objectivity, and proper application of evaluation criteria and standards by surveyors during the evaluation process. The results of this study will be fully integrated into SurveyLA’s database and will be available on the SurveyLA website in the near future. For more information on SurveyLA and the FIGSS, please visit the official SurveyLA website at: <http://preservation.lacity.org/survey>.

## Background Research

SWCA performed background research for this project in December 2014 with methodology including a review of cultural resources studies that had been previously conducted within the project area, which were identified through a search of the Port of Los Angeles Historic Facilities Archives (Virtual History Tour) website at <http://www.laporthistory.org> and the California Historical Resources Information System (CHRIS), located at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. Background research also included review of any previously recorded cultural resources within the project documented on California Department of Parks and Recreation (DPR) series 523 forms, as well as a review of the NRHP, the CRHR, the California Points of Historical Interest (CPHI) list, the California Historical Landmarks (CHL) list, the California State Historic Resources Inventory (HRI) list, and the latest City of Los Angeles HCM list. The SCCIC also provided available historic U.S. Geological Survey (USGS) California 7.5- and 15-minute quadrangle maps. In addition, SWCA obtained copies of previously conducted studies from the Environmental Management Division of the Los Angeles Harbor Department (e.g. Tetra Tech 1999).

Additional research focused on review of a variety of primary and secondary source materials relating to the history and development of the project area. Sources included, but were not limited to, historical

maps, aerial photographs, and written histories of the area. The following repositories, publications, and individuals were reviewed and/or contacted to identify known historical land uses and the locations of research materials pertinent to the project area:

- County of Los Angeles Tax Assessor Records;
- Archival Collection, Los Angeles Harbor Department, City of Los Angeles;
- *Los Angeles Times* Index, ProQuest Database, Los Angeles Public Library, City of Los Angeles;
- California Index and various publications, Los Angeles Public Library, City of Los Angeles;
- Aerial photographs;
- Sanborn Fire Insurance Company Maps (Sanborn Maps);
- USGS Maps;
- City Directories;
- Dennis Hagner, Environmental Supervisor, Special Projects, Environmental Management Division, Los Angeles Harbor Department, City of Los Angeles;
- Janet Hansen, Deputy Manager, City of Los Angeles OHR; and
- Dorothy Meyer, Principal, CDM Smith.

In 1999, a redevelopment project was undertaken at the Everport (then called Evergreen) Container Terminal (including a portion of the proposed project site), which consisted of the demolition of existing terminal facilities and construction of new facilities, including pavement, drainage systems, and the administration offices and maintenance buildings. During the redevelopment project, workers excavating for the placement of a concrete electrical cable junction in the northeastern portion of the terminal discovered and removed historic-period artifacts, including glass bottles, ceramics, and butchered animal bones. An archaeologist's determination was that the site appeared to have been a small, historic-period refuse deposit. Manufacturers' trademarks on glass bottles and technological attributes of bottles and bottle fragments suggest a time of deposition between approximately the mid-1920s and the early 1930s. Artifacts and animal bones were buried in natural soil strata. No archaeological materials were observed within the overlying artificial fill layer. Terminal Island was created from the early 1900s through World War II primarily by depositing imported fill and dredged material on and adjacent to Rattlesnake Island, a prominent sand bar in San Pedro Bay. The archaeological materials were discovered on land that was originally the southwestern extremity of Rattlesnake Island (Tetra Tech, 1999).

## Property Significance Evaluation

While SurveyLA evaluates individual resources and districts for significance in accordance with the criteria established for listing in the NRHP, CRHR, and for local designation as a City of Los Angeles HCM or HPOZ, the national, state, and local criteria differ in how they address properties of the "recent past." For the NRHP, a resource that is less than 50 years old may not be considered eligible for listing unless it is demonstrated to be of "exceptional importance." For the CRHR, a resource may be considered eligible for listing if it can be demonstrated that sufficient time has passed to understand and gain a scholarly perspective on its historic significance. Unlike the NRHP and CRHR, the City of Los Angeles' Cultural Heritage Ordinance does not have a minimum age threshold for HCMs, and does not require that a resource meet the NRHP's "exceptional importance test." SurveyLA considers the significance of resources built as recently as 1980. As such, SWCA considered the significance of all properties built in or before 1980 as part of this cultural resources technical report.

## Archaeological Pedestrian Survey

On December 19, 2014, SWCA staff archaeologist Ryan Moritz conducted an intensive-level pedestrian survey of the project area to identify any potential archaeological resources. As most of the project area is covered in asphalt or concrete, surveys for archaeological materials were restricted to exposed areas where asphalt did not exist or had been removed. Because of these restrictions, survey efforts were focused on two areas (labeled Area A and B on Figure 13). Surveys in exposed areas were conducted by walking parallel transects spaced a maximum of 15 meters (m) apart. A Trimble global positioning system (GPS) receiver and a topographic map were used to maintain transit accuracy. The ground surface was examined for the presence of prehistoric artifacts (e.g., flaked stone tools, tool-making debris, or stone milling tools), historical artifacts (e.g., metal, glass, or ceramics), sediment discoloration 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 or foundations).

Where cultural materials were encountered, SWCA collected all data necessary to complete the appropriate State of California DPR series 523 forms. Following California OHP guidelines, any cultural material over 45 years old was recorded as an archaeological site or isolate, as appropriate. The 45-year-old threshold acknowledges that there is commonly a lag of up to 5 years between the time of resource recordation and the date that planning and construction decisions are made (OHP 1995:2).

## Extended Phase I Archaeological Excavations

During the intensive pedestrian survey, SWCA encountered a cluster of artifacts thought to represent an earlier occupation of this portion of the project area by Japanese-Americans (the Japanese Fishing Village). Archival documents provided by the Port and gathered through archival research showed that this area was a location of housing for the residents of the Japanese fishing village prior to the internment of Japanese-Americans during World War II. To further investigate the nature of the finds, SWCA proposed conducting limited testing to determine whether these artifacts came from intact subsurface archaeological deposits.

For these investigations, SWCA used a standard backhoe fit with a flat-bladed bucket to excavate a series of mechanical trenches (MTRs) across Area B (Figure 14). Backhoe excavations were used to expose subsurface sediments, locate archaeological deposits and features, and characterize the nature of any archaeological deposits that exist at this location. To examine the site stratigraphy and ensure that all soil strata were exposed and examined for cultural materials, 3-foot-wide trenches of varying lengths were mechanically excavated in several locations within the project boundaries. Trenches were excavated in short lifts (approximately 10 cm) while staff archaeologist monitored closely looking for artifacts, features, and soil anomalies that might be indicative of historic use of the area (Figure 15). The trench walls were examined in the field to characterize the sediment matrix and level of disturbance, and stratigraphic sediment profiles of several trenches were illustrated. The presence of cultural features and artifacts and soil characteristics were noted in the field on appropriate forms. A total of seven trenches were excavated in this manner.



Figure 13. Map showing portion of the project area that was surveyed for archaeological materials and the location of surface finds.

SWCA excavated three of the 30 archaeological features found in Area B to collect samples of archaeological materials (artifacts and ecofacts), to aid in designation of a temporal period for these materials and the site, and to characterize the nature of the deposit (e.g. household, commercial, industrial). The large size of two of the features precluded complete recovery, so small excavation units (EUs) were hand-excavated within the features to acquire a sample of cultural materials. The EUs were hand-excavated stratigraphically through the features (where applicable). All sediment from each EU was screened through 1/8-inch (3.175-mm) wire mesh. Additionally, a sample of temporally and/or behaviorally diagnostic artifacts was collected from several other features that were exposed during the trenching. In this manner, a larger sample of features could be characterized for their temporal and behavioral associations. The materials and their associations were analyzed and used to provide the context for evaluation of the potential CRHR/NRHP eligibility of the site. While three archaeological features were excavated by hand, many other features were exposed by the trench excavations. Through this process, additional features were exposed and identified, allowing for estimation of their shape, size, and integrity, and in some cases characterization of their constituents.

All artifacts and faunal specimens recovered during excavations were collected and placed in zip-top bags labeled with provenance information, and returned to SWCA's Pasadena laboratory for inventory and analysis. Recovered items from the excavation units were classified according to material, form, and function. An artifact catalog was created in Microsoft Excel. Materials were cataloged as individual items or in lots by provenance when appropriate (e.g., unidentifiable glass sherds of the same color) and each was assigned a unique catalog number. Catalog information includes provenance information, date collected, collector's name, material, item, type, color/description, as well as count and weight. In order to expedite the inventory process, bulk metal, leather and fauna were not counted; weights were recorded for these categories. The date or date range for diagnostic artifacts, and the manufacturer and place of manufacture was also included.

A sample of artifacts were examined for maker's marks and product embossing, and the type of manufacturing technology, as well as information about the material type. Based on an assessment of the above characteristics, artifacts were assigned date ranges when possible. Additional research on certain artifacts was conducted as needed using both print and online sources, archives, and other commonly used literary resources to determine date and function. Diagnostic artifacts were generally cataloged individually, except in instances where more than one artifact shared identical characteristics and provenance. Recovered materials are currently being housed at the SWCA office in Pasadena. Recovered items from outside of the hand excavated EUs were handled using a modified cataloging approach. This material was sorted by material and counted to create an inventory. The artifact catalog is attached in Appendix C.

Following the completion of the analysis and cataloging process and upon the determination of a curation facility, artifacts will be prepared for storage in appropriate packing materials. Typically, this includes archival acid-free, 4 millimeter, zip-top bags marked with the catalog number in preparation of permanent curation. Parameters for the preparation of curated items will be set by the curation facility or facilities.

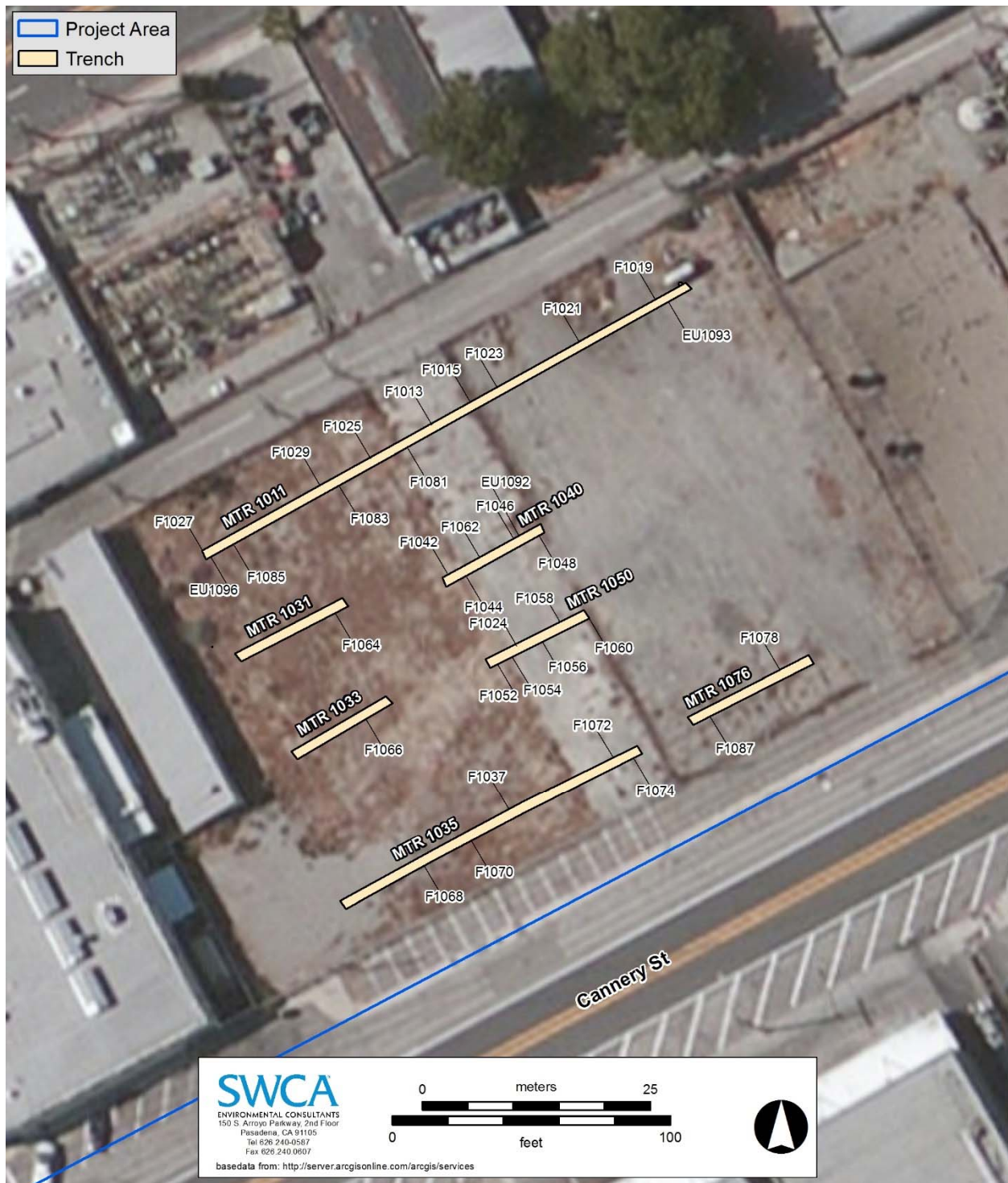


Figure 14. Locations of mechanical trenches and features in Area B.





Figure 15. Backhoe excavating MTR 1011; view facing northeast.

## RESULTS

### NEPA/Section 106 of NHPA

No historic built environment or archaeological resources were identified within the USACE Permit Area as a result of the intensive-level survey.

### Native American Coordination

SWCA initiated a Native American contact program for this project on November 8, 2013. As part of the process of identifying cultural resources in or near the study area, SWCA Cultural Resources Specialist Brandi Shawn contacted the Native American Heritage Commission (NAHC) to request a review of their Sacred Land File. The NAHC faxed a response (Attachment C) on November 12, 2013, and stated that **Native American cultural resources were not identified** within 1.6 kilometers (1 mile) of the study area, but noted that it is always possible for cultural resources to be unearthed during construction activities. The NAHC also provided a contact list of 11 Native American individuals or tribal organizations that may have knowledge of cultural resources in or near the study area. SWCA prepared and mailed letters to each of the NAHC-listed contacts on November 25, 2013, requesting information regarding any known Native American cultural resources within or immediately adjacent to the study area (Attachment D). A second set of letters was sent on December 5<sup>th</sup> to inform Native American contacts of the change in acreage to the overall project area. The results of the follow-up calls is listed in Table 1.

**Table 1.** Record of Native American coordination efforts.

NAHC-Provided Contact	Coordination Efforts	Results of Coordination Efforts
<p><b>Gabrielino Tongva Tribe</b> P.O. Box 180 Bonsall, California 92003 Contact: Bernie Acuna, Co-Chairperson</p>	<p><b>11/25/13:</b> Letter sent via U.S. Mail. <b>12/10/13:</b> Follow-up call placed, voicemail left. <b>12/30/13:</b> Follow-up call placed. Voicemail mailbox full; unable to leave message. <b>12/5/14:</b> No up-to-date contact information provided by NAHC.</p>	<p>No further action required.</p>
<p><b>LA City/County Native American Indian Commission</b> 3175 West 6<sup>th</sup>, St, Rm. 403 Los Angeles, California 90020 Contact: Ron Andrade, Director</p>	<p><b>11/25/13:</b> Letter sent via U.S. Mail. <b>12/10/13:</b> Follow-up called placed, voicemail left. <b>12/30/13:</b> Follow-up call placed, voicemail left. <b>12/5/14:</b> No up-to-date contact information provided by NAHC.</p>	<p>No further action required.</p>
<p><b>Gabrielino Tongva Indians of California Tribal Council</b> P.O. Box 490 Bellflower, California 90707 Contact: Robert F. Dorame, Tribal Chair/ Cultural Resources</p>	<p><b>11/25/13:</b> Letter sent via U.S. Mail. <b>12/10/13:</b> Follow-up call placed, voicemail left. <b>12/30/13:</b> Follow-up call placed, voicemail left. <b>12/05/14:</b> Letter sent via U.S. Mail. <b>12/22/14:</b> Follow-up call placed. Mr. Durame requested that Emily Williams send a copy of the letter and map to him via email. <b>1/05/15:</b> Follow-up call placed, voicemail left.</p>	<p>No further action required.</p>
<p><b>Tongva Ancestral Territorial Tribal Nation</b> Private Address Contact: John Tommy Rosas, Tribal Admin (310) 570-6567 tattnlaw@gmail.com</p>	<p><b>11/25/13:</b> Letter sent via email. <b>11/25/13:</b> Email response from Mr. Rosas received requesting digital copies of permits associated with the project. <b>12/10/13:</b> Follow-up call placed, voicemail left. <b>12/30/13:</b> Follow-up call placed, voicemail left. <b>12/05/14:</b> Email sent. <b>12/22/14:</b> Follow-up email sent. <b>01/05/15:</b> Follow-up email sent.</p>	<p><b>01/05/15:</b> Mr. Rosas replied via email and stated that there are indigenous rights and resources being negatively affected by this proposed project under the UNDRIP/ACHP, AB52, and AJR 42.</p>
<p><b>Kern Valley Indian Council</b> P.O. Box 401 Weldon, California 93283 Contact: Robert Robinson, Co-Chairperson</p>	<p><b>11/25/13:</b> Letter sent via U.S. Mail. <b>12/10/13:</b> Follow-up call placed. Mr. Robinson indicated that the project area was out of his range and thus had no information to provide. <b>12/05/14:</b> No up-to-date contact information provided by NAHC.</p>	<p>No further action required.</p>
<p><b>Gabrieleno/Tongva San Gabriel Band of Mission Indians</b> P.O. Box 693 San Gabriel, California 91778 Contact: Anthony Morales, Chairperson</p>	<p><b>11/25/13:</b> Letter sent via U.S. Mail. <b>12/02/13:</b> Mr. Morales contacted Ms. Carmack and indicated that there was a high potential for encountering resources due to the number of Native American villages located along the coast. He asked to be notified if anything is found when ground disturbance occurs. <b>12/05/14:</b> Letter sent via U.S. Mail. <b>12/22/14:</b> Follow-up call placed.</p>	<p>Mr. Morales stated that the coastline once consisted of trade villages and should be considered an archaeologically sensitive area.</p>
<p><b>Gabrielino-Tongva Nation</b> P.O. Box 86908 Los Angeles, California 90086 Contact: Sandonne Goad, Chairperson</p>	<p><b>11/25/13:</b> Letter sent via U.S. Mail. <b>12/10/13:</b> Follow-up call placed, no voicemail option, message not left. <b>12/30/13:</b> Follow-up call placed, no voicemail option, message not left. <b>12/05/14:</b> Letter sent via U.S. Mail. <b>12/22/14:</b> Follow-up call placed, voicemail left. <b>01/05/15:</b> Follow-up call placed.</p>	<p>Ms. Goad referred Emily Williams to Sam Dunlap.</p>
<p><b>Gabrielino-Tongva Tribe</b> P.O. Box 180 Bonsall, California 92003 Contact: Linda Candelaria, Co-Chairperson</p>	<p><b>11/25/13:</b> Letter sent via U.S. Mail. <b>12/10/13:</b> Follow-up call placed, voicemail left. <b>12/30/13:</b> Follow-up call placed, voicemail left. <b>12/05/14:</b> No up-to-date contact information provided by NAHC.</p>	<p>No further action required.</p>

NAHC-Provided Contact	Coordination Efforts	Results of Coordination Efforts
<p><b>Gabrieleño Band of Mission Indians</b>                      P.O. Box 393                      Covina, California 91723                      Contact: Andrew Salas, Chairperson</p>	<p><b>11/25/13:</b> Letter sent via U.S. Mail.  <b>12/10/13:</b> Follow-up call placed. Mr. Salas indicated that he had received the letter, but requested that a PDF copy of letter and attachments sent via E-mail.  <b>12/5/2014</b> Letter sent via U.S. Mail.  <b>12/22/14:</b> Follow-up call placed, voicemail left.  <b>01/05/15:</b> Follow-up call placed.</p>	<p>No further action required.</p>
<p><b>Gabrielino Tongva Tribe</b>                      P.O. Box 180                      Bonsall, California 92003                      Contact: Conrad Acuna</p>	<p><b>11/25/13:</b> Letter sent via U.S. Mail.  <b>12/10/13:</b> No phone number provided by NAHC.  <b>12/5/14:</b> No up-to-date contact information provided by NAHC.</p>	<p>No further action required.</p>
<p><b>Gabrielino/Tongva Nation</b>                      P.O. Box 86908                      Los Angeles, California 90086                      Contact: Sam Dunlap, Cultural Resources Director</p>	<p><b>11/25/13:</b> Letter sent via U.S. Mail.  <b>12/10/13:</b> Follow-up call placed. Mr. Dunlap indicated that he had received the letter, but had yet to review it. PDF copy of letter and attachments sent via E-mail.  <b>12/30/13:</b> Follow-up call placed, voicemail left.  <b>12/05/14:</b> Letter sent via U.S. Mail.  <b>12/22/14:</b> Follow-up call placed. Mr. Dunlap told Emily Williams he would call her back.  <b>01/05/15:</b> Follow-up call placed, voicemail left.</p>	<p>No further action required.</p>

## CEQA

### **Built Environment**

The existing Everport Container Terminal area includes one existing historic resource, the Vincent Thomas Bridge, which traverses the northern portion of the existing terminal. The Vincent Thomas Bridge, constructed between 1961 and 1963 is a 1,500-foot-long suspension bridge crossing the Main Channel of the Los Angeles Harbor linking San Pedro with Terminal Island. The bridge is part of SR-47 and opened in 1963. It is named for California Assemblyman Vincent Thomas of San Pedro, who championed its construction. It was the first welded suspension bridge in the United States and is now the fourth longest suspension bridge in California and the 76th longest in the world. The clear height of the navigation channel is approximately 185 feet. It is the only suspension bridge in the world supported entirely on piles.

Assemblyman Thomas, who represented San Pedro, spent 19 years beginning in 1940 arguing for the 16 different pieces of legislation that were necessary for its construction. During that time and in the year's right after it was built, it was ridiculed as "the bridge to nowhere." Other bridges to the island included the 1948 Commodore Schuyler Heim lift bridge connecting State Route (SR)-47 north and a World War II pontoon bridge from Ocean Boulevard to Long Beach (replaced in 1968 by the Gerald Desmond arch bridge). Until the new bridge's 1963 construction, ferry service from San Pedro was important to cannery and shipyard workers on Terminal Island; private ferries had begun in 1870, and municipal ferry service had begun in 1941. In 1968, the bridge was connected through SR-47 directly into the Harbor Freeway. Having the bridge and freeway connection available was considered crucial to the Port's success in the era of containerized cargo. Today, cargo can go from the San Pedro side of the Port of Los Angeles over the Vincent Thomas Bridge, onto the Terminal Island Freeway, to the southern end of the Long Beach Freeway, and then up to the railyards of East Los Angeles (Los Angeles Harbor Department 2014).

The northern portion of the project site encompasses a small portion of the bridge near its eastern terminus; specifically, several concrete columns supporting the bridge are within the project site. The Vincent Thomas Bridge would not be significantly impacted by the proposed project.

SWCA identified a total of six properties within the portion of the project area under the jurisdiction of the Los Angeles Harbor Department. One of these properties, the Everport Container Terminal, was exempted from evaluation because it is of the recent past and not enough time has passed to adequately evaluate it for historic significance. Located at Berths 226–236, the 205-acre Everport Container Terminal was developed through infill between 1971 and 1985, with all existing buildings constructed between 1994 and 2002 (City of Los Angeles Harbor Department; NETR Online 2015). Also included within the eastern boundary of the Everport Container Terminal is a series of rail tracks that are associated with the Terminal Island Container Facility, a dedicated on-dock rail service that was completed in 1997 and is co-utilized by the adjacent Yusen Container Terminal. Although SurveyLA methodology considers all properties built in or before the year 1980, the earliest built environment components of the Everport Container Terminal date to the mid-to-late 1990s and the property was therefore exempted from recordation/evaluation as part of this study.

The remaining five properties were recorded/updated and evaluated for NRHP and CRHR eligibility and for local designation as a City of Los Angeles HCM or HPOZ (Table 1 and Figure 16). One property was formally recorded and evaluated for the first time as part of this study; the remaining four had been previously recorded. Of these, one property, the Canner’s Steam Company Plant, appears eligible for the CRHR and for local designation as an HCM. The remaining four properties were found to be ineligible for listing in the NRHP, CRHR, or local designation either individually or as contributors to any potential historic district. The following paragraphs provide descriptions and photographs of each property. The complete sets of DPR forms prepared for all five properties are provided in Appendix A. Appendix B provides a breakdown of the appropriate context, theme, and property type for each property evaluated by SWCA as part of this study, in a format compatible with SurveyLA’s FiGSS.

**Table 2.** Properties on Terminal Island Evaluated for Historic Significance

Property Name	Street Address	Year Built	Recordation Status	SWCA Findings of Significance
Former Canner’s Steam Company Plant	249 Cannery Street	1951	Updated (previously recorded in 1983, 1995, 2004 and 2011)	Appears eligible for listing in the CRHR and as an HCM as an individual property. Found ineligible for NRHP designation.
Former StarKist Buildings: Pet Products Division	212–214 Terminal Way	1950–1990	Updated (previously recorded in 2008)	Found ineligible for NRHP, CRHR, or local designation
Former StarKist Buildings: Pilot Plant	642 Tuna Street	1979	Updated (previously recorded in 2008)	Found ineligible for NRHP, CRHR, or local designation
Former StarKist Buildings: Net Shed Storage	250 Terminal Way	ca. 1950–1971	Updated (previously recorded in 2008)	Found ineligible for NRHP, CRHR, or local designation
Distribution Station 121	240 Terminal Way	ca. 1952–1957	Updated (previously recorded in 2008)	Found ineligible for NRHP, CRHR, or local designation



Figure 16. Built environment survey results.

## **CANNER'S STEAM COMPANY PLANT**

The Canner's Steam Company Plant is an industrial building located 249 Cannery Street, on a flat lot at the northwest corner Cannery Street and Ways Street (Figures 17 and 18). Constructed in 1951 to provide steam to Van Camp and Star-Kist, the building is directly associated with the post-World War II expansion of the fish canning industry at Fish Harbor. The property has been recorded and evaluated for historic significance multiple times:

- In 1983, the property appears to have been identified as part of a reconnaissance-level survey of Fish Harbor facilities, which determined Fish Harbor to be eligible for listing in the NRHP (Jones and Stokes 2008b:4).
- In 1996, the property was identified as part of a second reconnaissance-level survey. Its potential significance was found to be "low" (San Buenaventura Research Associates 1995).
- In 2004, the property was found eligible for listing in the NRHP and CRHR under Criteria A/1 for its direct and significant association with the expansion of canning operations at the Port of Los Angeles (Jones and Stokes 2004b).
- In 2009, a memorandum was prepared to assess if the eligibility of the property would be affected by the removal of the property's ancillary steam-generation equipment. The assessment found that the interior and exterior equipment were character-defining features of the property and played an integral part in defining the historic operation of the facility and its importance. According to the assessment, removal of these features would comprise the integrity of design, materials, workmanship, feeling, and association and the property would no longer be able to convey its significance or be eligible for listing in the NRHP or CRHR (Bowen 2009).
- In 2011, the interior and exterior steam generation equipment was removed from the property, and its historic significance was subsequently reassessed. The evaluation found that the removal of the interior and exterior equipment affected the integrity of design, setting, workmanship, feeling, and association; and as a result, Canner's Steam Company Plant was no longer able to convey its significance and was found to be not eligible for listing in the NRHP or CRHR (Bowen 2011).
- In 2012, staff from the Los Angeles Department of City Planning, Office of Historic Resources conducted a site visit of the property and concluded that while the removal of the interior and exterior steam generation equipment may have materially impacted eligibility for listing in the NRHP and CRHR, the building still appeared eligible for listing as an HCM in the City of Los Angeles and should be considered a historical resource under CEQA (Hansen 2012).



**Figure 17. Overview of Canner's Steam Company Plant; view facing northwest, 2014.**



**Figure 18. Rear (north) of property where steam generating plant; view facing southwest, 2014.**

Since it was last formally evaluated in 2012, the building appears in fair condition, with no visible alterations. A review of previous evaluations indicates that the Canner's Steam Company Plant has not been evaluated using HCM eligibility criteria or SurveyLA methodology. Per the Los Angeles Harbor Department, Built Environment Historic Architecture and Cultural Resource Policy (Resolution No. 13-7479), all building evaluations as of 2013 must follow SurveyLA methodology, which utilizes a context-driven framework for evaluations of properties. SurveyLA identifies canneries as a significant property type under the Industrial Development Context, and due to the rarity of the type, includes associated infrastructure such as steam plants and wharves within the Port theme.

SurveyLA outlines registration requirements for evaluating the significance of Canneries, including eligibility standards, character-defining features, and integrity considerations. In examining these requirements as they relate to the Canner's Steam Company Plant: the building was historically designed to provide steam power to canneries; it is associated with the Port of Los Angeles during the period of significance (defined as 1906–1980); and it retains most of the essential physical features from the period of significance, including its tall, one-story design and large, open interior (which SurveyLA specifies need not contain equipment).

Integrity considerations state that, for a property to be eligible within the Industrial Development Context, it must retain integrity of location, design, association, and materials; integrity of setting, feeling, and workmanship may have changed. In assessing the integrity of Canner's Steam Company Plant, it is first necessary to consider its historic associations and the character-defining features necessary for it to convey its significance. The resource is important for its direct association with the rapid expansion of canneries at Fish Harbor in the early 1950s, a period when the Port was producing nearly half of the tuna consumed in the United States. As a steam production plant, the steam generation equipment was a character-defining feature of the property, but other features also include the tall one-story shape, large open interior, overall utilitarian design, and underground steam pipelines that extend along Cannery Street and the surrounding streets (which have been removed). The building envelope played an integral role in supporting the function of Canner's Steam Company Plant; it was designed to house and protect the interior equipment. As the largest and most visible physical component of the property, the building envelope directly contributed to the industrial character of Fish Harbor and surrounding canneries. The steam generation equipment was a contributing structure that supplemented/complemented the historic significance of the Canner's Steam Company Plant, but its absence does not compromise the integrity of the resource to the point that the resource no longer conveys the reasons for its significance. The following analyzes the four aspects of integrity that SurveyLA requires for the Cannery property type as they relate to the Canner's Steam Company Plant:

- **Location:** The property has not been moved and retains integrity of location.
- **Design:** The steam generation equipment was a contributing element of the resource. The tall, one-story form and large, open interior were deliberate and necessary elements of the property's design and were required to protect the interior steam generation equipment housed within. As such, the property retains integrity of design.
- **Association:** The property is significant for its direct association with the post-World War II expansion of the fish canning industry at Fish Harbor. Canner's Steam Company Plant was constructed to provide steam to five canneries at Fish Harbor, at least two of which are still extant and within 0.5 mile of the property (StarKist and Chicken of the Sea). The property possesses a direct link to Fish Harbor and the canneries it served and retains integrity of association.
- **Materials:** As discussed above in regards to materials, the steam generation plant was a contributing element of the historic resource. The resource's primary character-defining features,



materials, and elements, such as the structural system, sheathing, and windows and doors, remain intact, and as such the property retains integrity of materials.

According to the California Office of Historic Preservation, a building that does not retain sufficient integrity to meet the criteria for listing in the NRHP may still be eligible for listing in the CRHR (Office of Historic Preservation n.d.). A review of previous historic significance evaluations of Canner's Steam Company Plant indicates that none reference this document or discuss integrity thresholds as they relate to the NRHP and CRHR. The steam generation equipment was a contributing structure to the Canner's Steam Company Plant, and its removal has affected certain material aspects of the property. Because the threshold for integrity is higher at the federal level, the property does not appear to retain sufficient integrity to be eligible for listing in the NRHP due to the loss of the equipment. As discussed above however, the building retains many other essential character-defining features that still allow it to convey its historic significance. The building meets the registration requirements identified by SurveyLA and appears eligible for listing in the CRHR and as an HCM under Criteria 1/1 for its direct association with the fishing and canning industry at the Port of Los Angeles. Although the property is a good example of an industrial fishing-related property, it does not retain the distinguishing characteristics of an architectural type specimen due to the removal of the steam generation equipment, and it does not appear eligible for listing in the CRHR or as an HCM under Criteria 3/3. No information was identified to suggest the building is associated with notable persons or has the potential to yield important information, and the building does not appear eligible for listing under Criteria 2/2 or 4/4.

The Canner's Steam Company Plant was developed as a joint steam plant by five canneries, including Van Camp (Chicken of the Sea) and StarKist. Both of these canneries have been previously evaluated and found eligible for listing in the NRHP for their direct association with the post-World War II expansion of the canning industry at the Port (Jones and Stokes 2008a; 2008b). Because these properties were outside the limits of the current study, they were not included as part of the intensive-level survey and an assessment of their integrity cannot be made at this time. However, should they retain integrity, potential exists for a canning-related historic district, for which the Canner's Steam Company Plant could be considered a contributing element.

## **PET PRODUCTS DIVISION**

The Pets Product Division is a one- and two-story building that is part of the Research Laboratory Complex, located at the northwest corner of Terminal Way and Tuna Street (Figure 19). The property was developed by StarKist (then French Sardine Company) beginning in 1950 with construction of a small, one-story laboratory building designed by engineer M.A. Nishkian (also responsible for the nearby Canner's Steam Company Plant). Substantial additions in 1963, 1965, and 1972 expanded the original laboratory building to the south and west and resulted in the building's current U-shaped plan. Since its 2008 recordation and evaluation, the property continues to operate as a research laboratory for the Del Monte Pets Products Division and shows no apparent signs of alterations. The 2008 evaluation found that property lacked historic and architectural significance and therefore did not appear eligible for listing in the NRHP, CRHR, or HCM, or as a contributor to any potential historic districts (Jones and Stokes 2008b).



**Figure 19. Overview of the Pets Product Division; view facing southeast, 2014.**

Although the building is associated with the StarKist Cannery to the southwest, it served an independent function as a research laboratory and is not representative of the commercial fishing industry in Los Angeles. This is indicated by the continued expansion of the property during a period when canneries at the Port were moving their operations overseas. The building does not appear to be consistent with any of the property types identified within the Port theme by SurveyLA nor does it appear to be associated with any of the themes identified in the Industrial Development Context. Although the original portion of the building was designed by engineer M. A. Nishkian, its planned design has been significantly altered through substantial additions. Archival research does not indicate that it is associated with any other patterns of development or notable persons, and it does not exemplify industrial architecture within the Port of Los Angeles. As such, the property does not appear eligible for listing in the NRHP, CRHR, or as an HCM. For the reasons noted above, the property also does not appear to contribute to any potential historic district.

## **PILOT PLANT**

Located at the northeast corner of Tuna Street and Cannery Street, the Pilot Plant is an office and research facility that contributes to the Research Laboratory Complex and is associated with the adjacent Del Monte Pets Products Division building to the north (Figure 20). The two-story industrial building was constructed by StarKist in 1979 and designed by architect Frank Politeo and engineer George Yassinski (Jones and Stokes 2008b). Since its 2008 recordation and evaluation, the property has remained an office and research facility and has not been visually altered. The 2008 evaluation found that property did not appear to be of exceptional importance as is required by NRHP criteria for properties that are fewer than 50 years old (Andrus 2002) and that it did not contribute to any potential historic districts (Jones and Stokes 2008b).



**Figure 20. Overview of the Pilot Plant; view facing north, 2014.**

Although the building is associated with the StarKist Cannery to the southwest, it served an independent function as an office and research facility and is not representative of the commercial fishing industry in Los Angeles. The building was constructed in 1979 during a period when canneries at the Port were moving their operations overseas. The building does not appear to be consistent with any of the property types identified within the Port theme by SurveyLA nor does it appear to be associated with any of the themes identified in the Industrial Development Context. In addition, no information was identified to indicate the property has achieved significance through its association with Frank Politeo or George Yassinski. Archival research does not indicate that it is associated with any other patterns of development or notable persons, and it does not exemplify industrial architecture within the Port of Los Angeles. As such, the property does not appear eligible for listing in the NRHP, CRHR, or as an HCM. For the reasons noted above, the property also does not appear to contribute to any potential historic district.

## **NET SHED STORAGE**

The Net Shed Storage complex is located at the southwest corner of Terminal Way and Ways Street and includes three buildings sited on a large rectangular parcel (Figures 21 and 22). Initial development of the property began in circa 1950 and consisted of two, identical single-story industrial buildings used to repair fishing nets used by the StarKist Company. The property appears to have operated in this capacity until the closure of the nearby StarKist Cannery in the early 1980s. At this time the property was redeveloped for use as a storage complex or “boneyard” for the adjacent Del Monte Research Laboratory. This included the construction of the single-story, concrete block building and storage shed to the west, the infill of the south elevation door openings on the southern shed, and the replacement of original wood doors with metal/roll-up doors on the courtyard-facing elevation of each shed. Since the Net Shed Storage complex was recorded and evaluated for historic significance in 2008, the property continues to operate as a storage facility and has not been visually altered. The 2008 evaluation found that property was not individually significant and/or a contributing feature to any historic district due to a lack of integrity and architectural distinction (Jones and Stokes 2008b).



**Figure 21. Front (east) of the Net Shed Storage Complex; view facing northwest, 2014.**



**Figure 22. Rear (west) building of the Net Shed Storage Complex; view facing southwest, 2014.**

In examining the historic significance of the Net Shed Storage complex, it was determined to be an industrial building that supported fishing operations for the StarKist Cannery. However, the infill of door openings on one of the shed buildings and the replacement of nearly all of the original double-wood doors has affected the property's integrity of design and materials. A utilitarian-designed building, the wide door openings would have been required for hauling nets in and out of the buildings and were one of the few design elements that were representative of the property's function as a net repair facility. The

double-wood doors also comprised a substantial part of the buildings' exterior materials. SurveyLA indicates that a Cannery-related property must retain integrity of design and materials to be eligible within the Industrial Development Context. As a result of these alterations, the Net Shed Storage complex does not retain integrity and no longer conveys its historic significance as a net repair facility. The property does not appear eligible for listing in the NRHP, CRHR or as an HCM, or as a contributing element to any historic districts.

## **DISTRIBUTION STATION 121**

Distribution Station DS 121 is an electric distribution facility located on a lot at 240 Terminal Way, immediately east of the Pet Products Division building (Figure 23). Constructed ca. 1952–1957, the facility consists of two large steel-frame distribution feeder bays, which receive electricity from incoming sub-transmission lines from surrounding utility poles. Characteristic of its function, the property is void of any additional structures or buildings with the exception of a control house that was constructed circa 1972. Although Distribution Station 121 is associated with the post-World War II growth of Terminal Island in the 1950s, it is an electrical substation, which is a secondary and ubiquitous property type. As a distribution station, it does not meet the registration requirements identified by SurveyLA for the distribution property type, and it does not appear to be associated with any of the themes identified in the Public and Private Institutional Development Context or Industrial Development Context. Further, the property does not possess a strong enough association with any significant pattern of events or persons to be eligible for listing in the NRHP, CRHR, or as an HCM under Criteria A/1/1 or B/2/2. Furthermore it does not possess distinguishing architectural and/or design qualities and archival research did not identify any potential to yield information; and as such, it does not appear eligible for listing in the NRHP, CRHR, or as an HCM under Criteria C/3/3 or D/4/4. Additionally, it does not appear to contribute to any potential historic districts.



**Figure 23. Overview of Distribution Station 121; view facing northwest, 2014.**

## Archaeology

### PEDESTRIAN SURVEY

At the time the pedestrian survey was conducted, most of the project area was either covered in asphalt, had standing structures, or was being used as container storage. For this reason, only areas that had exposed surfaces were surveyed (Figure 13). Area A was overgrown with brush, partially covered in asphalt, and had extremely low ground visibility. There were no finds on the surface at Area A. Area B had greater ground visibility than Area A, but was also partially covered in asphalt. At Area B, however, several fragments of Japanese ceramics were identified on the ground surface (Figure 24). These ceramic sherds were found in an area of exposed soil that appeared to be somewhat disturbed. Soil anomalies in other portions of Area B also pointed to the possibility of subsurface archaeological materials in Area B.

Review of archival documents provided by the Port and SWCA's research indicated that there was a large building that overlapped a portion of Area B. Additionally, archival documents showed that numerous Japanese-American houses were located in both Areas A and B prior to internment. Based on the archival research and the findings of the survey and in consultation with CDM Smith and the Port, SWCA proposed to conduct Extended Phase I Investigations to determine whether intact archaeological materials existed under the ground surface at Area B.



Figure 24. Asian ceramics found on the surface at Area B.

### EXTENDED PHASE I INVESTIGATIONS

As discussed above, a total of seven trenches of varying sizes were excavated as part of the Extended Phase I investigations within Area B (Figure 14). Thirty intact archaeological features were discovered as a result of this trenching program. Trenching also allowed for the delineation of soil stratigraphy at the site, which was fairly consistent. Per the proposal presented to the Port, SWCA conducted excavations on three of the 30 features. In addition to hand excavation of all or samples of the three features, SWCA collected samples of diagnostic artifacts from many of the other 27 features. Complete analysis of all artifacts recovered was beyond the scope of this project, however, the materials analyzed do provide valuable insight into the nature of the archaeological deposit in Area B. Discussions of soil stratigraphy and feature descriptions are presented in detail below.

## Soil Stratigraphy

Soil stratigraphy is relatively simple at Area B. As mentioned previously, Terminal Island was created artificially by transporting tons of dredged material from San Pedro Harbor and connecting existing small islands and a large sand spit. As a result of the placement of this fill, soil stratigraphy was rather simple at the site, and included various layers of dredge fill underlying a thin cultural deposit or “midden” related to the presence of the Japanese fishing village and later industrial uses. The contrast between the fill layers and the cultural layers and features is distinct and discussed below. Basic stratigraphic data is presented in Table 3 below.

**Table 3.** Soil Stratigraphy

<b>Stratum Designation</b>	<b>Description</b>	<b>Color</b>
Asphalt	Modern Asphalt	Black
VII – Mixed Fill/Historic Midden	Sandy clay; base for asphalt – mix of modern fill and historic “midden”	10 YR 6/6 – Brownish yellow
Cultural Deposit		
VI- Historic Midden	Mottled Sandy loam – slightly mixed historic midden	10YR 5/1 Gray
V – Historic Feature Fill	Silty clay loam; feature fill often mixed with historic artifacts	10YR 3/2 Very dark grayish brown
V – Historic Feature Fill	Sandy loam; feature fill with historic artifacts and ecofacts	5Y 2.5/1 Black
Imported Fill		
III – Fill	Sand with moderate amounts of marine shell – dredge material	10YR 7/1 Light Gray
II – Fill	Sand with large amounts of marine shell – dredge material	10YR 7/1 Light Gray
I – Fill	Clay loam – road base mixed with historic midden	10YR 5/2 Dark grayish brown

### Fill

Four different strata were identified as imported fill material. Stratum I is described as a mix of imported fill material (likely base for the asphalt layer) intermingled with disturbed historical period midden. The midden is a remnant of the historic occupation of the area when it was known as the Japanese fishing village. Midden materials contain some historical period artifacts, and are higher in organic content than the pure sand of other fill layers. This stratum was likely created as houses and other infrastructure relating to the Japanese fishing village were bulldozed and spread around this area. This stratum directly underlies a layer of asphalt of varying thickness in some areas of the site. Similar to Stratum I, Stratum VII represents a mixed layer of historic midden and imported fill materials. Like Stratum I, it appears that midden had been pushed and intermingled with fill material to create this stratum. Strata I and VII are differentiated by their relative amounts of clay and sand. Stratum I has a higher clay content than Stratum VII, while Stratum VII has a higher sand content. The two strata may represent different episodes of fill deposition and grading.

Strata II and III are layers of imported fill that make up the bulk of Terminal Island. Both strata were likely laid down at similar times, but are differentiated mainly in the relative amounts of marine shell that are found within the sand matrix. Additionally, there are slight color difference between the two strata. These two strata can be considered essentially the same, but differences in the amounts of shell may relate to the locations from which the dredged material was imported, or the time and conditions in which the material was placed. These materials are loosely consolidated in the upper portions and show more

compaction and moisture with depth. Archaeological features are generally cut into these lenses. The contact is abrupt between Strata I and II and other anthropogenic strata and features.

### **Cultural Strata**

Strata IV, V, and VI all are representative of intact layers or lenses of anthropogenic soils containing cultural materials. In all three cases, the materials appear to be related to the Japanese fishing village known to exist at this location. Strata designations IV and V have been used to describe soils bearing cultural materials, usually feature fill in large and small refuse pits. These strata vary slightly in color and composition, with Stratum IV containing slightly more sand and Stratum V containing slightly more clay. Stratum VI is found in most locations that were investigated, and appears to represent the upper portion of the cultural deposit. Many of the features originate in this stratum and cut into lower Fill strata. Stratum IV may represent the ground surface prior to the razing of houses after they were abandoned.

### **Features**

Thirty features were identified through the excavation of trenches in Area B. All 30 features represent historic refuse dumping. The features can be roughly grouped according to the materials that they contain. There are features with mixed household debris such as clothing, food waste, and construction debris. There are also features that contain mostly faunal material, and others that appear to contain mostly construction debris. Examples from each of these categories will be discussed in detail while data from the remaining features will be presented in tabular format in Table 3. As stated previously, SWCA excavated and analyzed three of the 30 features that were discovered.

Features 1019, 1027, and 1046 were all selected for recovery. These three features will be discussed individually below.



**Table 4.** Feature Descriptions and Information

<b>Feature No.</b>	<b>Feature Description</b>	<b>Feature Type</b>	<b>Width (cm)</b>	<b>Length (cm)</b>	<b>Thickness or Depth (cm)</b>	<b>Cross Section</b>	<b>Fully Excavated or Exposed</b>
1013	Historic refuse pit; bottle base, metal cans, glass frags, clothing, metal nails	General Household	Unknown	40 cm E-W	40 deep	Basin	Exposed
1015	Historic refuse pits; egg shells, fish bone, metal, cloth, rice bowl	General Household	Unknown	120	42 deep	Basin	Exposed
<b>1019*</b>	Historic refuse pit; charcoal, wood, glass, metal, hole and fragmented glass bottles, ceramic, ash	General Household	Unknown	Unknown	35 deep	Basin	Partially Excavated, 25 x 25 cm unit
1021	Historic refuse pit; Glass, metal, clay pipe, shell, faunal bone, ceramic bowl	General Household	90	260	13 deep	Indeterminate	Exposed
1023	Historic refuse pit; abalone, metal, glass, clothing	General Household	Unknown	108	33 deep	Irregular	Exposed
1025	Historic refuse pit; ceramic, glass, rice bowl, whole bottles	General Household	Unknown	35	10 deep	Basin	Exposed
<b>1027*</b>	Large historic refuse pit; charcoal, leather shoes, metal, shell, glass bottles, buttons, clothing, ceramic, nails	General Household	Unknown	Unknown	60 deep	Basin	Partially (25 x 25 cm unit)
1029	Historic refuse pit; ash, faunal, charcoal, metal, abalone shell, button	Food Waste	Unknown	45	25 deep	Basin	Exposed
1037	Historic refuse pit; brick, ceramic, charcoal, faunal bone, metal, shell, milk glass, Japanese ceramics, nails, metal, some burnt materials and burned soil	General Household	Unknown	180	40 deep	Basin	Exposed
1042	Historic refuse pit; glass, metal, wheel	Construction Debris or Industrial	Unknown	40	30 deep	Basin	Exposed
1044	Historic refuse pit; asphalt, wood, glass fragments	Construction Debris or Industrial	Unknown	80	37 deep	Irregular	Exposed

Feature No.	Feature Description	Feature Type	Width (cm)	Length (cm)	Thickness or Depth (cm)	Cross Section	Fully Excavated or Exposed
1046*	Historic refuse pit; abalone shells, scallop, clam, soda water bottle, ceramics, brick fragment, charcoal, wood, metal nails	General Household	33	Unknown	75 deep	Conical	Fully Excavated
1048	Historic refuse pit; charcoal, fish bone, metal, glass, possibly two dumping episodes	General Household	Unknown	140	45 deep	Basin	Exposed
1052	Historic refuse pit; bottle base, charcoal, metal	General Household	Unknown	50	20 deep	Basin	Exposed
1054	Historic refuse pit; wood, metal, concrete asphalt	Construction Debris or Industrial	Unknown	110	50 deep	Indeterminate	Exposed
1056	Historic refuse pit; charcoal and ash layers, bone, abalone shell	General Household	Unknown	50	20 deep	Basin	Exposed
1058	Historic refuse pit; ash, fish scales and bones	Food Waste	Unknown	52	26 deep	Basin	Exposed
1060	Historic refuse pit; glass and charcoal, metal	General Household	Unknown	80	46 deep	Basin	Exposed
1062	Historic refuse pit; ash, charcoal, metal fragments	Construction Debris or Industrial	Unknown	70	50 deep	Basin	Exposed
1064	Historic refuse pit; metal, glass, shell, fish and sea mammal bone, charcoal, wood, window and bottle glass, whole bottle	General Household	Unknown	30	25 deep	Basin	Exposed
1066	Historic refuse pits, metal, glass, charcoal, shell (Pismo clam, scallop, abalone), wood, egg shell, redwood box	General Household	Unknown	400	90 deep	Irregular	Exposed
1068	Historic refuse pit; oxidized metal fragments, brick, bottle glass fragments, charcoal, shell, fish bone, scales	General Household	Unknown	90	40 deep	Basin	Exposed
1070	Historic refuse pit; barrel rings, wood planks (from a barrel)	Construction Debris or Industrial	100	Unknown	40 deep	Basin	Exposed

<b>Feature No.</b>	<b>Feature Description</b>	<b>Feature Type</b>	<b>Width (cm)</b>	<b>Length (cm)</b>	<b>Thickness or Depth (cm)</b>	<b>Cross Section</b>	<b>Fully Excavated or Exposed</b>
1072	Historic refuse pit; fish scales and fish bone, wood	Food Waste	110	Unknown	70 deep	Basin	Exposed
1074	Historic refuse deposit; fish bone and scales, metal, wood	Food Waste	Unknown	115	40 deep	Basin	Exposed
1078	Historic refuse pit; burned wood, charcoal, metal nails, metal fragments	Construction Debris or Industrial	Unknown	110	30 deep	Flat	Exposed
1081	Historic refuse pit; fish bone and scales	Food Waste	Unknown	80	20 deep	Basin	Exposed
1083	Historic refuse pit; charcoal, ash, wood, metal fragments	Construction Debris or Industrial	Unknown	30	25 deep	Basin	Exposed
1085	Historic refuse pit; charcoal, metal, faunal bone, shell	General Household	Unknown	40	30 deep	Basin	Exposed
1087	Historic refuse pit; metal, brick, charcoal, wood	Construction Debris or Industrial	Unknown	130	30 deep	Basin	Exposed

***BOLD/ITALIC\**** - indicates excavated feature

### **Feature 1019**

Feature 1019 was originally identified during excavation of MTR 1011. Located on the eastern edge of the trench, the feature was identified as a relatively dense cluster of artifacts including charcoal, wood, clear glass fragments, rusted metal, whole and fragmentary glass bottles, and Asian ceramics (Figures 25 and 26). As the trench sidewalls were exposed, the feature was identified as basin-shaped and originating at the contact between Strata I and VI (approximately 30 cm below the ground surface), and extending to a depth of approximately 65 cm below the ground surface. The horizontal extent of the feature was estimated to be approximately 120 cm (east-west), but its northern and southern boundaries could not be discerned because it was identified in both sidewalls of the trench and appeared to extend beyond the trench's approximately 1-meter width.



**Figure 25. Feature 1019 prior to excavation; view facing south.**



**Figure 26. Photo of south profile of Feature 1019 after partial excavation.**

The upper portion of the feature may have been truncated by bulldozing of the residences in this area subsequent to internment, and by preparation of the ground surface for the placement of the asphalt parking lot. Overall, the feature retained good integrity with little to no mixing of feature constituents with fill, with the exception of some minor bioturbation. The distinct boundaries of the feature also indicate that the feature retained good integrity.

Due to the unknown overall size of the feature, one EU was placed to collect a sample of artifacts for analysis. The EU measured 25 by 25 cm, and was placed roughly in the middle of the feature as it was identified within the trench. As there was no visible internal stratigraphy to the feature, it was recovered as a single stratigraphic unit. Sediment from the EU was screened through 1/8-inch wire mesh screens. Additionally, a sample of backdirt (60 liters), was screened to obtain additional artifacts to aid in identifying a temporal range for the feature. Artifact data from analysis of the recovered feature constituents is presented in Table 4. Figure 27 shows a few of the 195 artifacts recovered from this feature.

**Table 5. Artifacts from Feature 1019 Excavation Unit**

<b>Activity</b>	<b>Item</b>	<b>Type</b>	<b>Total</b>
Building Materials	Brick	Architecture	1
	Nail	Hardware	60
Consumer	Bottle	Beverage	4
		Chemical/medicine	1
		Medicine	1
		Unknown	6
		Candy Container	Food
	Jar	Toiletry/cosmetic	1

Activity	Item	Type	Total
Kitchen	Flower Pot	Container	1
	Faunal	Food	16
	Saucer	Tableware	1
Personal Items	Tumbler	Tableware	3
	Button	Garment	1
	Case	Toiletry/cosmetic	1
	Faunal	Tool	
	Marble	Toy	1
	Shoe	Garment	2
	Unknown	–	
	Crockery	1	
	Unknown	93	
<b>Overall Total</b>			<b>195</b>

Two temporally diagnostic artifacts were recovered from Feature 1019, including a glass candy container in the shape of an airplane and a medicine bottle. The candy container was a commemorative item that was embossed with the words: “SPIRIT OF GOODWILL VICTORY U.S.A. 3/4 OZ AVOR. The item was made by the Victory Glass Company in 1928–1931 (Eikelberner and Agadjanian 1967). A glass medicine bottle embossed with the words “SCG” over a diamond shape was made by the Diamond Glass Company in 1924–1940 (SHA Website). Another glass medicine bottle recovered from this feature has either Japanese or Chinese characters as a makers mark that could not be interpreted at this time. Other artifacts recovered from this feature include clothing items, such as a bone button and leather shoe fragments, a ceramic saucer, a flower pot, several fragments of bottle glass, a glass tumbler, a plastic razor case, numerous metal nails, a glass marble, fish, bird, and mammal bones, and other non-identifiable metal items.



Figure 27. Example artifacts from feature 1019.

Feature 1019 is an example of a refuse pit that was excavated approximately 2 feet below the ground surface and filled with common household trash. The few temporally diagnostic artifacts that were identified are consistent with the known period of occupation of the Japanese fishing village. The presence of artifacts marked with Japanese characters is consistent with the known historic occupation of this site by fisherman of Japanese descent. The feature is a good example of typical household refuse

disposal during an era and in an area that did not have public waste disposal services. Often, in these situations, people would bury trash in their yards or use an incinerator. It was also common practice that a community might have a communal dumping area.

This feature retains good integrity, and has potential for further analysis that was beyond the scope of the current project. Analysis of faunal remains could identify species of animals and cuts of meat that might point to the ethnicity and/or socioeconomic status of the people that dumped this trash. The full horizontal extent of this feature is unknown, but remains intact. It is likely that further excavation of the feature will yield additional artifacts that may be temporally or behaviorally diagnostic. The integrity of the feature and its discreet nature point to its utility as an archaeological resource with research potential. This feature appears to be a single dumping episode from a single family or individual and in essence, represents an individual packet of time and behavior that can speak to daily life of the residents of the Terminal Island fishing community prior to internment.

### **Feature 1027**

Feature 1027 was identified during the excavation of MTR 1011 (Figure 28). Feature 1027 is located on the western edge of the trench and the western edge of Area B. The feature was identified as a large dense concentration of artifacts including leather shoes, whole glass bottles, Asian ceramic fragments, fragments of metal, wood, and other materials. Only the eastern edge of the feature could be established as the feature continued to the north, south, and west, and appears large. The eastern edge of the feature extended approximately 1.5 m from the western edge of MTR 1011. The feature originates only a few centimeters below the ground surface and continues to a depth of approximately 70 cm below the ground surface. The feature has an irregular shape, and has an abrupt upper boundary with Stratum I and an abrupt boundary with surrounding fill strata. The upper portion of the feature may have been truncated by more modern activities and the dozing of the area after internment of the residents of the Japanese fishing village. Overall, the feature retains good integrity as there is little to no mixing of feature constituents with fill with the exception of some minor bioturbation and likely mixing at the contact with Stratum I. The distinct boundaries of the feature are additional indicators of the features integrity.



**Figure 28. Feature 1027; south wall of MTR 1011.**

Due to the unknown overall size of the feature, a small EU was placed within it to collect a sample of artifacts for analysis. The EU measured 25 × 25 cm, and was placed roughly in the middle of the feature as it was identified within the trench. As there was no visible internal stratigraphy in the location where the unit was placed, it was recovered as a single stratigraphic unit. Sediment from the EU was screened through 1/8-inch wire mesh screens. Additionally, a sample of trench backdirt was screened to obtain additional artifacts to aid in identifying a temporal range for the feature. Table 5 presents artifact data from the recovered feature constituents and Figure 29 shows examples of some of the materials recovered from this large feature. In total, the EU yielded 268 artifacts and an additional 2.6 kg of shoe fragments which were not individually counted.

**Table 6.** Artifacts from Feature 1027 Excavation Unit

Activity	Item	Type	Total
Building Materials	Nails	Hardware	48
	Window Glass	Architecture	11
Consumer		Condiment	1
		Ink	1
		Medicine	26
		Perfume/medicine	
		Toiletry	1
		Unknown	2
Bottle Cap	Beverage	Unknown	1
	Bowl	Tableware	1
	Can	Unknown	1
	Candy Container	Food	
	Jar	Toiletry/cosmetic	1
	Unknown	Unknown	
Hardware			
Household	Door knob	Hardware	1
Kitchen	Bowl	Tableware	1
	Container	Crockery	1
	Faunal	Food	7
	Rice Bowl	Tableware	2
	Unknown	Tableware	1
Personal Items	Button	Garment	12
	Marble	Toy	1
	Shoe	Garment	18 (+ 2.6kg bulk)
	Toothbrush	Toiletry	1
Unidentified Metal	Unknown	Unknown	
Unknown	Charcoal	-	24
	Fire-Affected Rock	-	2
		Unknown	26
<b>Overall Total</b>			<b>268</b>

The number of artifacts recovered from this small EU speaks to the density of materials in this feature. All manner of household items were found, including several items that have fairly tight date ranges,



placing this feature in the earlier stages of occupation of the Japanese fishing village. Several bottles, including medicine and condiment bottles, have manufacturing date ranges from 1899 to 1940, placing the feature squarely within the dates of occupation for the Japanese Fishing Village (Table 6).



Figure 29. Sample artifacts from Feature 1027.

Table 7. Temporally Diagnostic Artifacts from Feature 1027 Excavation Unit

Catalog No.	Artifact type	Mark	Manufacturer	Date Range	Reference
0018	Medicine Bottle	"K.A.P. L.A. CAL."	Unknown	1930–1940	Toulouse1971
0024	Medicine Bottle	"BLUE RIBBON"	Standard Glass Company	1908–1920s	Lockhart et al. 2013
0025	Medicine Bottle	"O" within a Diamond " 4" to the right	Illinois Glass Company	1915–1929	Lockhart et al. 2005
0026	Medicine Bottle	"O" within a Box "61" to the right	Owens Bottling Company	1920–1926	Lockhart et al. 2010
0028	Condiment Bottle	"H.J. HEINZ CO. \ 57 \ PAT D"		1899–1907	Lockhart et al. n.d.

In addition to the temporally diagnostic items, several artifacts from this feature are Asian in origin, either Chinese or Japanese (Figure 30). A toothbrush with Asian script was recovered, as were fragments of a

hand painted porcelain rice bowl with the mark “MADE IN JAPAN”, and a small amber glass medicine bottle embossed “DAIGAKU EYE LOTION/SANTENDO.” Other artifacts associated with cooking and food processing include several fragments of tableware ceramics, crockery, and a metal can. Personal items such as buttons from garments, leather shoes, and a ceramic marble were also found within Feature 1027. A number of metal nails and fragments of window glass were found in the feature as well.



**Figure 30. Artifacts of Asian manufacture from Feature 1027.**

Feature 1027 is an excellent example of a large household refuse dumping feature. The pit for this feature was excavated nearly three feet into the ground and reached what would have been the old ground surface. The large size of the feature and the likelihood of multiple dumping episodes point to the possibility that this feature represents a communal dumping area, or is an accumulation of multiple years of dumping from a single residence. A broad range of types of household refuse reflecting multiple types of activities are represented in this feature. The food people ate, the materials used to process it, the materials to eat it, and other aspects of daily life—dress, play, health, household maintenance—are all represented by this feature.

Like Feature 1019, this feature retains good integrity and has potential for further analysis beyond the scope of the current project. Analysis of faunal remains could identify species of animals and cuts of meat that might point to the ethnicity and/or socioeconomic status of the people that dumped this trash. The full horizontal extent of this feature is unknown, but remains intact. It is likely that further excavation of the feature will yield additional artifacts that may be temporally or behaviorally diagnostic. The feature retains integrity and is relatively discreet, suggesting that it is an archaeological resource with further research potential.

### **Feature 1046**

Feature 1046 was identified during the excavation of MTR 1040. Feature 1046 was located near the eastern edge of the trench and in the central portion of Area B. The feature was identified as a tight, dense cluster of artifacts including stacked abalone shells, fragments of metal, charcoal, and fragments of brick and wood (Figure 31). Feature 1046 is a very tight cluster of refuse that is in an inverted cone-shaped pit approximately 50 centimeters wide on its upper end tapering to approximately 25 cm at the bottom. The feature originated approximately 20–30 cm below the ground surface within Stratum VI. Overall, the feature retains very good integrity as there is little to no mixing of feature constituents with surrounding fill.



**Figure 31. Photograph of Feature 1046, view facing north.**

As there was no visible internal stratigraphy, Feature 1046 was recovered as a single stratigraphic unit following the shape of the feature. Sediment from the feature recovery was screened through 1/8-inch wire mesh screens. Table 7 presents artifact data from analysis of the recovered feature constituents and

Figure 32 shows some examples of artifacts recovered from this feature. In total, the EU yielded 672 artifacts and an additional 3.2 kg of metal fragments, which were not individually counted.

**Table 8.** Artifacts from Feature 1046

Activity	Item	Type	Total
Building Materials	Brick	Architecture	1
	Mortar	Architecture	1
	Nail	Hardware	442
	Unknown	Architecture	204
	Window Glass	Architecture	1
Consumer	Bottle	Beverage	5
		Perfume/medicine	1
	Bottle Cap	Beverage	2
	Unknown	Unknown	1
Hardware	Chain	Unknown	1
Household			
	Flash lens	–	1
Kitchen	Bowl	Tableware	1
	Container	Crockery	1
	Faunal	Food (bone)	2
	Faunal	Food (Abalone)	11
Machinery Parts	Unknown	Unknown	1
Personal Items	Bead	–	1
	Button	Garment	1
	Faunal	Tool	1
	Pencil Lead	–	1
	Toothbrush	Toiletry	
Tools	Fishing Weight	–	2
<b>Overall Total</b>			<b>672</b>

Considering the small size of the feature, it contained a relatively wide variety of household items including architectural materials such as nails, mortar, window glass; personal items such as buttons from clothing, a perfume bottle, a toothbrush, lead from a pencil; food and beverage containers including fragments of Asian ceramics, crockery, and glass beverage bottles; food waste such as abalone and bone; and artifacts associated with fishing such as lead fishing or net weights, metal chain, and other unknown items that may be fragments of tools or parts of machinery.

Overall, the artifacts from this feature represent many different aspects of daily life, although the majority of the items are food and kitchen related and architectural debris. Only one temporally diagnostic item identified as having a date range within the period of occupation of the Japanese Fishing Village, a glass beverage bottle with intricate embossing. The bottle is for a flavored soft drink known as Tiltons. The embossing on the bottle has the figure of a woman and child sitting and having a picnic on one side and a man holding a soda bottle on the other. The bottle is embossed with “IMITATION\ARTIFICIAL COLOR & FLAVOR\REGISTERED\TIP\A\TILTON\BENZONATE SODA\6 1/2 FLU OZ.\A SNAPPY DRINK\TRACE FRUIT ACID ADDED.” The base of the bottle is marked with “TILTON\SAN PEDRO” The beverage was bottled locally and the bottle was manufactured by the Southern Glass Company during the years of 1926 to 1928 (Lockhart et al. 2009). One fragment of Asian ceramic, a porcelain teacup, was also recovered from the feature.

Feature 1046 was fully recovered, and like Features 1019 and 1027, it showed very strong integrity. There was only a minor amount of mixing with surrounding fill soils likely due to minor bioturbation from root growth. As with Features 1019 and 1027, Feature 1046 provides a small window into the daily activities of the residents of the Japanese fishing village. Items related to diet, health, work, personal maintenance and grooming, and general household debris were all recovered from this relatively small feature. The single temporally diagnostic item that was recovered falls squarely within the period of occupation of the site prior to internment.



Figure 32. Sample artifacts from Feature 1046.

### ***Unexcavated Features***

Using field observations, the 27 other features identified at the site can be placed into three general types based on their constituents: general household, food waste, and construction debris. This typology is provided with the caveat that these features were not fully excavated and display some amount of overlap in their content. With further investigation and analysis, it may be determined that these proposed types underestimate the complexity of the resources within the site, but nevertheless, we present this basic feature typology as a way to frame our discussion of the site as a whole. Several artifacts were collected from these features during their exposure including multiple fragments of Japanese ceramic, bottles, clothing items, toys, and food waste (Figure 33).



Figure 33. Artifacts recovered from various features across the site.

## General Household Features

These refuse pit features contain a wide variety of artifact types that represent the multiple byproducts of daily activities. Refuse in these features includes artifacts from multiple behavioral categories such as food preparation and consumption, food remains, clothing, entertainment, and building materials. Most of the features uncovered at this site fall into the “general household” category. These features vary in size from small, tight clusters of artifacts, such as Feature 1064, to larger features whose size is undefined, such as Feature 1066. These features may be the result of single individual dumping episodes to larger, possibly community dumping areas. These features mostly appear to be basin shaped, but there is some variability in their shapes and sizes. Features 1013, 1015, 1019, 1021, 1023, 1025, 1027, 1037, 1046, 1048, 1052, 1056, 1060, 1064, 1066, 1068, and 1085 all fall within this category.

Feature 1037 is a good example of this type of feature. Feature 1037 is a relatively large, basin-shaped feature containing a dense concentration of artifacts such as bottle glass, Asian ceramics, marine shell, faunal bone, fish bone, charcoal, fragments of metal, nails, and other construction debris. This feature was not excavated, but it appears to retain good integrity, and has the potential to address questions of ethnicity, diet, economics, and daily habits of the residents of the fishing village.

## Food Waste Features

Several of the features appear to contain mostly discarded food waste. Features 1029, 1058, 1072, and 1074 fall into this category. Each of these features is made up of large concentrations of fish bone and scales and other faunal materials (Figure 34). In some cases, ash is also present, possibly pointing to how this material was processed. These features vary in size from small basin shaped pits to larger pits of unknown size. Features of this type have the potential to address questions of diet, food processing techniques, and ethnicity.



Figure 34. Feature 1074; an example of a food waste feature containing a concentration of fish bone and scales.

### Construction Debris Features

These features tend to contain a large amounts of construction or architectural debris that may related to the demolition of structures or disposal of household materials related to the home maintenance and repair. These features may also relate to more industrial use of the area post-internment, but it does not seem likely that refuse from the larger industrial operations would have been dumped in relatively small pits. These refuse pits are more likely related to the maintenance and repair activities of living quarters in this area prior to internment. Common materials found in these features include metal nails, bricks, and fragments of wood, concrete, and asphalt (Figure 35). Most of the items in these features are not temporally diagnostic, but some items such as bricks may retain diagnostic elements. The study of these features can speak to the types of materials available to the residents of this community and the general nature of the structures that they lived in.



Figure 35. Feature 1068; an example of a construction debris feature.

## SUMMARY OF ARCHAEOLOGICAL RESULTS

The features and artifacts identified during the Extended Phase I investigations within the project area are clearly remnants of the Japanese fishing village that was known to exist in this area. Archival research has shown that rows of houses for the Japanese families of Terminal Island were located in this area. While there were no structural remnants or features that could be identified as elements of the houses themselves, the Extended Phase I investigations did uncover archaeological features related to the occupation of the site prior to internment. Numerous refuse deposits containing artifacts associated with the daily lives of the residents of this community were found in every portion of the property that was tested. In fact, fewer trenches were excavated than originally planned so that additional features would not be disturbed. An overlay of historical map data and SWCA's excavations shows the trenches and features in relation to the houses in this area (Figure 36). There may be some amount of error in this plot, however, interestingly, the features do appear to line up with the exteriors of houses and in areas that are essentially clear which is what would be expected for small-scale refuse disposal.



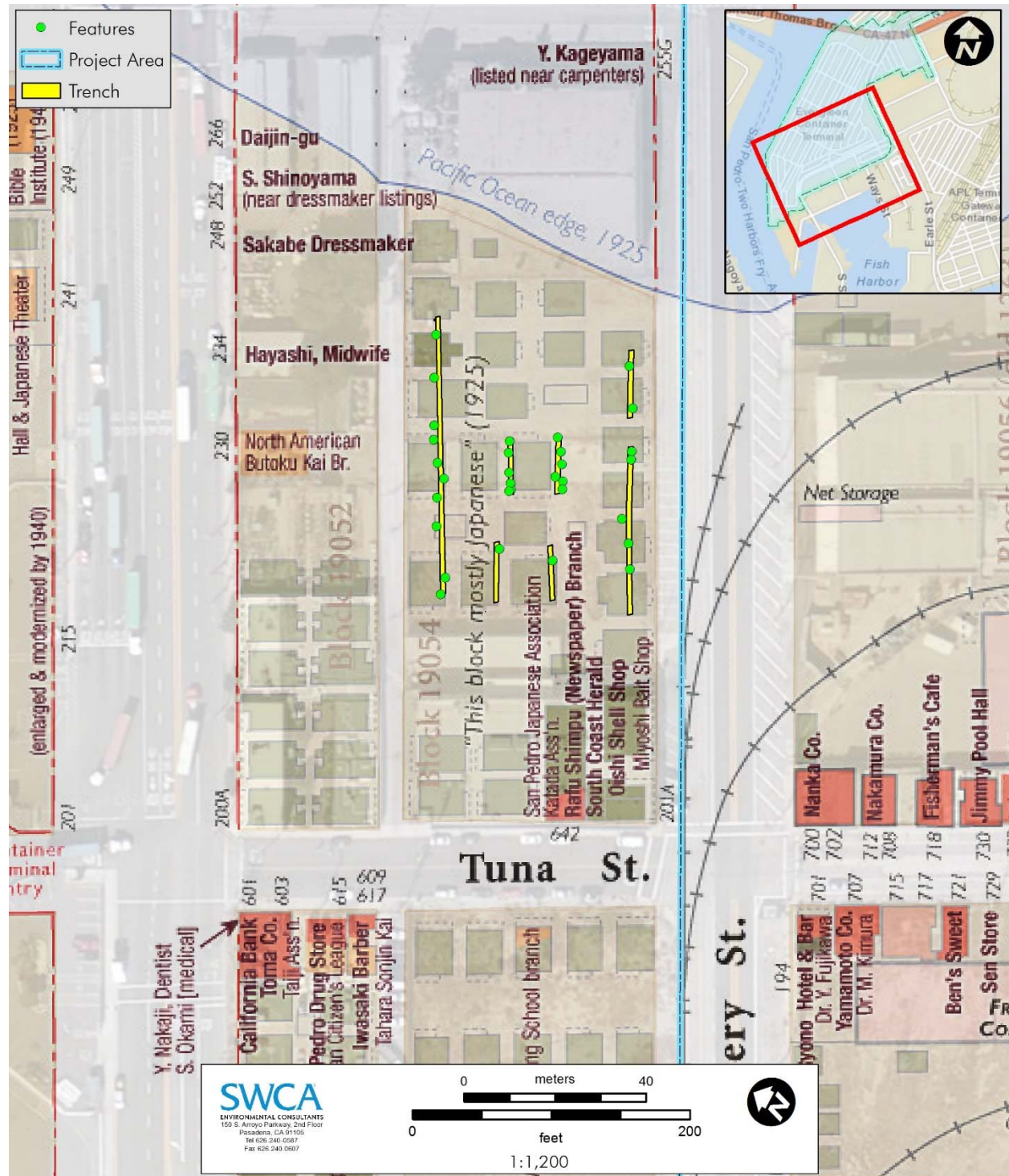


Figure 36. SWCA trenches and features overlaid with historic map of Fish Harbor (map courtesy of the Port of Los Angeles).

Numerous artifacts recovered from this work point to the Japanese community as the people who disposed of their refuse in this area. Ceramics such as rice bowls and tea cups of Japanese and Chinese manufacture were recovered in abundance. The byproducts of a diet based mostly on fish were also recovered in several of these features. Refuse pits with heavy concentrations of fish bone and scales and small amounts of mammal bone point to this type of fish based diet described by Kawasaki (1931:18)

when describing the early residents of Fish Harbor: “there was but one meat market in this period because the Japanese, through custom, favored fish rather than meat.” Kawasaki goes on to describe that later generations favored meat over fish, and a meat market was opened to supply them. Other items recovered displayed Japanese script, such as toothbrushes, glass medicine bottles, and various ceramic housewares.

While many other artifacts were recovered that do not provide an indication of the ethnicity of the households that deposited this refuse, the grouping of items with no ethnic affiliation together with Asian (specifically Japanese) items indicates that these features were deposited by the residents of the Japanese fishing community that lived in this location. Interesting research questions can be posed for future work relating to the associations of these deposits and their relationships to the Japanese and Japanese-American community in this location. Kawasaki describes generational changes between the first and later generations of Japanese and Japanese-Americans that lived on Terminal Island, and it is possible that these changes would be reflected in the types of goods that were acquired and used by each group. Kawasaki (1931) specifically states that later generations chose to venture from Terminal Island to do their shopping. This would likely be reflected in the clothing and goods that were eventually disposed of.

## **Recommendations**

### ***NEPA Project Impacts***

No built environment properties or archaeological sites were identified within the APE as part of the intensive-level survey. Therefore, the project will result in no effects or impacts (direct or indirect) within the USACE Permit Area under NEPA.

### ***CEQA Project Impacts***

#### **BUILT ENVIRONMENT**

As a result of SWCA’s intensive-level survey and archival research, five properties were recorded and evaluated for historic significance within the project area. One property, the Canner’s Steam Company Plant, was determined eligible for listing in the CRHR and for local designation as a City of Los Angeles HCM. The Canner’s Steam Company Plant is therefore considered a historical resource under CEQA (CRHR Status Code 3CS). The remaining four properties were found not eligible for listing in the NRHP, CRHR, or an HCM either individually or as contributors to any potential historic districts (CRHR Status Code 6Z). Within the survey area is a portion of the eastern terminus of the Vincent Thomas Bridge (specifically several concrete columns that support the bridge are located within the northern portion of the project site), which has been previously evaluated and determined to be eligible for listing on the NRHP and the CRHR.

CEQA (Section 21084.1) requires that a lead agency determine whether a project may have a significant effect on historical resources. If it can be demonstrated that a project will cause damage to a historical 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 (Section 21083.2[a], [b], and [c]). The project proposes to demolish the former Canner’s Steam Company Plant, the Pet Products Division building, the Pilot Plant, and the Net Shed Storage Complex, while leaving Distribution Station 121 in place. Demolition of the Pet Products Division building, the Pilot Plant, and the Net Shed Storage Complex would not result in a substantial adverse change to a historical resource because they are not defined as such. However, because the Canner’s Steam Company Plant is eligible for listing in the CRHR and as an HCM, it is considered a

historical resource under CEQA and its demolition would constitute a significant impact to a historical resource.

In accordance with CEQA, if a proposed project would result in significant adverse impacts to historical resources, the lead agency must consider and evaluate mitigation measures designed to mitigate adverse impacts to the maximum extent feasible, and if a significant adverse impacts remains, consider and evaluate the comparative effects of a range of feasible alternatives that would attain the basic project objectives and avoid or substantially lessen one or more significant effects.

## **ARCHAEOLOGY**

SWCA conducted background research for the entire project area, archaeological survey of Areas A and B, and Extended Phase I studies in Area B in compliance with CEQA to identified cultural resources that could be affected by ground disturbing activities associated with the Berths 226-236 Everport Container Terminal Project. As a result of the survey work, SWCA identified archaeological materials on the ground surface located in an area known to be a portion of the former Terminal Island Japanese Fishing Village. To confirm whether these materials may exist in an archaeological context, SWCA conducted Extended Phase I excavations in a portion of the project area. The Extended Phase I excavations located intact archaeological deposits and features dating to the period of occupation of the Terminal Island Japanese Fishing Village. This archaeological site has been temporarily labeled POLA-SWCA-1. Additionally, the artifacts and features identified and recovered during these investigations are representative of household refuse disposal for an Asian community (specifically Japanese), also pointing to the sites association with the Japanese Fishing Village.

Under CEQA, public agencies must consider the effects of their actions on both “unique archaeological resources” and “historical resources.” According to PRC Section 21084.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources. The term “historical resource” refers to resources listed or having potential to be listed in the CRHR. Additionally, the CRHR statutes include resources listed or determined eligible for listing in the NRHP, some California State Landmarks, and Points of Historical Interest. Prior to making a finding as to a proposed project’s impacts to historical resources, lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a particular projects impacts. As presented previously, the criteria for listing a historical resource on the CRHR are as follows: (Criterion 1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States; (Criterion 2) associated with the lives of persons important to local, California or national history; (Criterion 3) embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; (Criterion 4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation. We present these criteria again here to help contextualize the discussion of the potential eligibility of this site.

Because the archaeological site encountered in Area B of the portion of the project area can be definitively reasoned to be associated with residents of the Terminal Island Japanese Fishing Village, it is SWCA’s recommendation that the site be considered both a unique archaeological resource and a historical resource under PRC criteria. The content, integrity, and archaeological context of the features, artifacts, and midden that comprise the archaeological site are unambiguous in terms of their association with the residents of the Japanese Fishing Village. At the location where SWCA’s Extended Phase I investigations took place, there has been no known previous occupation by other groups or no known occupation by later groups. The area that was investigated in this study was partially paved and had at least one building placed over it subsequent to the internment of the residents of the Japanese Fishing Village by the United States Government. These later modifications to the project area appear to have had

little effect on buried cultural resources, and point strongly to the integrity of the archaeological deposit as a whole.

Because the archaeological deposit in this portion of the project area can be considered both a unique and historical resource, it can be evaluated against the criteria of the CRHR. The development of Terminal Island is intertwined with the development of the shipping industry as well as the fishing and associated canning industry in southern California. The Japanese community of Terminal Island was crucial in the development of this industry. Additionally, the internment of this community as a result of World War II is an important, if difficult, chapter of not only California history, but American history more broadly. Because the archaeological materials encountered in this portion of the project area are associated with this community immediately prior to the significant event of internment, it is SWCA's recommendation that the archaeological site meets the requirements of Criterion 1. As stated previously, the Terminal Island Fishing Village was crucial in the development of industry locally, regionally, and eventually, on a national scale as the Port gained prominence and became a critical piece of national infrastructure. So in addition to the aforementioned reasons, it is SWCA's recommendation that the archaeological site, because of its association with the Japanese community of Terminal Island, also meets the requirements for designation under Criterion 1.

While only a small portion of the POLA-SWCA-1 was tested and analyzed, it is clear that the features uncovered during this work hold much potential for archaeological research. Many different aspects of daily life of the residents of the Japanese Fishing Village can be studied through the analysis of these features. Artifacts and ecofacts associated with people's diets, work life, personal adornment, health, ethnicity, entertainment, and other facets of daily life were recovered and identified within features uncovered at this site. While specific questions associated with the preceding topics can be addressed with specific features and artifacts, broad questions about the community such as socioeconomic status, generational changes, and cultural processes such as enculturation, and ethnogenesis as well as many others can be addressed with data from this site. SWCA's studies involved extremely small sample sizes, and such broad questions were beyond the scope of this study. However, the yet undisturbed and undiscovered portions of this archaeological deposit have the potential to address such questions. For these reasons, SWCA also recommends that the archaeological site also meets the requirements of Criterion 4.

In summary, SWCA recommends that the archaeological site POLA-SWCA-1, discovered during the investigations of this portion of the project area, be considered both a unique archaeological resource and historical resource and that it is recommended eligible for listing in the CRHR under Criteria 1 and 4. Any future ground disturbing work undertaken in Area B should be preceded by the development of a formal Data Recovery plan including formal mitigation measures. Dense brush in Area A prevented a thorough pedestrian survey of that location. It is possible, especially given the results of the Extended Phase I investigations at Area B that similar buried cultural resources exist at this location. An additional Extended Phase I investigation or full subsurface testing of this area is recommended prior to undertaking any kind of ground disturbance at Area A. The archaeological deposits in Area B are relatively shallow. Indications from the Extended Phase I investigations are that the archaeological deposits do not extend further than approximately 5 feet below the ground surface, and are within inches of the ground surface in some areas. At this time, the extent to which paved areas in the overall Everport Container Terminal Project area have disturbed subsurface remains is unknown. Further archival research to determine the nature and extent of grading or other ground disturbing activities that have taken place within the project area could identify locations that are likely or not to contain intact archaeological resources. Such research will help determine areas that should require additional archaeological investigations similar to the work that was undertaken as part of this project.

POLA-SWCA-1 may also be eligible for the NRHP; however, an NRHP eligibility was not made because the site is outside of the USACE Permit Area and not directly or indirectly affected by the federal action/undertaking.

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## **Appendix A**

**State of California Department of Parks and Recreation  
Series 523 Forms**



**P1. Other Identifier:** 249 Cannery Street

**P3a. Description:**

The subject property was recorded on a Department of Parks and Recreation (DPR) Primary form in 2004 and updated in 2011. Since that time, the architectural description prepared for the property remains accurate. There are no additional alterations and the property remains in good physical condition.

**P5b. Description of Photo: (View, date, accession #)**

Facing west, November 11, 2014, DSC\_0033.jpg



**P11. Report Citation:**

*Built Environment Evaluation Report Report for the Berths 226-236 Everport Container Terminal Project, Terminal Island, Port of Los Angeles, Los Angeles, California (SWCA Environmental Consultants 2015).*

**B10. Significance:**

Constructed in 1951 to provide steam to Van Camp and Star-Kist, the building is directly associated with the post-World War II expansion of the fish canning industry at Fish Harbor. The property has been recorded and evaluated for historic significance multiple times:

- In 1983, the property appears to have been identified as part of a reconnaissance-level survey of Fish Harbor facilities, which determined Fish Harbor to be eligible for listing in the NRHP (Jones & Stokes 2008b:4).
- In 1996, the property was identified as part of a second reconnaissance-level survey. Its potential significance was found to be "low" (San Buenaventura Research Associates 1995).
- In 2004, the property was found eligible for listing in the NRHP and CRHR under Criteria A/1 for its direct and significant association with the expansion of canning operations at the Port of Los Angeles (Jones & Stokes 2004b).
- In 2009, a memorandum was prepared to assess if the eligibility of the property would be affected by the removal of the property's ancillary steam-generation equipment. The assessment found that the interior and exterior equipment were character-defining features of the property and played an integral part in defining the historic operation of the facility and its importance. According to the assessment, removal of these features would comprise the integrity of design, materials, workmanship, feeling, and association and the property would no longer be able to convey its significance or be eligible for listing in the NRHP or CRHR (Bowen 2009).
- In 2011, the interior and exterior steam generation equipment was removed from the property, and its historic significance was subsequently reassessed. The evaluation found that the removal of the interior and exterior equipment affected the integrity of design, setting, workmanship, feeling, and association; and as a result, Canner's Steam Company Plant was no longer able to convey its significance and was found to be not eligible for listing in the NRHP or CRHR (Bowen 2011).
- In 2012, staff from the Los Angeles Department of City Planning, Office of Historic Resources conducted a site visit of the property and concluded that while the removal of the interior and exterior steam generation equipment may have materially impacted eligibility for listing in the NRHP and CRHR, the building still appeared eligible for listing as an HCM in the City of Los Angeles and should be considered a historical resource under CEQA (Hansen 2012).

(See Continuation Sheets, pages 2 and 3)

Since it was last formally evaluated in 2012, the building appears in fair condition, with no visible alterations. A review of previous evaluations indicates that the Canner's Steam Company Plant has not been evaluated using HCM eligibility criteria or SurveyLA methodology. Per the Port of Los Angeles, Built Environment Historic Architecture and Cultural Resource Policy (Resolution No. 13-7479), all building evaluations as of 2013 must follow SurveyLA methodology, which utilizes a context-driven framework for evaluations of properties. SurveyLA identifies canneries as a significant property type under the Industrial Development Context, and due to the rarity of the type, includes associated infrastructure such as steam plants and wharves within the Port theme.

SurveyLA outlines registration requirements for evaluating the significance of Canneries, including eligibility standards, character-defining features, and integrity considerations. In examining these requirements as they relate to the Canner's Steam Company Plant: the building was historically designed to provide steam power to canneries; it is associated with the Port of Los Angeles during the period of significance (defined as 1906-1980); and it retains most of the essential physical features from the period of significance, including its tall, one-story design and large, open interior (which SurveyLA specifies need not contain equipment).

Integrity considerations state that, for a property to be eligible within the Industrial Development Context, it must retain integrity of location, design, association, and materials; integrity of setting, feeling, and workmanship may have changed. In assessing the integrity of Canner's Steam Company Plant, it is first necessary to consider its historic associations and the character-defining features necessary for it to convey its significance. The resource is important for its direct association with the rapid expansion of canneries at Fish Harbor in the early 1950s, a period when the Port was producing nearly half of the tuna consumed in the United States. As a steam production plant, the steam generation equipment was a character-defining feature of the property, but other features also include the tall one-story shape, large open interior, and overall utilitarian design. The building envelope played an integral role in supporting the function of Canner's Steam Company Plant; it was designed to house and protect the interior equipment. As the largest and most visible physical component of the property, the building envelope directly contributed to the industrial character of Fish Harbor and surrounding canneries. The steam generation equipment was a contributing structure that supplemented/complemented the historic significance of the Canner's Steam Company Plant, but its absence does not compromise the integrity of the resource to the point that the resource no longer conveys the reasons for its significance. The following analyzes the four aspects of integrity that SurveyLA requires for the Cannery property type as they relate to the Canner's Steam Company Plant:

- Location: The property has not been moved and retains integrity of location.
- Design: The steam generation equipment was a contributing element of the resource. The tall, one-story form and large, open interior were deliberate and necessary elements of the property's design and were required to protect the interior steam generation equipment housed within. As such, the property retains integrity of design.
- Association: The property is significant for its direct association with the post-World War II expansion of the fish canning industry at Fish Harbor. Canner's Steam Company Plant was constructed to provide steam to five canneries at Fish Harbor, at least two of which are still extant and within 0.5 mile of the property (StarKist and Chicken of the Sea). The property possesses a direct link to Fish Harbor and the canneries it served and retains integrity of association.
- Materials: As discussed above in regards to materials, the steam generation plant was a contributing element of the historic resource. The resource's primary character-defining features, materials, and elements, such as the structural system, sheathing, and windows and doors, remain intact, and as such the property retains integrity of materials.

According to the California Office of Historic Preservation, a building that does not retain sufficient integrity to meet the criteria for listing in the NRHP may still be eligible for listing in the CRHR (Office of Historic Preservation, n.d., Technical Assistance Bulletin Series #6). A review of previous historic significance evaluations of Canner's Steam Company Plant indicates that none reference this document or discuss integrity thresholds as they relate to the NRHP and CRHR. The steam generation equipment was a contributing structure to the Canner's Steam Company Plant, and its removal has affected certain material aspects of the property. Because the threshold for integrity is higher at the federal level, the property does not appear to retain sufficient integrity to be eligible for listing in the NRHP due to the loss of the equipment. As discussed above however, the building retains many other essential character-defining features that still allow it to convey its historic significance. The building meets the registration requirements identified by SurveyLA and appears eligible for listing in the CRHR and as an HCM under Criteria 1/1 for its direct association with the fishing and canning industry at the Port of Los Angeles. Although the property is a good example of an industrial fishing-related property, it does not retain the distinguishing characteristics of an architectural type specimen due to the removal of the steam generation equipment, and it does not appear eligible for listing in the CRHR or as an HCM under Criteria 3/3. No information was identified to suggest the building is associated with notable persons or has the potential to yield important information, and the building does not appear eligible for listing under Criteria 2/2 or 4/4.

(See Continuation Sheet, page 3)

The Canner's Steam Company Plant was developed as a joint steam plant by five canneries, including Van Camp (Chicken of the Sea) and StarKist. Both of these canneries have been previously evaluated and found eligible for listing in the NRHP for their direct association with the post-World War II expansion of the canning industry at the Port (Jones & Stokes 2008a; 2008b). Because these properties were outside the limits of the current study, they were not included as part of the intensive-level survey and an assessment of their integrity cannot be made at this time. However, should they retain integrity, potential exists for a canning-related historic district, for which the Canner's Steam Company Plant could be considered a contributing element.

**B12. References:**

Bowen, Madeline. "Eligibility Status of Canner's Steam Company Plant Upon Proposed Removal of Interior/Exterior Equipment." Memorandum from Madeline Bowen, ICF Jones & Stokes to Dennis Hagner, Environmental Division, Port of Los Angeles, 13 November 2009.

Bowen, Madeline. "DRAFT Reassessment of the Canner's Steam Company Plant, 249 Cannery Street, Port of Los Angeles." Memorandum from Madeline Bowen, AECOM to Dennis Hagner, Environmental Division, Port of Los Angeles, 7 July 2011.

Hansen, Janet. "Canner's Steam Company Plant, 249 Cannery Street." Memorandum from Janet Hansen, Deputy Manager, Office of Historic Resources, Department of City Planning to Dennis Hagner, Environmental Division, Port of Los Angeles, 29 March 2012.

Jones & Stokes. *Architectural Survey and Evaluation of Canner's Steam Company Plant, Port of Los Angeles*. Prepared for the Los Angeles Harbor Department, San Pedro, California. Jones & Stokes. November 2004.

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San Buenaventura Research Associates. *Phase I Cultural Resources Reconnaissance Survey of 7,500 Acres of Land and Water for the Port of Los Angeles, City of Los Angeles, California*. Prepared for the Port of Los Angeles Environmental Management Division.

**B14. Evaluator:** Steven Treffers, SWCA Environmental Consultants, 150 South Arroyo Parkway, 2<sup>nd</sup> Floor, Pasadena, CA 91105

\*Resource Name or # (Assigned by recorder) Canner's Steam Company Plant

\*Recorded by M. Bowen/AECOM \*Date July 7, 2011  Continuation  Update

NRHP Status Code 6z

P1. Other Identifier: 249 Cannery Street

\*P2. Location:  Not for Publication  Unrestricted  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*a. County Los Angeles

\*b. USGS 7.5' Quad San Pedro, California Date 1992 T R \_\_\_ ¼ of Sec \_\_\_\_\_ B.M.

c. Address 249 Cannery Street City San Pedro Zip 90731

d. UTM: (give more than one for large and/or linear resources) Zone \_\_\_\_\_; \_\_\_\_\_mE/ \_\_\_\_\_mN

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

\*\*P3b. Resource Attributes: (List attributes and codes) HP8. Industrial Building

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

P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing northwest, June 27, 2011

\*P6. Date Constructed/Age and Sources:  
 Historic  Prehistoric  Both  
Built in 1951. City of Los Angeles Building & Safety Div. Archives. Permit #6617, May 9, 1951

\*P7. Owner and Address:  
Canner's Steam Company  
249 Cannery Street  
San Pedro, CA 90731

\*P8. Recorded by: (Name, affiliation, address)  
Madeline Bowen  
AECOM  
2020 L Street, Suite 400  
Sacramento, CA 95811

\*P9. Date Recorded: June 27, 2011

\*P10. Survey Type: (Describe) Intensive



### Significance

At the request of the Port of Los Angeles (Port), AECOM reassessed the Canner's Steam Company Plant at the Port for National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility in light of recent physical changes to the property (removal of exterior equipment). The Port also requested that the property be evaluated to determine whether it meets eligibility requirements as a City of Los Angeles Historic-Cultural Monument.

In 2004, Jones & Stokes inventoried and evaluated the Canner's Steam Company Plant for eligibility for listing in the NRHP and the CRHR. The 2004 documentation stated that the property appeared to meet the criteria for listing under Criterion A of the NRHP and Criterion 1 of the CRHR for its association with the Los Angeles fishing and canning industry (Jones & Stokes 2004). This reassessment has found that the removal of the steam processing equipment, an essential character-defining feature of the Canner's Steam Company Plant, has materially altered the building's integrity of design, setting, materials, workmanship, feeling, and association to such a degree that the building can no longer convey its significance as a steam production plant under Criterion A/1. Therefore, Canner's Steam Company Plant does not currently appear to retain sufficient integrity to meet NRHP or CRHR criteria. Furthermore, the Canner's Steam Company Plant building also does not appear to meet the criteria as a City of Los Angeles Historic-Cultural Monument because it does not convey sufficient design and materials that allow it to convey its historical significance.



\*Resource Name or # (Assigned by recorder) Canner's Steam Company Plant

\*Recorded by M. Bowen/AECOM \*Date July 7, 2011  Continuation  Update

When a property is reassessed for NRHP and/or CRHR eligibility status, integrity is what primarily determines whether that property conveys its significance and remains eligible. If a property's character-defining features are compromised through alterations, this can affect its integrity. In other words, a historic resource must have enough physical characteristics or features to communicate its significance under one or more of the NRHP and/or CRHR criteria. NRHP and CRHR guidelines recognize seven aspects mentioned earlier that define integrity: location, design, setting, materials, workmanship, feeling, and association. To retain enough integrity to convey significance, a property should possess several or most of these aspects of integrity.

The Canner's Steam Company Plant is eligible for listing in the NRHP and CRHR under Criterion A/1 for its role in providing steam to canneries in the post-World War II period. Therefore, the property needs to retain those character-defining features that best portray its function and appearance as a steam plant during this historic period and its association with the fishing or canning industry. The character-defining features that embody the property's role as a steam plant are its interior boilers and its exterior steam processing equipment. These key features are important to the building's significance because they illustrate the functionality of the steam plant.

The following discussion identifies the seven aspects of integrity and describes how they relate to the Canner's Steam Company Plant:

- ▶ *Location:* The building retains integrity of location.
- ▶ *Design:* The building no longer retains integrity of design. The design of a property is reflected in its historic functions and technologies (U.S. Department of the Interior 1997:44). The building's interior and exterior elements were designed to be functionally and spatially related, and one element cannot operate without the other. The removal of the steam processing equipment, a critical design component of the steam building, has altered the original design of the building and essentially reduced its appearance to any other industrial building dating to the post-World War II period.
- ▶ *Setting:* Removal of the steam processing equipment degraded the setting because it disrupts the relationship between the building and the demolished element. Setting also relates to the character of the place in which the property played a significant role. As discussed in the 2004 evaluation, the removal of the surrounding buildings in the vicinity damaged the setting.
- ▶ *Materials:* The integrity of the building's materials has been lessened because the steam processing equipment has been removed. Overall, the building's materials remain in place (although signage has been removed). However, the materials are degraded by the removal of the exterior equipment and aboveground pipes because they were specific materials used in the original design and operation of the plant.
- ▶ *Workmanship:* Integrity of workmanship has also been altered because the original configuration of the steam processing equipment and the engineering of how the system worked have been lost with the removal of the equipment.
- ▶ *Feeling:* The building has lost integrity of feeling. The steam processing equipment was a key element of the building and added to the building's sense of feeling, especially in light of the setting having been degraded over time. This building no longer feels like a steam plant from the exterior, and the interior alone is not enough to understand its place in history. It no longer can convey its "historic sense of a particular period of time" (U.S. Department of the Interior 1997:45).
- ▶ *Association:* The plant lost integrity of association because the property is not sufficiently intact to convey that function to the observer. Similar to feeling, association requires that physical features be retained to convey the property's historic character. With removal of the exterior equipment, the building resembles a common industrial structure that can no longer be recognized as a steam plant or as a facility associated with the canning industry. This building no longer is "sufficiently intact to convey that relationship to the observer" (U.S. Department of the Interior 1997:45). In addition, as noted in 2004, the steam plant's association with the canning industry was severely affected by the demolition of most of the surrounding cannery buildings in prior years.

The National Register Bulletin "How to Apply the National Register Criteria for Evaluation" states, "Some historic buildings are virtually defined by their exteriors, and their contribution to the built environment can be appreciated even if their interiors are not accessible" (U.S. Department of the Interior 1997:46). The previously existing steam processing equipment was functionally related to the building and was

\*Resource Name or # (Assigned by recorder) Canner's Steam Company Plant

\*Recorded by M. Bowen/AECOM \*Date July 7, 2011  Continuation  Update

essential to understanding the building's significance as a steam plant. Although the interior equipment remains in place, the historically designed function of the building cannot be fully understood without the exterior processing equipment that was an integral part of the steam generating process. The interior elements on their own are not enough to illustrate the historic function of the building because the interior and exterior elements were intrinsically linked. In addition, the loss of canning industry buildings in the surrounding area that had received the produced steam exacerbates this inability to understand the historic function and purpose of the property.

The removal of the steam processing equipment, an essential character-defining feature of the Canner's Steam Company Plant, has materially altered the building's integrity of design, setting, materials, workmanship, feeling, and association to such a degree that the building can no longer convey its significance as a steam production plant under Criterion A/1. Essentially, the building is no longer recognizable as a steam plant and has the look and feel of an industrial building dating to the mid-20th century. Therefore, Canner's Steam Company Plant does not appear to retain sufficient integrity to meet NRHP or CRHR criteria.

The Canner's Steam Company Plant also does not appear to qualify as a City of Los Angeles Historic-Cultural Monument. According to Section 22.130 of the Los Angeles Municipal Code, a historical or cultural monument is

any site (including significant trees or other plant life located thereon), building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, State or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction, or a notable work of a master builder, designer, or architect whose individual genius influenced his age. (City of Los Angeles 2011)

Although the building is historically significant to the City of Los Angeles, because its exterior processing equipment has been removed, the building does not have sufficient design and materials to convey its historical significance.

#### Photographs (Cont'd)



**Photograph 2.** Canner's Steam Company Plant, Facing Southwest,  
Former Site of Steam Processing Equipment to the Left

\*Resource Name or # (Assigned by recorder) Canner's Steam Company Plant

\*Recorded by M. Bowen/AECOM \*Date July 7, 2011  Continuation  Update



**Photograph 3.** Canner's Steam Company Plant, Facing Southwest,  
Former Site of Steam Processing Equipment to the Right



**Photograph 4.** Canner's Steam Company Plant, Facing Northeast

\*Resource Name or # (Assigned by recorder) Canner's Steam Company Plant

\*Recorded by M. Bowen/AECOM \*Date July 7, 2011  Continuation  Update



**Photograph 5** Canner's Steam Company Plant, Facing Northwest and Looking Toward Former Site of Oil Storage



**Photograph 6.** Canner's Steam Company Plant, Interior, View of Boilers

State of California <sup>3/4</sup> The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 5

\*Resource Name or #: Canner's Steam Company Plant

P1. Other Identifier: 249 Cannery Street

\*P2. Location:  Not for Publication  Unrestricted

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*a. County: Los Angeles

\*b. USGS 7.5' Quad: San Pedro, California Date: 1992

T R of Sec B.M.

c. Address: 249 Cannery Street

City: San Pedro

Zip: 90731

d. UTM:

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

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

This rectangular-plan industrial building is two-story equivalent in height and has a front-gabled roof. The building rests on a concrete slab foundation, it is steel-framed and the walls are clad in a corrugated composite siding. Bands of windows line the upper level of all elevations. The south elevation is the main façade and is composed of a main entrance flanked by bands of windows on the first floor. The entrance consists of wooden double doors with six lights and with three-light sidelights and multi-light transom. Flanking the entrance are bands of eight three-light awning-style steel-sash windows covered with metal awnings. Below the windows and flanking the windows on the right and left, there is a brick watertable. The upper level band of windows consists of 19 four-light awning-style steel-sash windows.

(See Continuation Sheet.)

P3b. Resource Attributes: (List attributes and codes) HP8, Industrial Building

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

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) Facing northwest

\*P6. Date Constructed/Age and Sources:  Historic

Prehistoric  Both

Built in 1951. City of Los Angeles Building & Safety Div. Archives, Permit #6617, May 9, 1951.

\*P7. Owner and Address:

Canner's Steam Company  
249 Cannery Street  
San Pedro, CA 90731

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

Andrew Schmidt  
Jones & Stokes  
17310 Red Hill Avenue, Ste. 320  
Irvine, CA 92614

\*P9. Date Recorded: July 2004

\*P10. Survey Type: (Describe) Intensive Survey

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes. 2004. Architectural Survey and Evaluation of Canner's Steam Company Plant, 249 Cannery Street, San Pedro, California.

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  Other (List):

# BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 5

\*NRHP Status Code 3S

\*Resource Name or # (Assigned by recorder) Canner's Steam Company Plant

**B1. Historic Name:** Canner's Steam Company Plant

**B2. Common Name:**

**B3. Original Use:** Steam Plant

**B4. Present Use:** None

\***B5. Architectural Style:** Industrial

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

City of Los Angeles building permit #6617, was issued to Canner's Cooperative Steam Company, Long Beach, California, on May 9, 1951, to construct a one-story steam plant. The address was 249 Cannery Street, Fish Harbor, San Pedro. The estimated cost of construction was \$112,500. M.A. Nishkian of Long Beach was the engineer.

\***B7. Moved?** No Yes Unknown **Date:**

**Original Location:**

\***B8. Related Features:** None

**B9a. Architect:** M.A. Nishkian (engineer)

**b. Builder:**

\***B10. Significance: Theme:** Fishing and Canning Industry

**Area:** Port of Los Angeles

**Period of Significance:** 1951-1954

**Property Type:** Industrial

**Applicable Criteria:** A (1)

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Canner's Steam Plant at 249 Cannery Street appears to be eligible for listing in the NRHP under Criterion A for its association with the Los Angeles fishing and canning industry. Similarly, this property appears to be eligible for the CRHR under Criterion 1. The steam plant was built in 1951 to provide steam to cooperating canneries for cooking and canning. By generating steam from a single source, this facility assisted in the canning process and helped increase efficiency throughout Fish Harbor. The buildings and intact equipment illustrate the postwar expansion of canning operations in the Fish Harbor area, and the plant retains an extremely high degree of historic integrity.

(See Continuation Sheet.)

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

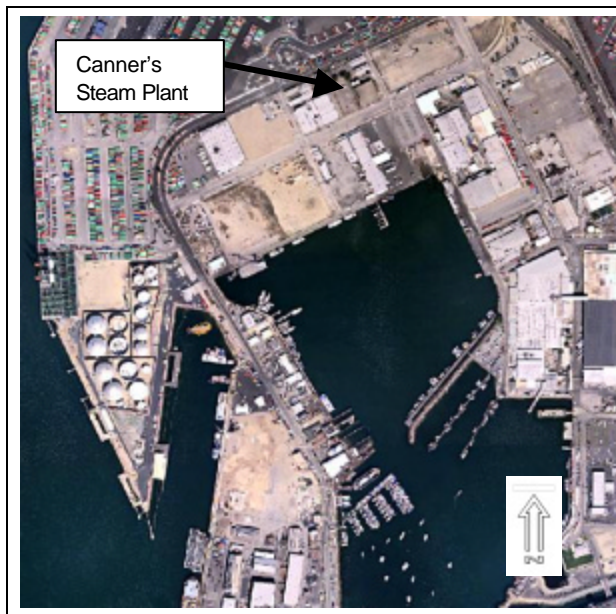
\***B12. References:** Building Permits for 249 Cannery Street, City of Los Angeles Building & Safety Division Archives; Los Angeles Board of Harbor Commissioners, Annual Reports, 1919-1963; Queenan, *The Port of Los Angeles: From Wilderness to Worldport*, 1983; Sanborn Map Company, Fire Insurance Maps for Los Angeles, Vol. 19; various articles from: *Los Angeles Times*, *Pacific Fisherman*, *San Pedro News Pilot*, *San Pedro News Tribune*.

**B13. Remarks:**

\***B14. Evaluator:** Andrew Schmidt, Jones & Stokes

\***Date of Evaluation:** July 2004

(This space reserved for official comments.)



**P3a. Description: (continued)**

The north elevation mirrors the south in its fenestration and general arrangement. However, the awning-style steel-sash windows are 12-light on the upper level and six-light on the lower. At the center, there is a loading door with a metal roll-up type door.

Similarly, the east and west elevations mirror each other. Openings consist of a band of upper-level, 12-light, awning-style steel-sash windows running nearly the length of each wall. There are two steel stacks slightly taller than the roofline on each wall, with exhaust piping extending through the walls.

The interior is essentially an open floor plan dominated by three large boilers. A central corridor extends from the main entry on the south to the loading door on the north, with two boilers on the west side and one boiler on the east. It appears that the facility was designed for four boilers, but only three were installed. On the south end of the building, there are subdivided office spaces. On the north end, a series of steam-driven turbines provided the facility with its own power. Overhead pipes carried the steam. An approximately one-foot diameter pipe connects each boiler to a single 18-inch pipe running the length of the plant. There are a series of valves to regulate the flow of steam through the pipes. Catwalks provide access to the piping and the upper sections of the boilers.

**B10. Significance (Continued):**

In the years following World War II, canning and fishing was an important industry in Los Angeles generally and at the Port specifically. The Los Angeles Harbor, led by Fish Harbor, became the largest U.S. fishing port during the 1930s. After the war, the Port became homeport to the world's largest fisheries in value and in tonnage of fish. Some 950 million pounds of fish were landed in the San Pedro district during the 1950-1951 season, with a total value of the catch and canning distribution at approximately \$78 million. The Los Angeles Harbor area alone produced nearly half of the 9.5 million cases of tuna packed in the U.S. during that season. New plants and expansions by Pan-Pacific, French Sardine, Van Camp, and others propelled Los Angeles Harbor into the position of largest fish packing center in the world by the mid-1950s. By 1957, the Los Angeles canneries accounted for 80 percent of the 11.9 million cases of tuna produced in the United States. The canneries employed 5,000 people with payrolls of \$15 million, and they maintained a yearly volume of business exceeding \$150 million. In 1950, five of the canning companies, including Van Camp and French Sardine, formed the cooperative Canner's Steam Company to build and operate a joint steam plant.

The Canner's Steam Company plant has a direct and significant association with the expansion of canning operations by providing the canneries with an efficient and reliable source of steam. The plant is also associated with two important canning companies – Van Camp and Star-Kist. Although the actual canneries of those companies were more significant to their operations, neither company's plant retains historic integrity. The steam plant retains an extremely high degree of historic integrity.

There have been minimal alterations to the steam plant over the years, and the interior equipment, in particular, appears to have been extremely well maintained. The plant clearly illustrates how the facility would have operated during the historic period. The plant's historic materials, workmanship, and design are all intact, and it remains in its original location. The setting has been compromised to a degree by the demolition of most of the surrounding cannery buildings. However, the overall feeling and association of the steam plant remains good. This plant is the best preserved example of built environment associated with the fishing and canning operations based at Fish Harbor from the early- to mid-twentieth century.

Due to its significant historic associations and its high degree of integrity, the Canner's Steam Company Plant at 249 Cannery Street appears to be eligible under NRHP Criterion A. Other NHRP criteria do not appear to apply, however. The steam plant is not known to be associated with persons significant in history (Criterion B), its architectural qualities are undistinguished (Criterion C), and it is not likely to provide significant new information in history (Criterion D).

**P5a. Photo or Drawing (Continued):**



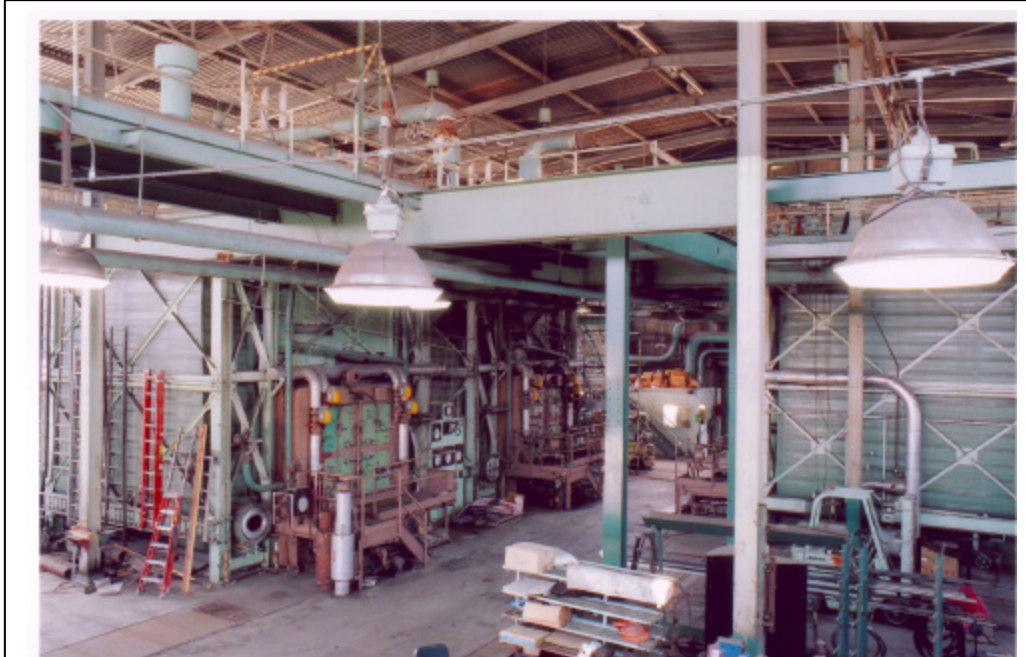
**Canner's Steam Company Plant, Facing Southwest**



**Canner's Steam Company Plant, Facing Northeast**



**P5a. Photo or Drawing (Continued):**



**Canner's Steam Company Plant, View of Boilers**



**Canner's Steam Company Plant, View of Steam Pipes**

**P1. Other Identifier:** 212-214 Terminal Way

**P3a. Description:**

The subject property was recorded on a Department of Parks and Recreation (DPR) Primary form in 2008. Since that time, the architectural description prepared for the property remains accurate. There are no additional alterations and the property retains a low degree of architectural integrity.

**P5b. Description of Photo: (View, date, accession #)**

Facing southwest, November 11, 2014, DSC\_0074.jpg



**P11. Report Citation:**

*Built Environment Evaluation Report Report for the Berths 226-236 Everport Container Terminal Project, Terminal Island, Port of Los Angeles, Los Angeles, California* (SWCA Environmental Consultants 2015).

**B10. Significance:**

In 1983, the subject property appears to have been included in an inventory and evaluation of Fish Harbor facilities, which determined the harbor to be eligible for listing in the National Register of Historic Places (NRHP) (Jones & Stokes 2008). The property was evaluated again in 2008, and was deemed to have an “extremely low” degree of architectural integrity, based on a number of alterations from 1963, 1965, 1972, and 1990. The property was found ineligible for listing in the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR) and as a Historic-Cultural Monument (HCM) in the City of Los Angeles due to the lack of direct association with the main production facility or the initial phase of construction of the Star-Kist facility, the lack of association with important figures, and the lack of distinguishing architectural and/or design qualities (Jones and Stokes 2008).

Although the building is associated with the StarKist Cannery to the southwest, it served an independent function as a research laboratory and is not representative of the commercial fishing industry in Los Angeles. This is indicated by the continued expansion of the property during a period when canneries at the Port were moving their operations overseas. The building does not appear to be categorized by any of the property types identified within the Port theme by SurveyLA nor does it appear to be associated with any of the themes identified in the Industrial Development Context. Although the original portion of the building was designed by engineer M.A. Nishkian, its planned design has been significantly altered through substantial additions. Archival research does not indicate that it is associated with any other patterns of development or notable persons, and it does not exemplify industrial architecture within the Port of Los Angeles. As such, the property does not appear eligible for listing in the NRHP, CRHR, or as an HCM. For the reasons noted above, the property also does not appear to contribute to any potential historic district.

**B12. References:**

Jones and Stokes. *Final Architectural Survey and Evaluation of the Star-Kist Plant, Terminal Island, Port of Los Angeles, Los Angeles, California*. Jones and Stokes, Los Angeles, California. 2008.

**B14. Evaluator:** Steven Treffers, SWCA Environmental Consultants, 150 South Arroyo Parkway, 2<sup>nd</sup> Floor, Pasadena, CA 91105

# PRIMARY RECORD

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\* Resource Name or #: Research Laboratory Complex - Pet Products Division

P1. Other Identifier: \_\_\_\_\_

\* P2. Location:  Not for Publication  Unrestricted a. County Los Angeles  
b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.  
c. Address 212-214 Terminal Way City Terminal Island (Los Angeles, Ca) Zip 90731  
d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN  
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app)

\* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
The Pet Products Division is part of the Research Laboratory Complex located at the southeast corner of the intersection of Tuna Street and Terminal Way. The building address is 212-214 Terminal Way, Los Angeles, CA (Terminal Island). The original laboratory building consisted of a one-story 29' by 77' foot unit fronting on Terminal Way. The original laboratory was repeatedly enlarged by additions in 1963, 1965, 1967, 1972, and 1990. Today, the Research Laboratory Complex, Pet Products Division, consists of a one and two-story U-shaped laboratory building. Major architectural features consist of an offset level main entry with courtyard entrance, one and two story building components, and primarily flat roofs. Architectural details consist of pilaster wall features, a stucco exterior on the northern and eastern elevations, and concrete block exterior on the southern elevation. There are also flat rectangular windows on the northern elevation, and structural piers and piping along the southern elevation. Construction types/materials include a concrete foundation, and stucco and concrete block exterior surfacing. The building retains a low degree of architectural integrity. Building permit research reveals multiple additions and alterations, as the structure expanded to the north and west over a period of two decades. Associated property-specific features include wrought iron fencing along the northwest corner and alley to the south. Landscape features include a large courtyard area formed by the building "U" with trees and flowering plants. The Pet Products Division building also is associated with the Research Laboratory Complex Pilot Plant located directly to the south. In summary, the Research Laboratory Complex - Pet Products Division building

\* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building  
\* P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, etc.)

Looking at the western elevation of the Pet Products Division Building

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

1950

\* P7. Owner and Address:  
Los Angeles Harbor Department  
425 S. Palos Verdes Street  
San Pedro, CA 90731

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

Jones & Stokes  
811 W 7th ST, Suite 800  
Los Angeles, CA 90017

\* P9. Date Recorded: 12/14/2007

\* P10. Survey Type: (Describe)

\* P11. Report Citation: (Cite survey report/other sources or "none") Architectural Survey and Evaluation of the Historical Assessment and Impacts Analysis

\* Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

\* NRHP Status Code 6Z

\* **Resource Name or #:** Research Laboratory Complex - Pet Products Division

B1. Historic Name: Research Laboratory Complex - Pet Products Division

B2. Common Name: Research Laboratory Complex - Pet Products Division

B3. Original Use: Industrial

B4. Present Use: Industrial

\* **B5. Architectural Style:** industrial/utilitarian

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

June 15, 1950: French Sardine Co. was granted Building Permit No. 17049 to construct a one-story 29'7" - by 77'-foot stucco laboratory at 214 Terminal Way. There is no architect listed. M.A. Nishkian is listed as the engineer. The cost of the structure was \$10,000.

July 10, 1963: Star-Kist Foods was granted Building Permit No. SP29835 for a 42' - by 15' -foot concrete block addition to the existing

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

\* **B8. Related Features:**

B9a. Architect: NA

b. Builder: French Sardine Co.

\* **B10. Significance:** Theme \_\_\_\_\_ Area Los Angeles

Period of Significance 1950

Property Type \_\_\_\_\_

Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

## District Evaluation

The Star-Kist Tuna Cannery consists of three separate properties comprising a Main Plant, a Research Laboratory Complex, and a set of Net Repair Sheds. The three properties are all associated with the growth and development of the Star-Kist Tuna Cannery during the period of time extending from 1950 to the late-1980s. The most historic, architecturally interesting, and unique engineering features, structures, and buildings are those facilities associated with the 1951/1952 construction of the Main Plant. The Research Laboratory Complex and the Net Repair Sheds are a part of the greater Star-Kist Tuna Cannery "Factory Complex," but they cannot be regarded as individually significant and/or as contributing features to an architectural and historic district of resources due to the fact that they are either altered (lack of integrity) or have no distinguishing architectural or design features.

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

\* **B12. References:**

Los Angeles County Department of Building and Safety Archives

B13. Remarks:

\* **B14. Evaluator:** Roger Hatheway

Date of Evaluation: 12/18/2007

(This space reserved for official comments.)



**P1. Other Identifier:** 642 Tuna Street

**P3a. Description:**

The subject property was recorded on a Department of Parks and Recreation (DPR) Primary form in 2008. Since that time, the architectural description prepared for the property remains accurate. There are no additional alterations and the property remains in good physical condition.

**P5b. Description of Photo: (View, date, accession #)**

Facing southeast, November 11, 2014, DSC\_0065.jpg



**P11. Report Citation:**

*Built Environment Evaluation Report Report for the Berths 226-236 Everport Container Terminal Project, Terminal Island, Port of Los Angeles, Los Angeles, California* (SWCA Environmental Consultants 2015).

**B10. Significance:**

In 1983, the subject property appears to have been included in an inventory and evaluation of Fish Harbor facilities, which determined the harbor to be eligible for listing in the National Register of Historic Places (NRHP) (Jones & Stokes 2008). The property was evaluated again in 2008, and was found ineligible for listing in the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR) and as a Historic-Cultural Monument (HCM) in the City of Los Angeles due to the lack of direct association with the main production facility or the initial phase of construction of the Star-Kist facility, the lack of association with important figures, and the lack of distinguishing architectural and/or design qualities (Jones and Stokes 2008). Additionally, at the time of the 2008 evaluation, the building was not identified in association with the Terminal Island Star-Kist Tuna Cannery, due to the fact that it was not yet 50 years of age.

Although the building is associated with the StarKist Cannery to the southwest, it served an independent function as an office and research facility and is not representative of the commercial fishing industry in Los Angeles. The building was constructed in 1979 during a period when canneries at the Port were moving their operations overseas. The building does not appear to be categorized by any of the property types identified within the Port theme by SurveyLA nor does it appear to be associated with any of the themes identified in the Industrial Development Context. In addition, no information was identified to indicate the property has achieved significance through its association with Frank Politeo or George Yassinski. Archival research does not indicate that it is associated with any other patterns of development or notable persons, and it does not exemplify industrial architecture within the Port of Los Angeles. As such, the property does not appear eligible for listing in the NRHP, CRHR, or as an HCM. For the reasons noted above, the property also does not appear to contribute to any potential historic district.

**B12. References:**

Jones and Stokes. *Final Architectural Survey and Evaluation of the Star-Kist Plant, Terminal Island, Port of Los Angeles, Los Angeles, California*. Jones and Stokes, Los Angeles, California. 2008.

**B14. Evaluator:** Steven Treffers, SWCA Environmental Consultants, 150 South Arroyo Parkway, 2<sup>nd</sup> Floor, Pasadena, CA 91105

# PRIMARY RECORD

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\* Resource Name or #: Pilot Plant

P1. Other Identifier: \_\_\_\_\_

\* P2. Location:  Not for Publication  Unrestricted a. County Los Angeles  
b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.  
c. Address 642-0 Tuna St. City Terminal Island (Los Angeles, Ca) Zip 90731  
d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN  
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app)

\* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
The Pilot Plant is part of the Research Laboratory Complex. It is located at 642 Tuna Street, Los Angeles, CA (Terminal Island), or at the northeast corner of the intersection of Tuna Street and Cannery Street. It consists of a one-story industrial unit built in a 94' by 169'-foot rectangular shaped plan, and is designed in a simple industrial/utilitarian style or manner. Major architectural features consist of an offset level main entry with hood, primarily flat and blank wall surfaces, a flat roof, and a rectangular boiler room addition on the east elevation. Architectural details include structural piers and pilaster wall features, flat windows with awnings on the west elevation, and two metal roll-up service entries on the south elevation. Construction details include a concrete foundation, and a concrete block exterior. The building retains a high degree of architectural integrity. Alterations consist primarily of the addition of a rectangular boiler room to the east elevation. Associated features include a storage structure to the immediate east of the building, as well as all additional building components of the Research Laboratory Complex. No landscape features are specifically associated with this building. The Pilot Plant building also is associated with the Research Laboratory Complex, Pet Products Division building, located directly to the north. In summary, the Research Laboratory Complex - Pilot Plant is a common architectural example of 1970's industrial architecture. It is simply designed in a cost-effective utilitarian manner, and although it has a high degree of architectural integrity, it has no unique architectural or design features of interest. Concrete block industrial buildings are common throughout southern California and this building should, therefore, be regarded as

\* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building  
\* P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)



Looking at the western elevation of the Pilot Plant

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

1979

\* P7. Owner and Address:  
Los Angeles Harbor Department  
425 S. Palos Verdes Street  
San Pedro, CA 90731

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

Jones & Stokes  
811 W 7th ST, Suite 800  
Los Angeles, CA 90017

\* P9. Date Recorded: 12/14/2007

\* P10. Survey Type: (Describe)

\* P11. Report Citation: (Cite survey report/other sources or "none") Architectural Survey and Evaluation of the Historical Assessment and Impacts Analysis

\* Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

\* NRHP Status Code 6Z

\* **Resource Name or #:** Pilot Plant

B1. Historic Name: Pilot Plant

B2. Common Name: Pilot Plant

B3. Original Use: Industrial

B4. Present Use: Industrial

\* **B5. Architectural Style:** industrial/utilitarian

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

February 9, 1979: Star-Kist Foods Inc. was granted Building Permit No. SP61680 to construct a two-story 93' 8" - by 169-foot concrete block office building at 642 Tuna Street. Frank Politeo is the listed architect and George Yassinski is the engineer. The cost of the structure was \$740,000.

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

\* **B8. Related Features:**

B9a. Architect: Frank Politeo

b. Builder: Star-Kist Foods Inc

\* **B10. Significance:** Theme Cannery

Area Los Angeles

Period of Significance 1979

Property Type \_\_\_\_\_

Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

### Buildings Less Than Fifty Years Old

No building, object, or structural feature of significance less than 50 years in age was identified in association with the Terminal Island Star-Kist Tuna Cannery. This includes:

- The Research Laboratory Complex (Pilot Plant), located at 642 Tuna Street, Los Angeles, CA.
- The Impress Building, Warehouse, and Cold Storage Building, located at 936-950 Barracuda Street.
- The Green Warehouse, located at 916 Barracuda Street.
- The Animal Care Facility, located at 919 Earle Street.

The above listed properties do not appear to be of "exceptional importance," tThey are not integral parts of a National Register eligible district, they have not been the subject of scholarly evaluation, and they have no apparent importance to the recent development of American history, architecture, archeology, engineering, and/or culture. For additional information please refer to Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years (Revised 1998), by Marcella Sherfy and W. Ray Luce.

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

\* **B12. References:**

Los Angeles Department of Building and Safety Archives

B13. Remarks:

\* **B14. Evaluator:** Roger Hatheway

Date of Evaluation: 12/18/2007

(This space reserved for official comments.)



**P1. Other Identifier:** 250 Terminal Way

**P3a. Description:**

The subject property was recorded on a Department of Parks and Recreation (DPR) Primary form in 2008. Since that time, the architectural description prepared for the property remains accurate. There are no additional alterations and the property remains in good physical condition.

**P5b. Description of Photo: (View, date, accession #)**

Facing southwest, November 11, 2014, DSC\_0038.jpg



**P11. Report Citation:**

*Built Environment Evaluation Report Report for the Berths 226-236 Everport Container Terminal Project, Terminal Island, Port of Los Angeles, Los Angeles, California* (SWCA Environmental Consultants 2015).

**B10. Significance:**

In 1983, the subject property appears to have been included in an inventory and evaluation of Fish Harbor facilities, which determined the harbor to be eligible for listing in the National Register of Historic Places (NRHP) (Jones & Stokes 2008). The property was evaluated again in 2008, and was found ineligible through survey evaluation for listing in the NRHP, the California Register of Historic Resources (CRHR) and as a Historic-Cultural Monument (HCM) in the City of Los Angeles, due to the lack of direct association with the main production facility or the initial phase of construction of the Star-Kist facility, the lack of association with important figures, and the lack of distinguishing architectural and/or design qualities (Jones and Stokes 2008).

In reexamining the historic significance of the Net Shed Storage complex, it was an industrial building that supported fishing operations for the StarKist Cannery. However, the infill of door openings on one of the shed buildings and the replacement of nearly all of the original double-wood doors has affected the property's integrity of design and materials. The wide door openings were representative of the property's function as a net repair facility and would have been required for hauling nets in out of the buildings. The double-wood doors also comprised a substantial part of the buildings' exterior materials. SurveyLA indicates that a Cannery-related property must retain integrity of design and materials to be eligible within the Industrial Development Context. As a result of these alterations, the Net Shed Storage complex does not retain integrity and is no longer to convey its historic significance as a net repair facility. The property does not appear eligible for listing in the NRHP, CRHR or as an HCM, or as a contributing element to any historic districts.

**B12. References:**

Jones and Stokes. *Final Architectural Survey and Evaluation of the Star-Kist Plant, Terminal Island, Port of Los Angeles, Los Angeles, California*. Jones and Stokes, Los Angeles, California. 2008.

**B14. Evaluator:** Steven Treffers, SWCA Environmental Consultants, 150 South Arroyo Parkway, 2<sup>nd</sup> Floor, Pasadena, CA 91105



# PRIMARY RECORD

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\* Resource Name or #: NET REPAIR SHEDS -- "BONEYARD"

P1. Other Identifier: \_\_\_\_\_

\* P2. Location:  Not for Publication  Unrestricted a. County Los Angeles

b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address 250-0 Terminal Way City Terminal Island (Los Angeles, Ca) Zip 90731

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

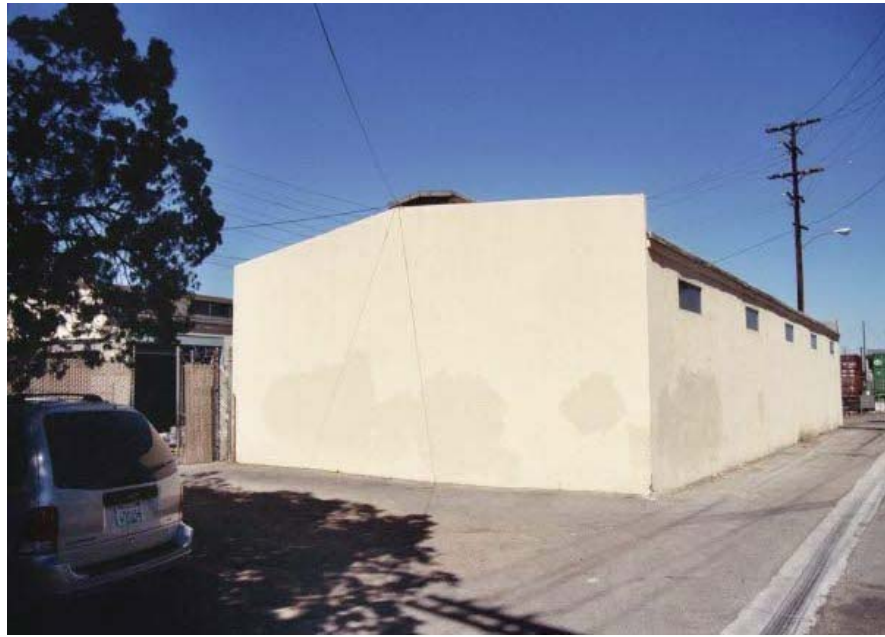
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app)

\* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
The buildings located at 250 Terminal Way, at the southwest corner of Terminal Way and Ways Street, serve today as two "paired" one-story industrial storage units. According to long-term Star-Kist/Heinz/Del Monte company employees, the buildings were originally built as "net repair sheds" by the Star-Kist Company. Today, the buildings are referred to as the "Boneyard" by Del Monte employees due to the fact that it is common practice in manufacturing plants to have temporary equipment storage area called "boneyard(s)". The Net Repair Sheds appear to have been built circa 1950, according to its architectural style. They are built in rectangular shaped plans, and are designed in a cost-effective industrial/utilitarian style or manner with function as the primary design intent. Major architectural features consist of a long and low rectangular building mass, multiple service doors on both buildings, and a low pitched (gabled) roof with "pop-up" monitor shaped vents running along the rooflines. Architectural details consist of oversized wooden service doorways on the northern elevation fronting on Terminal Way (these doorways appear as original), roll-up doorways (alterations) in the court between the two buildings, and small windows in the southern elevation of the southern structure. Construction materials include a concrete foundation, and a primarily stucco exterior with the exception of the wooden doorways and wood siding on the monitor roof vents. The buildings retain a medium degree of architectural integrity. Alterations consist of the addition of metal service/roll-up doors between buildings, repairs to the stucco exterior surface of both buildings, and the possible enclosure of several openings on the southern elevation of the southern building. Associated features

\* P3b. Resource Attributes: (List attributes and codes) HP8 Industrial building

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, etc.)

Looking at the western elevation of the Net Repair Sheds ("Boneyard")

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

1950

\* P7. Owner and Address:

Los Angeles Harbor Department

425 S. Palos Verdes Street

San Pedro, CA 90731

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

Andrew Bursan

Jones & Stokes

811 W 7th ST, Suite 800

Los Angeles, CA 90017

\* P9. Date Recorded: 12/14/2007

\* P10. Survey Type: (Describe)

\* P11. Report Citation: (Cite survey report/other sources or "none") Architectural Survey and Evaluation of the

\* Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other: (List) \_\_\_\_\_

# BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

\* NRHP Status Code 6Z

\* Resource Name or #: NET REPAIR SHEDS -- "BONEYARD"

B1. Historic Name: NET REPAIR SHEDS -- "BONEYARD"

B2. Common Name: NET REPAIR SHEDS -- "BONEYARD"

B3. Original Use: Industrial

B4. Present Use: Industrial

\* B5. Architectural Style: industrial/utilitarian

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

NA

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

\* B8. Related Features:

B9a. Architect: NA

b. Builder: NA

\* B10. Significance: Theme Warehouse Area Los Angeles

Period of Significance 1950 Property Type \_\_\_\_\_ Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

### District Evaluation

The Star-Kist Tuna Cannery consists of three separate properties comprising a Main Plant, a Research Laboratory Complex, and a set of Net Repair Sheds. The three properties are all associated with the growth and development of the Star-Kist Tuna Cannery during the period of time extending from 1950 to the late-1980s. The most historic, architecturally interesting, and unique engineering features, structures, and buildings are those facilities associated with the 1951/1952 construction of the Main Plant. The Research Laboratory Complex and the Net Repair Sheds are a part of the greater Star-Kist Tuna Cannery "Factory Complex," but they cannot be regarded as individually significant and/or as contributing features to an architectural and historic district of resources due to the fact that they are either altered (lack of integrity) or have no distinguishing architectural or design features.

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

\* B12. References:

Los Angeles Department of Building and Safety Archives

B13. Remarks:

\* B14. Evaluator: Roger Hatheway

Date of Evaluation: 12/18/2007

(This space reserved for official comments.)



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: Distribution Station 121

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: San Pedro, CA Date: 1964 (PR 1981)

T 5S; R 13W; ¼ of ¼ of Sec Unsectioned; M.D. B.M.

c. Address: 240 Terminal Way

City: Pismo Beach

Zip: 93449

d. UTM: Zone: ; mE/ mN (G.P.S.)

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

APN# 7440029917

\*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Distribution Station DS 121 is an electric distribution facility located on a lot at 240 Terminal Way, on Terminal Island at the Port of Los Angeles. Initially constructed circa 1952-57, the facility consists of two large steel-frame distribution feeder bays, which receive electricity from incoming subtransmission lines from surrounding utility poles. The electricity is directed through lighting arresters and air-break switches that sit atop the feeder bay to oil circuit breakers and stepdown transformers that sit on the ground below. It is subsequently directed through voltage regulators and a distribution bus before it is sent out outgoing distribution lines. Characteristic of its function, the subject property is void of any additional structures or buildings with the exception of a control house that was constructed circa 1972 and a chain-link fence that surrounds the property.

\*P3b. **Resource Attributes:** (List attributes and codes) HP9. Public Utility Building

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

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) View northwest, 11/11/2014, DSC\_0053.jpg

\*P6. **Date Constructed/Age and Sources:**  Historic  Prehistoric  Both  
ca. 1952-57 (POLA)

\*P7. **Owner and Address:**  
LADWP  
535 W 9<sup>th</sup> Street  
San Pedro, CA 90731

\*P8. **Recorded by:** (Name, affiliation, and address)  
S. Treffers/E. Williams  
SWCA Environmental Consultants  
150 South Arroyo Parkway  
Pasadena, CA 91105

\*P9. **Date Recorded:** 12/8/2014

\*P10. **Survey Type:** (Describe)  
Intensive

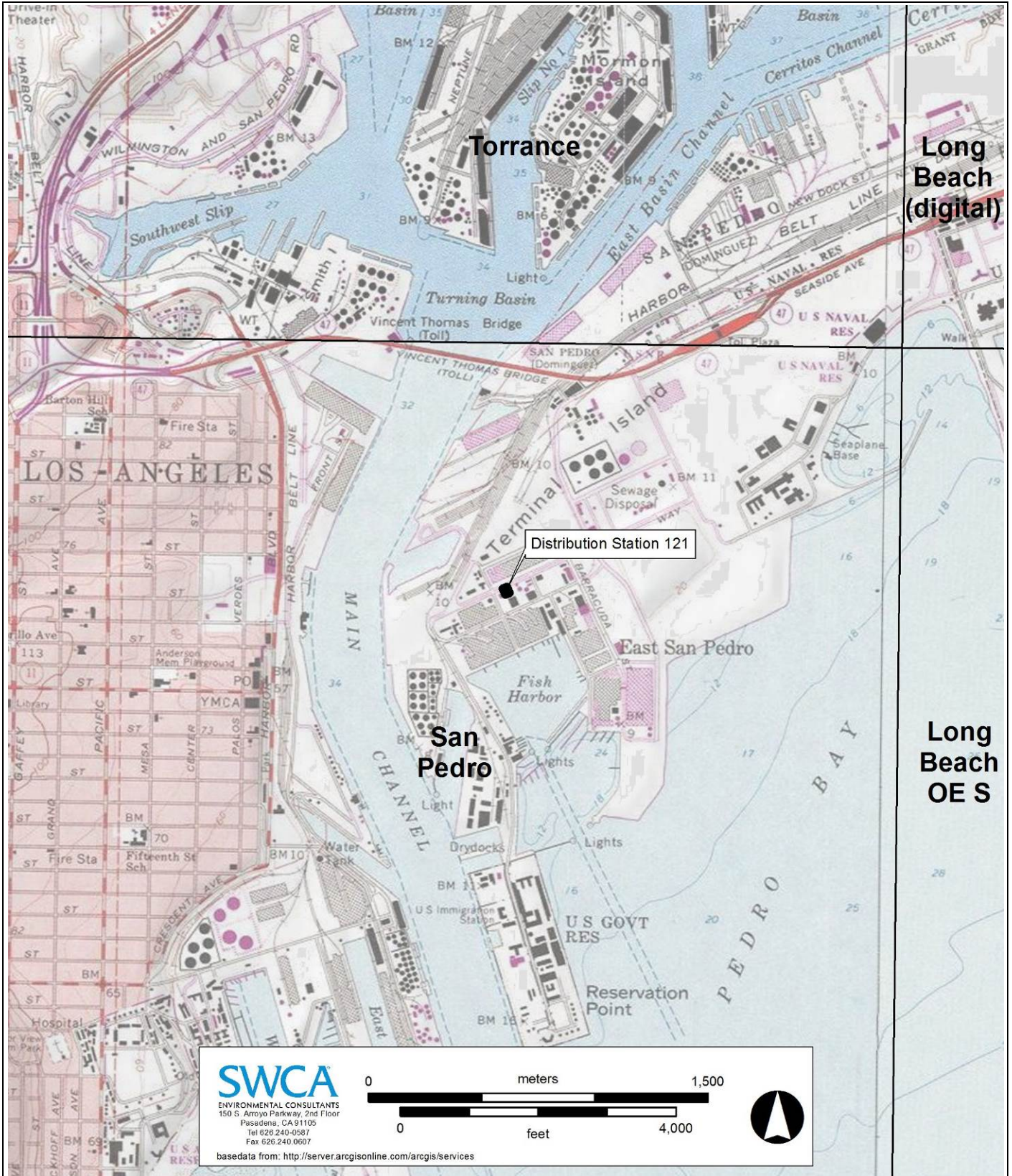
\*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.")

SWCA Environmental Consultants. *Built Environment Evaluation Report for Berths 226-236 Everport Container Terminal Project, Port of Los Angeles, City and County of Los Angeles, California.* SWCA Environmental Consultants, Pasadena, California. 2015.

\*Attachments:  NONE  Location Map  Sketch 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):

DPR 523A (1/95)

\*Required information



**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) Distribution Station 121

- B1. Historic Name: Unknown  
B2. Common Name: Distribution Station 121  
B3. Original Use: Electric substation  
B4. Present Use: Electric substation

\*B5. Architectural Style: N/A

\*B6. Construction History: (Construction date, alterations, and date of alterations)  
Constructed circa 1952-1957 (POLA). Control box added circa 1972 (POLA).

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

\*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Public and Private Institutional Development Area: Port of Los Angeles

Period of Significance: 1850-1980

Property Type: Distributing Station

Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Development of the Port of Los Angeles began in earnest following the establishment of the Los Angeles Harbor Commission in 1907. Three years later in 1910, Southern California Edison constructed an electric generating station at the east end of Terminal Island, which provided the first reliable source of electricity to the growing Port (SWCA 2011:19). Fish Harbor was one area of Terminal Island that greatly benefited from this energy source, rapidly expanding through the 1920s and 1930s to become the focal point of fish processing and canning within the Port. As the Port transformed in the years after World War II, fish canneries at Fish Harbor grew their operations to include a number of large new fish processing buildings. The need for additional power most likely led to the construction of the subject property, and electric distribution facility, in the early 1950s. This growth was short-lived however, and a number of the larger canning operations began to shut down beginning in the late 1960s. Although few of the canneries that once characterized Fish Harbor remain, the subject property has remained operational as an electric distribution facility.

Although Distribution Station 121 is associated with the post-World War II growth of Terminal Island in the 1950s, it is an electrical substation, which is a secondary and ubiquitous property type. As a distribution station, it does not meet the registration requirements identified by SurveyLA for the distribution property type, and it does not appear to be associated with any of the themes identified in the Public and Private Institutional Development Context or Industrial Development Context. Further, the property does not possess a strong enough association with any significant pattern of events or persons to be eligible for listing in the NRHP, CRHR, or as an HCM under Criteria A/1/1 or B/2/2. Furthermore it does not possess distinguishing architectural and/or design qualities and archival research did not identify any potential to yield information; and as such, it does not appear eligible for listing in the NRHP, CRHR, or as an HCM under Criteria C/3/3 or D/4/4. Additionally, it does not appear to contribute to any potential historic districts.

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

\*B12. References:

Port of Los Angeles. Archival Collection. Environmental Management Division, Port of Los Angeles, Los Angeles.

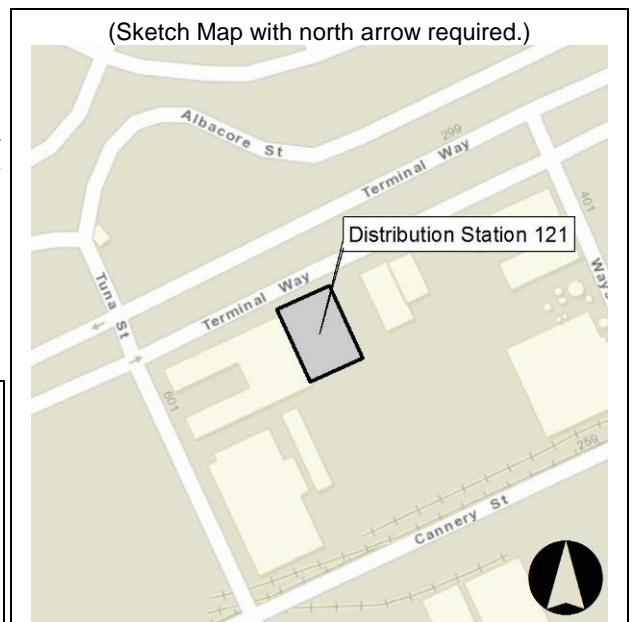
SWCA Environmental Consultants. *Built Environment Evaluation Report for Properties on Terminal Island, Port of Los Angeles, City and County of Los Angeles, California*. SWCA Environmental Consultants, Pasadena, California. 2011.

B13. Remarks:

\*B14. Evaluator: Steven Treffers

\*Date of Evaluation: December 2014

(This space reserved for official comments.)



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

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code 3

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 1

\*Resource Name or #: POLA-SWCA-1

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County:

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: San Pedro

Date: 1981 T 5S ;R 13W;

¼ of

¼ of Sec 17;

B.M.

c. Address:

City: San Pedro

Zip: 90731

d. UTM: Zone: 10N; 382512 mE/ 3734026 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: The site is located on the north side of Cannery Street, between Tuna Street and Ways Streets on Terminal Island in the Port of Los Angeles in the city of San Pedro. The address is 201-259 Cannery Street, San Pedro, CA 90731

\*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Site POLA-SWCA-1 is an historical-period archaeological deposit associated with the Terminal Island Japanese Fishing Village that was located on Terminal Island from ca. 1900 to 1942. The site was discovered initially through a pedestrian survey of the parcel. Several shards of Asian ceramic were found on the surface, prompting an Extended Phase I testing of the location. A series of mechanically excavated trenches were placed in the parcel, and through this activity, an archaeological deposit was discovered. A total of 30 archaeological features were uncovered, all of which are refuse dumping features of variable size. The known dimensions of the site extend approximately 75 m east-west by 52 m north-south, and are bounded by Cannery Street to the south, the Cannery Steam Plant to the east, an unnamed alley to the north and an unnamed building to the west. It is possible that the deposit extends beyond these boundaries, but areas to the north and south are paved and were not tested.

The features are generally small pits that were excavated into the artificial fill that comprises Terminal Island. The refuse pits are identified as dark stains containing dense concentrations of household trash. In addition to the features, isolated artifacts were also found within a thin "midden" of cultural material. The eastern half of the site is partially covered in asphalt, but intact deposits underlie this layer. Overall, the site has good integrity, with minor disturbance from bioturbation.

\*P3b. **Resource Attributes:** (List attributes and codes) HP36 Japanese Americans; AH4 Trash Scatters;

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



P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) View east across the site towards Cannery Steam Plant building (western boundary). 12/19/2014

\*P6. **Date Constructed/Age and Sources:**  Historic

Prehistoric  Both

Ca. 1900-1942

\*P7. **Owner and Address:**

The Port of Los Angeles; 425 S. Palos Verdes St., San Pedro, CA 90731

\*P8. **Recorded by:** (Name, affiliation, and address) Benjamin Vargas, SWCA Environmental Consultants. 150 South Arroyo Parkway, Pasadena, CA 92374

\*P9. **Date Recorded:** 08/18/2015

\*P10. **Survey Type:** (Describe) Intensive survey, Extended Phase I Investigations

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

Survey and Extended Phase I Report for the Berths 226-236 Everport Container Terminal Project, Port of Los Angeles, City and County of Los Angeles, California. Benjamin Vargas, Steven Treffers, Emily Williams, and Debi Howell-Ardila.

\*Attachments:  NONE  Location Map  Sketch 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):

Recorded By: Benjamin Vargas

\*Date: 08/18/2015

Continuation  Update

Soil stratigraphy at the site is relatively simple especially given that there are no natural soils present. Terminal Island is made up entirely of fill from dredging of San Pedro Harbor. This sand fill consists of coarse beach sands and large amounts of whole and fragmentary marine shells and small rocks and pebbles. A thin lens of sandy loam containing some historical period artifacts overlies the sand fill. In some places a layer of asphalt overlies the cultural stratum. The refuse pits originate in the cultural stratum and extend into the sand fill to varying depths, but generally no deeper than 1 meter below the ground surface.

At least three different types of refuse dump features were identified at the site including those containing 1) general household debris; 2) food waste; and 3) construction debris/industrial debris. Artifacts found in these features include numerous Asian (mostly of Japanese manufacture) ceramic tableware, whole beverage bottles, medicine bottles and table wares, items related to clothing such as buttons, fasteners, fabric, and leather shoes. Large concentrations of fish bone and scales and faunal bones of medium to large mammals and birds such as chickens as well as marine shell such as Pismo Clam and Abalone. Personal maintenance items such as perfume bottles, skin cream bottles, toothbrushes, and shaving paraphernalia were also found. Children's items such as marbles and a glass candy container were also recovered. Additionally, debris associated with household maintenance and repair such as wire nails, bricks, window glass, pipe fragments and fragments of concrete and plaster were also recovered. Some items likely associated with the fishing industry were also found such as sections of wooden barrels, fishing tackle, and fragments of wooden boxes.

Three of the 30 features uncovered were excavated by hand – 2 partially and 1 completely. One 25 x 25 cm Excavation Unit was hand excavated into Feature 1019, and one 25 x 25 cm EU was excavated within Feature 1027. Feature 1046 was excavated completely.

**Table 1. Features at POLA-SWCA-1.**

Feature No.	Feature Description	Feature Type	Width (cm)	Length (cm)	Thickness or Depth (cm)	Cross Section
1013	Historic refuse pit; bottle base, metal cans, glass frags, clothing, metal nails	General Household	Unknown	40 cm E-W	40 deep	Basin
1015	Historic refuse pits; egg shells, fish bone, metal, cloth, rice bowl	General Household	Unknown	120	42 deep	Basin
1019*	Historic refuse pit; charcoal, wood, glass, metal, hole and fragmented glass bottles, ceramic, ash	General Household	Unknown	Unknown	35 deep	Basin
1021	Historic refuse pit; Glass, metal, clay pipe, shell, faunal bone, ceramic bowl	General Household	90	260	13 deep	Indeterminate
1023	Historic refuse pit; abalone, metal, glass, clothing	General Household	Unknown	108	33 deep	Irregular
1025	Historic refuse pit; ceramic, glass, rice bowl, whole bottles	General Household	Unknown	35	10 deep	Basin
1027*	Large historic refuse pit; charcoal, leather shoes, metal, shell, glass bottles, buttons, clothing, ceramic, nails	General Household	Unknown	Unknown	60 deep	Basin
1029	Historic refuse pit; ash, faunal, charcoal, metal, abalone shell, button	Food Waste	Unknown	45	25 deep	Basin
1037	Historic refuse pit; brick, ceramic, charcoal, faunal bone, metal, shell, milk glass, Japanese ceramics, nails, metal, some burnt materials and burned soil	General Household	Unknown	180	40 deep	Basin

Recorded By: Benjamin Vargas

\*Date: 08/18/2015

Continuation  Update

Feature No.	Feature Description	Feature Type	Width (cm)	Length (cm)	Thickness or Depth (cm)	Cross Section
1042	Historic refuse pit; glass, metal, wheel	Construction Debris or Industrial	Unknown	40	30 deep	Basin
1044	Historic refuse pit; asphalt, wood, glass fragments	Construction Debris or Industrial	Unknown	80	37 deep	Irregular
1046	Historic refuse pit; abalone shells, scallop, clam, soda water bottle, ceramics, brick fragment, charcoal, wood, metal nails	General Household	33	Unknown	75 deep	Conical
1048	Historic refuse pit; charcoal, fish bone, metal, glass, possibly two dumping episodes	General Household	Unknown	140	45 deep	Basin
1052	Historic refuse pit; bottle base, charcoal, metal	General Household	Unknown	50	20 deep	Basin
1054	Historic refuse pit; wood, metal, concrete asphalt	Construction Debris or Industrial	Unknown	110	50 deep	Indeterminate
1056	Historic refuse pit; charcoal and ash layers, bone, abalone shell	General Household	Unknown	50	20 deep	Basin
1058	Historic refuse pit; ash, fish scales and bones	Food Waste	Unknown	52	26 deep	Basin
1060	Historic refuse pit; glass and charcoal, metal	General Household	Unknown	80	46 deep	Basin
1062	Historic refuse pit; ash, charcoal, metal fragments	Construction Debris or Industrial	Unknown	70	50 deep	Basin
1064	Historic refuse pit; metal, glass, shell, fish and sea mammal bone, charcoal, wood, window and bottle glass, whole bottle	General Household	Unknown	30	25 deep	Basin
1066	Historic refuse pits, metal, glass, charcoal, shell (Pismo clam, scallop, abalone), wood, egg shell, redwood box	General Household	Unknown	400	90 deep	Irregular
1068	Historic refuse pit; oxidized metal fragments, brick, bottle glass fragments, charcoal, shell, fish bone, scales	General Household	Unknown	90	40 deep	Basin
1070	Historic refuse pit; barrel rings, wood planks (from a barrel)	Construction Debris or Industrial	100	Unknown	40 deep	Basin
1072	Historic refuse pit; fish scales and fish bone, wood	Food Waste	110	Unknown	70 deep	Basin
1074	Historic refuse deposit; fish bone and scales, metal, wood	Food Waste	Unknown	115	40 deep	Basin
1078	Historic refuse pit; burned wood, charcoal, metal nails, metal fragments	Construction Debris or Industrial	Unknown	110	30 deep	Flat



Recorded By: Benjamin Vargas

\*Date: 08/18/2015

Continuation  Update

Feature No.	Feature Description	Feature Type	Width (cm)	Length (cm)	Thickness or Depth (cm)	Cross Section
1081	Historic refuse pit; fish bone and scales	Food Waste	Unknown	80	20 deep	Basin
1083	Historic refuse pit; charcoal, ash, wood, metal fragments	Construction Debris or Industrial	Unknown	30	25 deep	Basin
1085	Historic refuse pit; charcoal, metal, faunal bone, shell	General Household	Unknown	40	30 deep	Basin
1087	Historic refuse pit; metal, brick, charcoal, wood	Construction Debris or Industrial	Unknown	130	30 deep	Basin

**Table 2. Artifacts from non-excavated features.**

Item	Bone	Ceramic	Charcoal	Glass	Leather	Metal	Mortar	Plastic	Rubber	Shell	Stone	Wood	Total
Bottle				234									234
Bowl		8		17									25
Brick		4											4
Button										4			4
Charcoal			1										1
Coffee Cup		2											2
Container		10				1							11
Crockery						8							8
Doorknob		10											10
Faunal	277							14					291
Flashlight Lens				1									1
<i>Halioti corrugata</i>					1								1
<i>Haliotis chracereodii</i>										19			19
<i>Haliotis rufescens</i>										10			10
Hex nut						1							1
Ink Bottle				1									1
Jar				7									7
Key						1							1
Lithic											1		1
Locking Ring						1							1
Machine Parts						5							5
Marble				1									1
Nail						435							435
Nails						6							6
Pipe		12											12
Plate		4											4
Plate/Saucer		1											1

Recorded By: Benjamin Vargas \*Date: 08/18/2015  Continuation  Update

Item	Bone	Ceramic	Charcoal	Glass	Leather	Metal	Mortar	Plastic	Rubber	Shell	Stone	Wood	Total
Rice Bowl		27				1							28
Saucer		5											5
<i>Saxidomas nuttalli</i>										1			1
Shoe					20				6				26
Tableware	1												1
Tile							1						1
<i>Tivela Stultorum</i>										10			10
Toilet	1												1
<i>Tresus nuttalli</i>										1			1
Tumbler				1									1
Unknown	1	36	298	40	2	733						253	1363
Watch Back						1							1
Wire						2							2
<b>Overall Total</b>													<b>2538</b>

**Table 3. Artifacts from Excavation Units.**

Type	Item	Feature 1019	Feature 1027	Feature 1046	Total
Architecture	Brick	1		1	2
Architecture	Mortar			1	1
Hardware	Nail	60		442	502
Hardware	Nails		48		48
Architecture	Unknown			204	204
Architecture	Window Glass		11	1	12
Beverage	Bottle	4		5	9
Chemical/medicine		1			1
Condiment			1		1
Ink			1		1
Medicine		1	26		27
Perfume/medicine				1	1
Toiletry			1		1
Unknown		6	2		8
Beverage	Bottle Cap			2	2
Tableware	Bowl		1		1
Unknown	Can		1		1
Food	Candy Container	1			1
Toiletry/cosmetic	Jar	1	1		2
Unknown	Unknown			1	1
Unknown	Chain			1	1
Hardware	Door knob		1		1
-	Flash lens			1	1
Container	Flower Pot	1			1
Tableware	Bowl		1	1	2
Crockery	Container		1	1	2

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**CONTINUATION SHEET**

Primary #  
 HRI#  
 Trinomial

Page 5 of 5

\*Resource Name or # POLA-SWCA-1

Recorded By: Benjamin Vargas

\*Date: 08/18/2015

Continuation  Update

Type	Item	Feature 1019	Feature 1027	Feature 1046	Total
Food	Faunal	16	7	2	25
Tableware	Rice Bowl		2		2
Tableware	Saucer	1			1
Tableware	Tumbler	3			3
Tableware	Unknown		1		1
Unknown	Unknown			1	1
-	Bead			1	1
Garment	Button	1	12	1	14
Toiletry/cosmetic	Case	1			1
Tool	Faunal			1	1
Toy	Marble	1	1		2
-	Pencil Lead			1	1
Garment	Shoe	2	18		20
Toiletry	Toothbrush		1		1
-	Fishing Weight			2	2
Unknown	Unknown			0	0
-	Charcoal		24		24
-	FAR		2		2
-	Unknown			1	1
Crockery		1			1
Unknown		93	104		197
<b>Overall Total</b>					<b>1135</b>

**\*A1. Dimensions: a. Length:** m. (75 E-W) × **b. Width:** m. (52 N-S)

**Method of Measurement:**  Paced  Taped  Visual estimate  Other: Measured digitally from GIS

**Method of Determination** (Check any that apply.):  Artifacts  Features  Soil  Vegetation  Topography  
 Cut bank  Animal burrow  Excavation  Property boundary  Other (Explain):

**Reliability of Determination:**  High  Medium  Low Explain: Extended Phase I Investigations located a total of 30 intact archaeological features. Covered most of lot with mechanically excavated trenches, and all trenches encountered features.

**Limitations** (Check any that apply):  Restricted access  Paved/built over  Site limits incompletely defined  
 Disturbances  Vegetation  Other (Explain):

A2. Depth: ~Surface to 1 meter below ground surface  None  Unknown Method of Determination: mechanical and hand excavation

**\*A3. Human Remains:**  Present  Absent  Possible  Unknown (Explain): Unlikely

**\*A4. Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.): 30 Features identified, all historical period refuse pits. 3 features were tested to collect a sample of artifacts for analysis. A total of 1,135 artifacts were recovered from units excavated within features. Generally, these features contain dense concentration of artifacts such as bottle glass, Asian ceramics, marine shell, faunal bone, fish bone, charcoal, fragments of metal, nails, and other construction debris. See continuation sheet for feature descriptions.

**\*A5. Cultural Constituents** (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.):

A total of 2,538 artifacts and ecofacts were recovered from features and during trenching and from features that did not have excavation units. Table 2 on the continuation sheet provides information of the numbers of particular artifact types. A thin lens of cultural material was found across the site that is likely associated with the demolition of houses that sat in this area after their residents were removed for placement in Internment Camps. This lens is likely related to the bulldozing and spreading of cultural materials associated with the demolition of houses in this location. Features originate in this lens and extend down into the imported fill soils that make up Terminal Island.

**\*A6. Were Specimens Collected?**  No  Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.) A curation facility has not been determined as of the completion of this form. The artifacts are currently being stored at SWCA's Pasadena laboratory.

**\*A7. Site Condition:**  Good  Fair  Poor (Describe disturbances.): It is likely that the upper portion of the site was truncated slightly when buildings were bulldozed, and there is minor disturbance from bioturbation in the form of plant and tree roots.

**\*A8. Nearest Water** (Type, distance, and direction.): The Pacific Ocean (The Port of Los Angeles) is located approximately 180 meter due south of the site.

**\*A9. Elevation:** Approximately 3.35 Meters (11 ft) AMSL

A10. Environmental Setting (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.): The landform that the site rests on is made up of imported fill. The fill material consists of coarse sands, gravels, and marine shell dredged from the surrounding San Pedro Harbor.

A11. Historical Information:

The site rests in a location that was previously known as the Japanese Fishing Village of Fish Harbor or Terminal Island. The site lies directly beneath the locations of housing built by fish canneries for workers and fisherman that were under their employ. The Japanese Fishing Village was occupied ca. 1900 until 1942 when the residents were forcibly removed and sent to Internment Camps in response to the bombing of Pearl Harbor by the Japanese. The parcel that the site sits on has been mostly vacant since the workers houses were bulldozed in

**\*A12. Age:**  Prehistoric  Protohistoric  1542-1769  1769-1848  1848-1880  1880-1914  1914-1945  
 Post 1945  Undetermined Describe position in regional prehistoric chronology or factual historic dates if known:

A13. Interpretations (Discuss data potential, function[s], ethnic affiliation, and other interpretations): The features and artifacts identified during the Extended Phase I investigations within the project area are clearly remnants of the Japanese fishing village that was known to exist in this area. Archival research has shown that rows of houses for the Japanese families of Terminal Island were located in this area. While there were no structural remnants or features that could be identified as elements of the houses themselves, the Extended Phase I investigations did uncover archaeological features related to the occupation of the site prior to internment. Numerous refuse deposits containing artifacts associated with the daily lives of the residents of this community

## ARCHAEOLOGICAL SITE RECORD

Page 2 of 2

\*Resource Name or #: POLA-SWCA-1

were found in every portion of the property that was tested. Numerous artifacts recovered from this work point to the Japanese community as the people who disposed of their refuse in this area. Ceramics such as rice bowls and tea cups of Japanese and Chinese manufacture were recovered in abundance.

While only a small portion of the POLA-SWCA-1 was tested and analyzed, it is clear that the features uncovered during this work hold much potential for archaeological research. Many different aspects of daily life of the residents of the Japanese Fishing Village can be studied through the analysis of these features. Artifacts and ecofacts associated with people's diets, work life, personal adornment, health, ethnicity, entertainment, and other facets of daily life were recovered and identified within features uncovered at this site. While specific questions associated with the preceding topics can be addressed with specific features and artifacts, broad questions about the community such as socioeconomic status, generational changes, and cultural processes such as enculturation, and ethnogenesis as well as many others can be addressed with data from this site.

A14. Remarks:

A15. References (Documents, informants, maps, and other references):

DRAFT Cultural Resources Survey and Extended Phase I Report for the Berths 226-236 Everport Container Terminal Project, Port of Los Angeles, City and County of Los Angeles, California.

A16. Photographs (List subjects, direction of view, and accession numbers or attach a Photograph Record.):

Original Media/Negatives Kept at:

\*A17. Form Prepared by: Benjamin Vargas

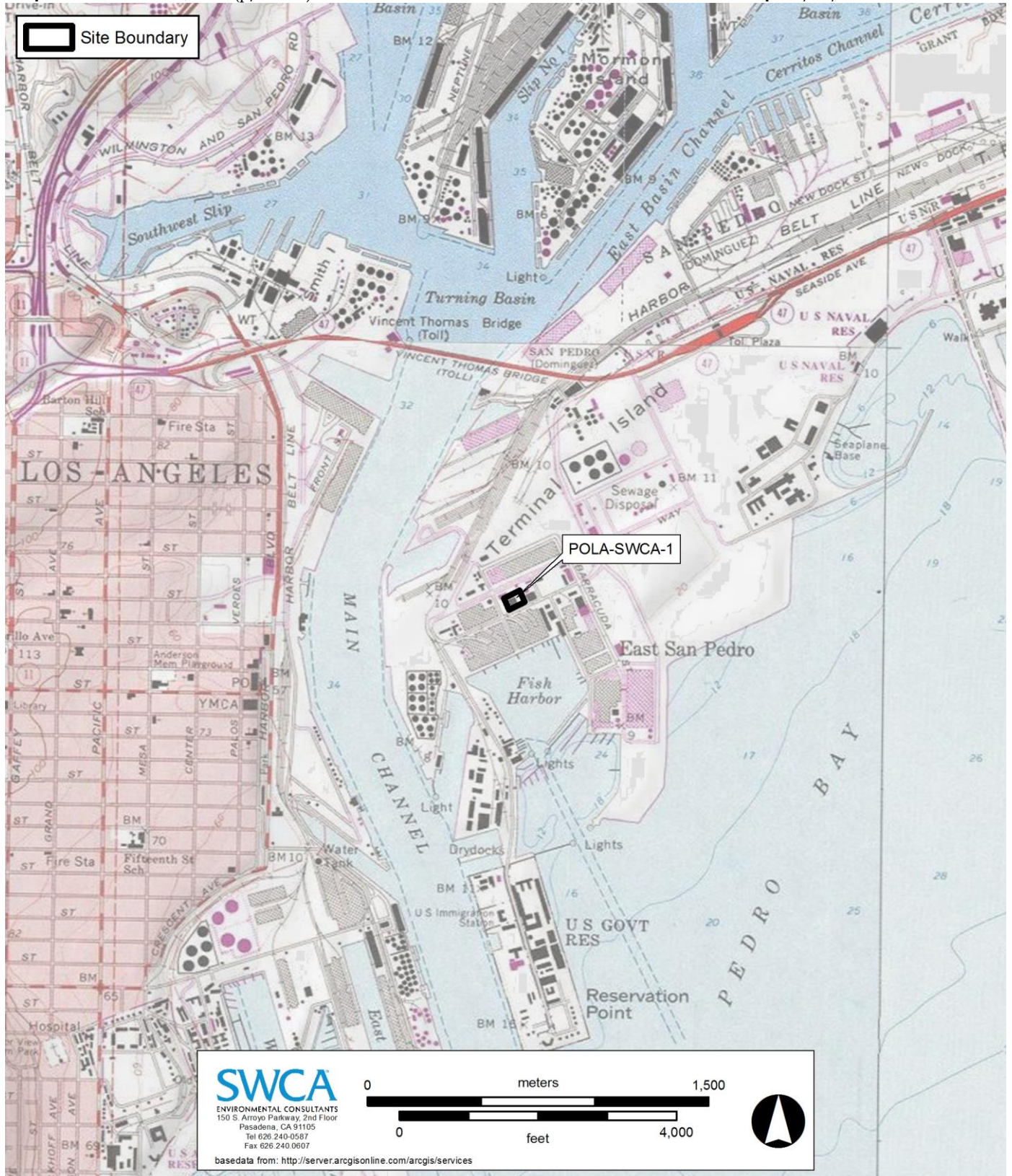
Date:08/18/2015

Affiliation and Address: SWCA Environmental Consultants, 150 South Arroyo Parkway, Pasadena, CA 92374

\*Map Name: San Pedro, 1964 (p/r 1981)

\*Scale: 1:24,000

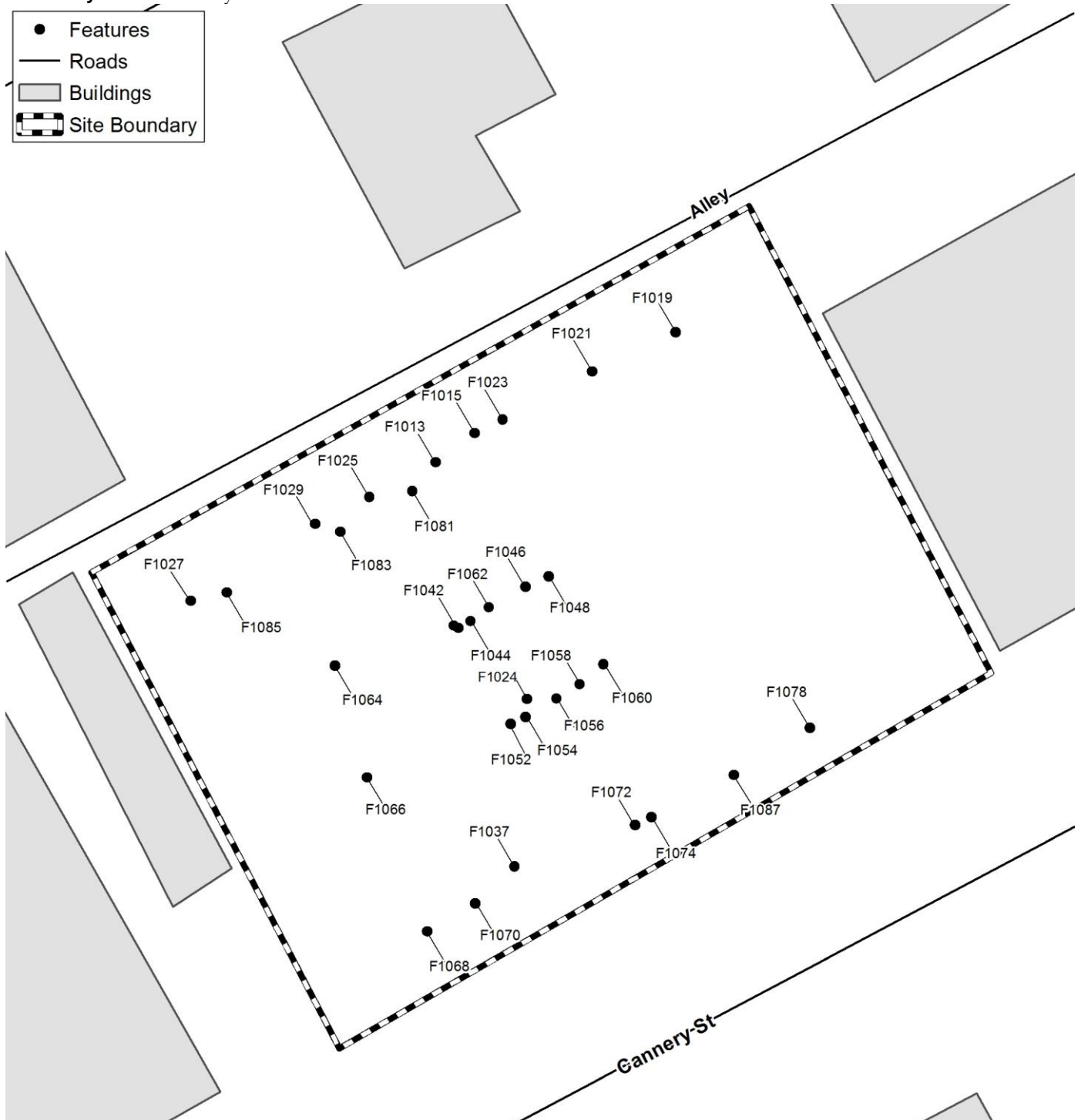
\*Date of Map: 08/20/2015



\*Drawn By: Akbar Noorzay

\*Date:08/20/2015

- Features
- Roads
- ▭ Buildings
- ▭ Site Boundary



**SWCA**  
ENVIRONMENTAL CONSULTANTS  
150 S. Arroyo Parkway, 2nd Floor  
Pasadena, CA 91105  
Tel 626.240.0587  
Fax 626.240.0607  
basedata from: <http://server.arcgisonline.com/arcgis/services>

0 meters 25  
0 feet 100





## **Appendix B**

### **OHR SurveyLA Property Table**



RESOURCE NAME	ADDRESS	YEAR BUILT	RESOURCE TYPE	RESOURCE SUBTYPE	ARCHITECTURAL STYLE	CONTEXT	SUBCONTEXT	THEME	SUBTHEME	PROPERTY TYPE	STATUS CODE(S)	CRITERIA	REASON STATEMENT
Canner's Steam Company Plant	249 Cannery Street	1951	Industrial	Steam Production Plant	Industrial, Utilitarian	Industrial Development	None	Port of Los Angeles, 1907-1980	None	Cannery	3CS	1/1	The property is directly associated with the post-World War II expansion of the fishing and canning industry at the Port.
Pet Products Division	212-214 Terminal Way	1950-1990	Industrial	Research Laboratory	Industrial, Utilitarian	Industrial Development	None	Port of Los Angeles, 1907-1980	None	Laboratory	6Z	N/A	The property lacks significant historic and architectural associations.
Pilot Plant	642 Tuna Street	1979	Industrial	Research Laboratory	Industrial, Utilitarian	Industrial Development	None	Port of Los Angeles, 1907-1980	None	Laboratory	6Z	N/A	The property lacks significant historic and architectural associations.
Net Shed Storage	250 Terminal Way	ca. 1950-1982	Industrial	Net Repair/Storage	Industrial, Utilitarian	Industrial Development	None	Port of Los Angeles, 1907-1980	None	Cannery	6Z	N/A	The property seriously lacks historical integrity in its setting, design, materials, workmanship and feeling.
Distribution Station 121	240 Terminal Way	ca. 1952-1957	Institutional-Infrastructre	Distributing Station	N/A	Public and Private Institutional Development, 1850-1980	Government Infrastructure and Services, 1850-1980	Municipal Water and Power, 1916-1980	Distributing and Receiving Stations, 1916-1980	Distributing Station	6Z	N/A	The property lacks significant historic and architectural associations.



# **Appendix C**

## **Artifact Catalog**









Catalog of Artifacts from Excavation Units

Cat No.	MTR	Fea.	EU	PD	Activity	Material	Item	Type	Product	Technology	Pattern	Mark	Decoration	Shape	Bottle Seam type	Bottle Finish	Grain size, Porosity, Hardness, Glaze	Other Diagnostic Features	Manufacturer	Origin	Date Range	Reference	Bottle Size (inches): Height	Bottle Size (inches): Base Diam	Bottle Size (inches): Finish Diam	Size (inches)	Completeness	Count	MNI	Weight (g)	Notes	Analyzed
0076	1040	1046	1090	1092	Consumer	Glass	Bottle	Beverage	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Incomplete	3	1	11.10	-	No
0077	1040	1046	1090	1092	Consumer	Glass	Unknown	Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Incomplete	1	1	0.20	-	No
0078	1040	1046	1090	1092	Hardware	Metal	Chain	Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Complete	1	1	5.20	-	No
0079	1040	1046	1090	1092	Unknown	Metal	Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	No
0080	1040	1046	1090	1092	Tools	Metal	Fishing Weight	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Complete	2	2	219.40	Possible net weights	No
0081	1011	1027	1096	1097	Personal Items	Shell	Button	Garment	Button	Pin-head Shank	Mother of Pearl	-	None	-	-	-	-	Pin-head Shank	Unknown	Unknown	Unknown	-	-	-	-	.36 diameter, .40 T with shank	Both	2	2	1.20	-	Yes





Cat No.	MTR	Fea.	EU	PD	Material	Item	Completeness	Count	Weight (g)	Notes	Analyze
0315	1076	1087		1088	Charcoal	Charcoal	-	1	-	-	No
0316	1076	-		1077	Glass	Bottle	Complete	1	-	-	Yes
0317	1076	-		1077	Glass	Jar	Complete	1	-	"SIMON/CREME"	No
0318	1076	-		1077	Ceramic	Unknown	Complete	1	-	-	No
0319	1076	-		1077	Ceramic	Container	Incomplete	2	-	-	No
0320	1076	-		1077	Metal	Unknown	Incomplete	1	-	-	No
0321	1011	1021		1022	Glass	Bottle	Incomplete	10	-	Green	No
0322	1011	1021		1022	Glass	Bottle	Incomplete	2	-	Clear "----PI\ ILTON" (Likely TIP A TILTON)	No
0323	1011	1021		1022	Bone	Faunal	Both	2	-	Fish, Sea Mammal	No
0324	1011	1021		1022	Wood	Unknown	-	16	-	-	No
0325	1011	1021		1022	Metal	Nail	Both	49	-	-	No
0326	1011	1021		1022	Ceramic	Brick	Incomplete	2	-	-	No
0327	1011	1021		1022	Metal	Unknown	Incomplete	45	-	-	No
0328	1040	1048		1049	Glass	Jar	Incomplete	2	-	Clear	No
0329	1040	1048		1049	Wood	Unknown	Incomplete	2	-	-	No
0330	1040	1048		1049	Charcoal	Unknown	-	2	-	-	No
0331	1040	1048		1049	Ceramic	Pipe	Incomplete	11	-	Mortar and Pipe Fragments	No
0332	1040	1048		1049	Metal	Unknown	Incomplete	55	-	-	No
0333	1040	1048		1049	Metal	Nail	Both	41	-	-	No
0334	1040	-		1041	Ceramic	Rice Bowl	Complete	6	145.80	-	Yes
0335	1040	-		1041	Shell	Button	Incomplete	3	-	Two Sizes Both are Two Holed Sew Through Mother of Pearl	Yes
0336	1040	-		1041	Metal	Unknown	Incomplete	22	-	-	No
0337	-	-	-	1002	Ceramic	Plate/Saucer	Incomplete	1	-	Point Prov. 0382478mE, 3734017mN	No
0338	-	-	-	1001	Ceramic	Rice Bowl	Incomplete	2	70.80	-	Yes
0339	1011	-	-	1012	Bone	Faunal	Incomplete	1	276.35	Paleo Whale Vertebrae	No
0340	1040	1046	-	1047	Shell	<i>Haliotis chracereodii</i>	Complete	11	1610.50	-	No
0341	1040	1046	-	1047	Shell	<i>Tivela Stultorum</i>	Complete	1	337.20	-	No
0342	1011	-	-	1012	Metal	Container	Incomplete	1	563.40	-	No
0343	1035	-	-	1036	Ceramic	Brick	Incomplete	4	-	4 fire brick fragments. Bricks were 4.5 inch wide and 2.5 in thick original length cannot be measured but was likely 9 inches.	Yes

Cat No	MTR	Fea.	EU	PD	Activity	Mat.	Item	Type	Product	Techn.	Pattern	Mark	Decoration	Bottle Shape	Bottle Seam type	Bottle Finish	Other Diagnostic Features	Manuf.	Origin	Date Range	Reference	Bottle Size (inches): Height	Bottle Size (inches): Base Diam	Bottle Size (inches): Finish Diam	Size (inches)	Cond.	Count	MNI	Weight (g)	Notes	Analyzed	
0138	1011	1015	-	1016	Kitchen	Ceramic	Rice Bowl	Tableware	-	Porcelain	White, bluish glaze	"MADE IN JAPAN"	<i>Fukizumi</i> stencil exterior (blue) exterior (leaves) exterior; overglaze transfer print bird (gold)	-	-	-	-	-	Japan	post-1921	Costello and Maniery 1988; Ross 2012: 7; Ross 2009: 197	-	-	-	Diameter: 4.53 inches	Both	4	2	272.7	Ross says stencil wares (fukizumi) dates post-1870s. "Made in Japan" typically considered to post-date 1921 when US required marks to read "Japan" rather than "Nippon."	Yes	
0142	1011	-	-	1012	Kitchen	Ceramic	Rice Bowl	Tableware	-	Porcelain	White, bluish glaze	"MADE IN JAPAN" (in circle)	<i>Fukizumi</i> stencil exterior (blue, green, red) (cherry blossom); overglaze hand painted lines (gold) defining tree and flowers	-	-	-	-	-	Japan	post-1921	Costello and Maniery 1988; Ross 2012: 7; Ross 2009: 197	-	-	-	Diameter: 4.53 inches	Incomplete	1	1	85.1	Ross says stencil wares (fukizumi) dates post-1870s. "Made in Japan" typically considered to post-date 1921 when US required marks to read "Japan" rather than "Nippon."	Yes	
0143	1011	-	-	1012	Kitchen	Ceramic	Rice Bowl	Tableware	-	Porcelain	White, bluish glaze	None	<i>Fukizumi</i> stencil exterior (blue) floral (?) motif	-	-	-	-	-	Japan	post-1870s	Ross 2009: 7	-	-	-	No diameter measure possible	Incomplete	1	1	38	-	Yes	
0150	1011	-	-	1012	Consumer	Glass	Bottle	Beverage	-	ABM	Amber	"JAPAN"	None	Round	Unknown	Unknown	-	-	Japan	1921-1947	-	-	2.84 inches	-	-	-	Incomplete	1	1	167	Base and lower body only.	Yes
0214	1035	1037	-	1038	Consumer	Glass	Bottle	unknown	-	ABM	Clear	"G [over] C" '5 \ 3 1/2 FL. OZ \ 1817"	Vertical ribbing on front and back	Blake (variant 1)	Seam to top of bottle	External thread	-	Glass Container Corp.	Vernon, California	1934-1968	<a href="http://www.saha.org/bottle/pdffiles/GLogoTable.pdf">http://www.saha.org/bottle/pdffiles/GLogoTable.pdf</a>	5.47 inches	2.39 inches	1.3 inches	Length x 1.56 inches thick	Complete	1	1	164	-	Yes	
0231	1035	1037	-	1038	Consumer	Glass	Bottle	Medicine	Newbro's Herpicide	Unknown	Clear	-	None	Round	-	-	Embossed on body with "NEWBRO'S HERPICIDE \ FOR THE HAIR AND SCALP"	D.M. Newbro	Butte, Montana	Post 1899	<a href="http://www.hairraisingstories.com/Products/NEWBRO.html">http://www.hairraisingstories.com/Products/NEWBRO.html</a>	-	-	-	-	Incomplete	2	1	85.3	Body fragments only	Yes	
0264	1050	-	-	1051	Kitchen	Ceramic	Rice Bowl	Tableware	-	Porcelain	White, bluish glaze	Chinese or Japanese script within a oval	Blue, pink, and black wash and trees.	-	-	-	-	-	Japan	-	Ross 2009: 9	-	-	-	Diameter 4.26 inches	Incomplete	1	1	127.2	-	Yes	
0285	1050	1054	-	1055	Kitchen	Ceramic	Rice Bowl	Tableware	-	Porcelain	White, bluish glaze	"M[ADE IN] JAP[AN]"	<i>Fukizumi</i> stencil exterior (blue) floral motif, brown leaves; overglaze hand painted gold and red accents	-	-	-	-	-	Japan	post-1921	Costello and Maniery 1988; Ross 2012: 7; Ross 2009: 197	-	-	-	Diameter: 4.33 inches	Incomplete	1	1	101.5	Ross says stencil wares (fukizumi) dates post-1870s. "Made in Japan" typically considered to post-date 1921 when US required marks to read "Japan" rather than "Nippon."	Yes	
0300	1050	-	-	1054	Consumer	Glass	Bottle	Beverage	-	ABM	Clear	"O" in a square	None	Round	Seam to top of bottle	Crown	-	Owens Bottle Company	Unknown	1919-1929	<a href="http://www.saha.org/bottle/pdffiles/owensbottlecompany.pdf">http://www.saha.org/bottle/pdffiles/owensbottlecompany.pdf</a>	5.78 inches	2.01 inches	1.02 inches	-	Complete	1	1	156.7	-	Yes	
0316	1076	-	-	1077	Consumer	Glass	Bottle	Cosmetic	-	ABM	Milk Glass	"3 5 7 \ HD \ 2"	None	Round	Seam to top of bottle	-	Crème Simon embossed on shoulder	Crème Simon	Paris, France	-	-	2.38 inches	1.37 inches	1.10 inches	-	Complete	1	1	45.5	-	Yes	

Cat No	MTR	Fea.	EU	PD	Activity	Mat.	Item	Type	Product	Techn.	Pattern	Mark	Decoration	Bottle Shape	Bottle Seam type	Bottle Finish	Other Diagnostic Features	Manuf.	Origin	Date Range	Reference	Bottle Size (inches): Height	Bottle Size (inches): Base Diam	Bottle Size (inches): Finish Diam	Size (inches)	Cond.	Count	MNI	Weight (g)	Notes	Analyzed
0334	1040	-	-	1041	Kitchen	Ceramic	Rice Bowl	Tableware	-	Porcelain	White, bluish glaze	None	Hand painted (cobalt blue) underglaze around base (concentric lines); <i>fukizumi</i> stencil (blue, green, pink, brown) exterior (bamboo and cherry blossom)	-	-	-	-	-	Japan	post-1870s	Costello and Maniery 1988; Ross 2012: 7	-	-	-	Diameter: 4.13 inches	Complete	6	1	145.8	-	Yes
0335	1040	-	-	1041	Personal	Shell	Button	Garment	-	Cut/Carved	-	-	None	Round	-	-	Two holed sewn through	-	-	-	-	-	-	-	Diameter .88 inches	Complete	4	4	0.9	-	Yes
0338	-	-	-	1001	Kitchen	Ceramic	Rice Bowl	Tableware	-	Porcelain	White, bluish glaze	None	Handpainted blue linear decoration on exterior	-	-	-	-	-	Asia	-	-	-	-	-	Diameter 4.33 inches	Incomplete	2	1	70.8	Unknown decoration motif - fragmentary	Yes
0343	1035	-	-	1036	Building Materials	Ceramic	Brick	Architecture	Fire Brick	Stiff Mud / Dry Pressed	Yellow	1). "EM[SCO]\[RE]G[AL]"; 2). "[EMSC]O\--[ROYAL]D.P."; 3). "[EMSCO]\[ROYAL]D.P."; 4). "[EMSCO]\[RE]G[AL]"	-	-	-	-	None	Emsco Refractories Company	Los Angeles, California	1927-1943	<a href="http://calbricks.net/firms.com/brick.emscobm.html">http://calbricks.net/firms.com/brick.emscobm.html</a>	-	-	-	1.25 to 3.25 Max Length	Incomplete	4	4	3031.90	4 fire brick fragments. Bricks were 4.5 inch wide and 2.5 in thick original length cannot be measured but was likely 9 inches.	Yes