# Section 3.4
# Cultural Resources

## SECTION SUMMARY

This section addresses potential impacts on cultural resources that could result from implementation of the proposed Project or the alternatives. Cultural resources customarily include archaeological resources, ethnographic resources, and those of the historic, built environment (architectural resources). Though not specifically a cultural resource, paleontological resources (geological fossil resources) are also considered in this section.

Section 3.4, Cultural Resources, provides the following:

- a description of the prehistoric, ethnographic, historic, and paleontological setting of both the Port and the proposed project area;
- a description of existing local, state, and federal cultural resource regulations and policies;
- a discussion on the methodology used to determine whether the proposed Project or alternatives result in an impact on cultural resources;
- an impact analysis of both the proposed Project and alternatives; and
- a description of any mitigation measures proposed to reduce any potential impacts and residual impacts, as applicable.

**Key Points of Section 3.4**

The proposed Project site encompasses the existing 205-acre Everport Container Terminal at Berths 226-236 on Terminal Island and the following two backlands expansion areas: an approximately 1.5-acre area adjacent to the PBF Energy (formerly ExxonMobil) liquid bulk terminal at Berths 238-240 and an approximately 22-acre area immediately south of the existing terminal boundary and north of Cannery Street. Physical improvements proposed at and adjacent to the Everport Container Terminal include dredging, wharf improvements including new sheet piles and king piles at Berths 226-229 and new sheet piles at Berths 230-232, raising up to five existing cranes and adding five new cranes, developing new backlands at the expansion areas, and closing and improving portions of surrounding streets. The boundaries of the Project site constitute the "study area" for cultural resources.

The NEPA analysis evaluates impacts to cultural resources within a specified area of potential effect (APE). The APE is the geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist (36 CFR 800.16(d)). Further, the undertaking is issuance of a DA permit to conduct work and/or install structures in the APE (36 CFR 800.16(y)). In this case, the federal permit area and the federal APE directly overlap, and is considerably smaller than the proposed Project's study area under CEQA, and is defined in the USACE implementing regulations (33 CFR 325 Appendix C). The federal/USACE permit area/APE (hereafter

referred to as the 'USACE permit area/APE') includes areas subject to a DA permit and extends from Berth 226 to Berth 232, encompassing portions of the Main Channel that would be impacted by dredging and wharf improvements, and includes the overwater cranes associated with the individual berths and approximately 100 feet of the landside area from the wharf edge (also known as the pierhead line), which includes the crane rails. For the purposes of this analysis, the USACE permit area is used to determine impacts under NEPA.

The existing Everport Container Terminal area includes one known historic resource, the Vincent Thomas Bridge, which traverses the northern portion of the existing terminal and would not be affected by the proposed Project or any alternative. The Vincent Thomas Bridge has been determined to be eligible for listing on the National Register of Historic Places and the California Register of Historic Resources. It should be noted that the Vincent Thomas Bridge is not located within the USACE permit area/APE, but is adjacent.

There is one potentially historic building present within the 22-acre backlands expansion area, the former Canners Steam Company Plant, which has been found to be eligible for listing in the California Register of Historical Resources, but not the National Register of Historic Places. In addition, the former Canner's Steam Company Plant has been found eligible for local designation as a Historic Cultural Monuments. The proposed Project and Alternatives 1, 3, and 5 would develop the 22-acre area and would result in the demolition of the former Canner's Steam Company Plant, which would be a significant impact to a historic building. This building is located outside the USACE's permit area/APE and could be impacted in the absence of a DA permit. Although mitigation has been identified, significant unavoidable impacts would remain. The mitigation measure to address impacts to the historic building is **MM CR-1: Historic Resource Recordation**.

One historic period archaeological site has been identified in the 22-acre backlands expansion area, associated with the former Japanese Fishing Village. Other subareas within the 22-acre expansion area may contain similar archaeological resources. Excavation within the 22-acre backlands expansion would likely damage archaeological resources. As such, the proposed Project and Alternatives 1, 3, and 5 would result in significant impacts. This site is outside the USACE's permit area/APE and could be impacted in the absence of a DA permit. Although mitigation has been identified, significant unavoidable impacts would remain. The mitigation measure to address impacts to archaeological resources within the 22-acre area is **MM CR-2: Completion of Phase I Cultural Resource Investigation.** In addition, mitigation measure **MM CR-3: Pre-construction Worker Training** would also address unanticipated cultural resources discoveries during construction. Impacts to archaeological resources from construction within the existing terminal boundary and 1.5-acre backland expansion area are not expected to be significant due to the disturbed nature of the subsurface; however, one standard condition of approval (or SC) is identified to serve as a contingency in the unlikely event that archaeological resources are encountered during excavations within the existing terminal and 1.5-acre area - **SC CR-1: Stop Work in the Area if Prehistoric and/or Archaeological Resources are Encountered.**

Impacts to paleontological resources from construction of the proposed Project are not expected to be significant due to the disturbed nature of the subsurface; however, one standard condition of approval/SC is identified to serve as a contingency in the unlikely event that paleontological resources are encountered during excavations within the Project site - **SC CR-2: Unanticipated Discovery of Paleontological Resources.**

# 3.4.1 Introduction

This section addresses potential impacts on cultural resources that could result from implementation of the proposed Project or alternatives based primarily on the findings of the *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 138 East terminal Way: Berths 226-236 Everport Container Terminal Project, Port of Los Angeles, City and County of Los Angeles, California,* which is provided as Appendix D of this Draft EIS/EIR.

Cultural resources customarily include archaeological resources, ethnographic resources, and those of the historic, built environment (architectural resources). Though not specifically a cultural resource, paleontological resources (geological fossil resources) are also considered here, as they are discussed in Appendix G of the State CEQA Guidelines (Environmental Checklist Form) within the context of Section V, Cultural Resources.

The proposed Project area encompasses the 205-acre Everport Container Terminal and backlands improvements at two expansion locations: the approximately 1.5-acre area adjacent to the PBF Energy (formerly ExxonMobil) liquid bulk terminal at Berths 238-240 and the approximately 22-acre area immediately south of the existing terminal boundary and north of Cannery Street. The main terminal under the current lease agreement totals approximately 160 acres. The lease also includes approximately 20.5 acres associated with the existing on-dock railyard behind the Yusen Terminals, Inc. (YTI) Container Terminal (Berths 217-220), known as the Terminal Island Container Transfer Facility (TICTF). In addition, the Everport Container Terminal is operating with an existing space assignment for 25 acres of backland area behind Berths 232-236.

The 1.5-acre expansion area that is being proposed for development as backlands is vacant and adjacent to the existing terminal, but separated by a chain-link fence.

The 22-acre expansion area proposed for development as backlands and the relocation of the main gate is currently developed with various structures, vacant parcels, and portions of Terminal Way, Barracuda Street, Tuna Street, and Ways Street. Project development in this expansion area would require the closure of portions of Terminal Way, Barracuda Street, Tuna Street, and Ways Street within the Project site and rerouting of Terminal Way traffic to Cannery Street, as well as the demolition of the remaining buildings within the 22-acre area, including buildings associated with the former StarKist Tuna Plant and the former Canner's Steam Company Plant. The details and timing of development of the 22-acre area for incorporation into the Everport Container Terminal would be subject to negotiations and an agreement between the Port and terminal operator, and as such, closure and rerouting of streets, demolition of existing buildings (such as the former Canner's Steam Company Plant), and subsequent improvement of the 22-acre area would not occur until an agreement is established. To be conservative, for the purposes of this Draft EIS/EIR's analysis it is assumed that the agreement would be finalized such that the demolition and backland construction at the 22-acre expansion area would occur concurrent with the backland development at the 1.5-acre expansion area and in-water construction (refer to Section 2.6.1.3 in Chapter 2, Project Description, for construction timing and details).

For the purposes of the CEQA analysis, the study area for the proposed Project is defined as consisting of the entirety of the "Lease Premises," which would be the proposed

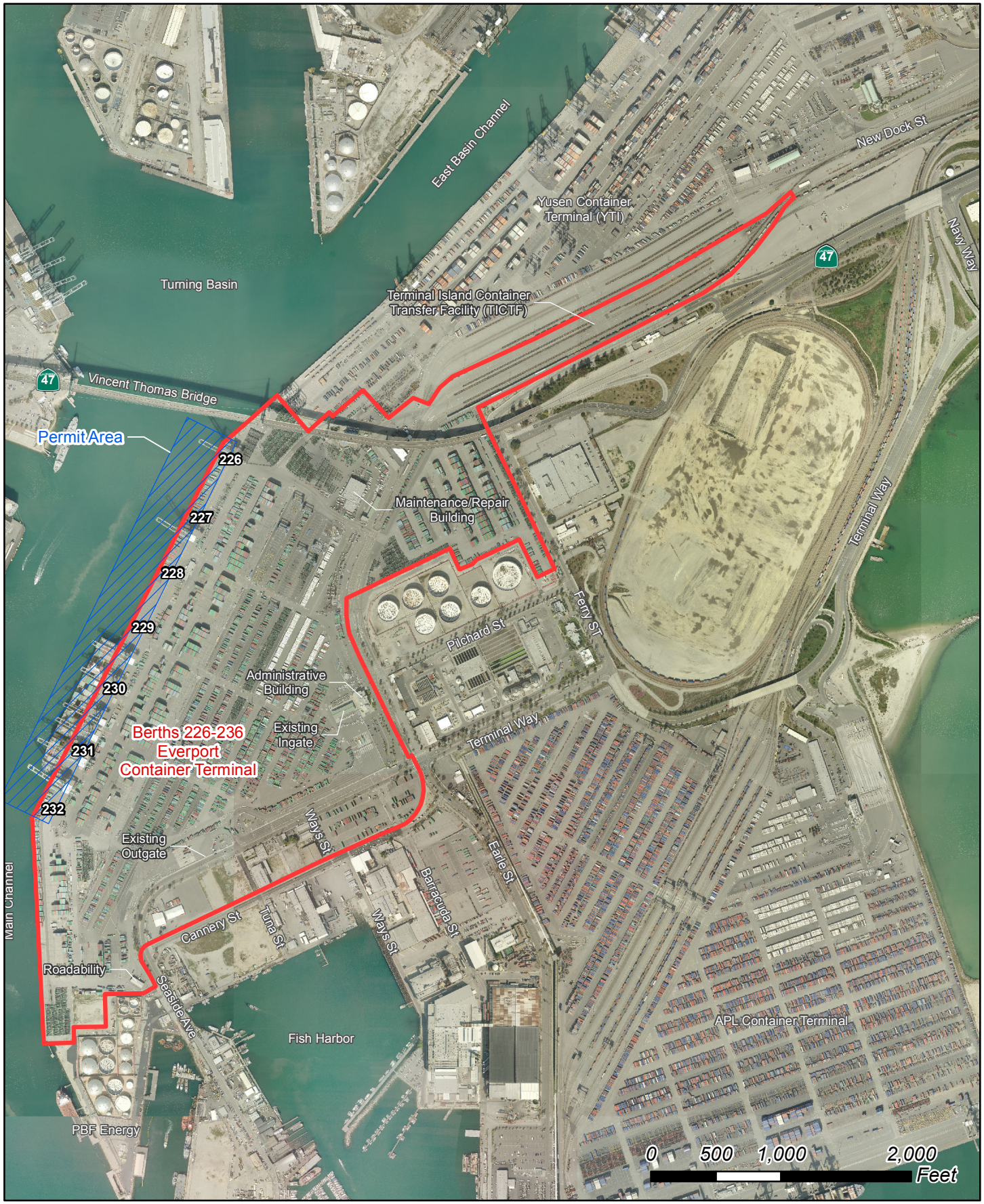
Project site as shown on Figure 3.4-1. For the purposes of the NEPA analysis, the federal/USACE permit area/APE is defined by a smaller portion of the project site that extends along Berths 226-236, encompassing the Main Channel and a small portion of the Turning Basin, and includes the cranes associated with the individual berths and approximately 100 feet of the landside wharves, as shown in Figure 3.4-1.

## 3.4.2 Environmental Setting

The proposed Project is located on Terminal Island, a primarily human-made area (made from imported/modern soils) developed in increments based on various demands since the Port was initially developed around the early 1900s (refer to Figure 3.4-2 regarding development of Terminal Island over time). The site is within the Port of Los Angeles Community Plan area in the City of Los Angeles, which is adjacent to the communities of San Pedro and Wilmington, and approximately 20 miles south of downtown Los Angeles (Figure 1-1 in Chapter 1, Introduction). The site is generally bound to the west and northwest by the Main Channel; to the north by State Route (SR)-47 and the YTI Container Terminal at Berths 212-213 and Berths 221-224; to the east by the U.S. Customs House, Los Angeles Export Terminal (LAXT), and ExxonMobil SA Inland Tanks facility; and to the south by the PBF Energy (formerly ExxonMobil) liquid bulk terminal at Berths 238-240, Cannery Street, TriMarine Seafood and both vacant and developed land south of Cannery Street (refer to Figure 2-2 in Chapter 2, Project Description).

The proposed Project location has been subjected to major soil disturbance over the years (Figure 3.4-2). In 1897, the area destined to become the Everport Container Terminal was the narrow south-easterly end of Rattlesnake Island in San Pedro Bay. By 1915, dredge and fill projects had increase the land area to the east and south creating the land that comprises the current Everport Container Terminal. In 1924, work began to create three slips in the area at Berths 228, 230 and 232. Three approximately 750-foot by 250-foot cuts were excavated into Terminal Island. Bulkheads were constructed along the face of the remaining land between the slips. Fill was placed behind the bulkhead to complete the two finger piers, increases the number of berths at this location. (City of Los Angeles Board of Harbor Commissioner, 1923-24). In this configuration, these wharves served several shipping lines into the early 1970's. Small soil disturbance occurred in 1941 when construction of a ferry landing required some further cutting into the land at Berth 235. With the opening of the Vincent Thomas Bridge in 1963, the ferry landing was demolished and the previously dredged area filled. Beginning in the early 1970's with the rise in containerization and continuing into the 1980's, the slips at Berths 228, 230 and 232 were filled and the associated transit sheds, rail tracks and roads demolished, concrete wharves constructed and the area paved.

In 1980 a remote sensing survey the Port of Los Angeles Main Channel for submerge vessel was conducted as part of the Los Angeles Deepening Project. This project was, in part, to increase the depth of the Main Channel from -35 feet to -45 feet. The survey found no submerged vessel within the Project area (Pierson, 1980). Since 1980, the Main Channel depth has been increase to -52 feet by further dredging.




*Aerial Source: County of Los Angeles, 2012*

Project Site  USACE Permit Area

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Figure 3.4-1
Project Site and USACE Permit Area

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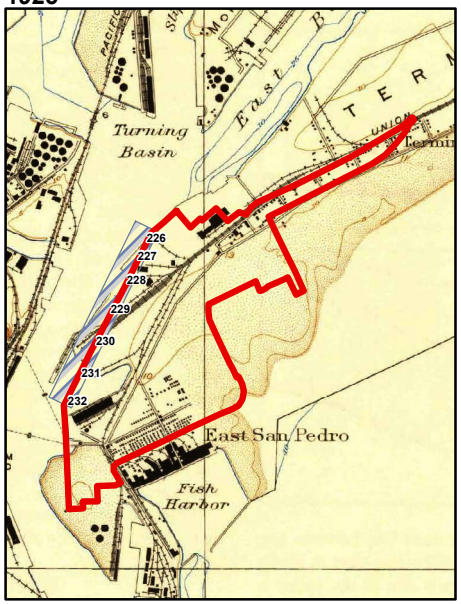
*Berths 226-236 [Everport] Container Terminal Improvements Project*

1896

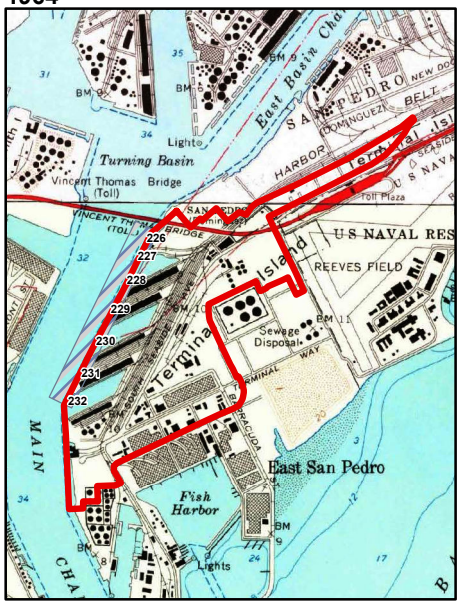

Source: San Pedro US Topo, 1896.

1925



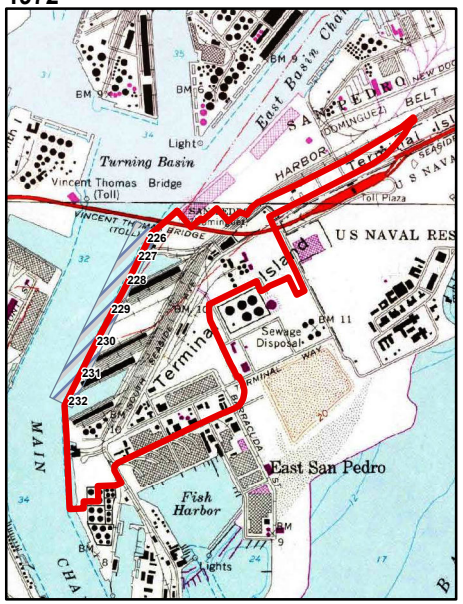

Source: San Pedro US Topo, 1925.

1964



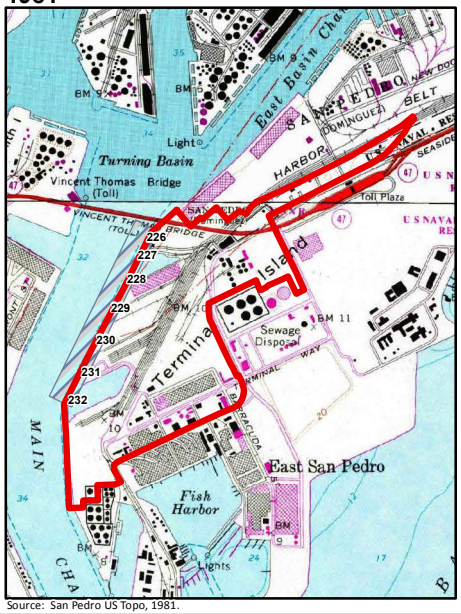

Source: San Pedro US Topo, 1964.

1972



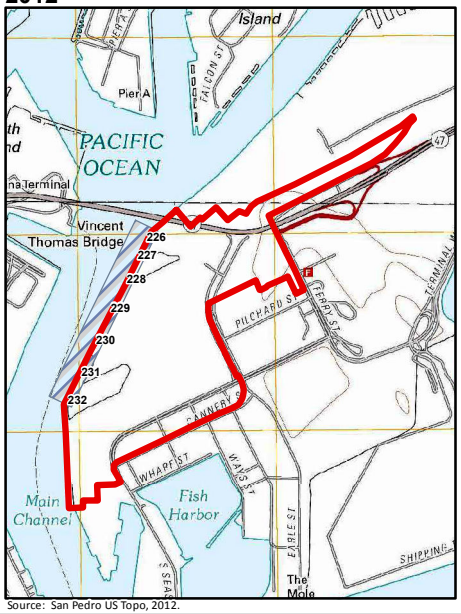

Source: San Pedro US Topo, 1972.

1981

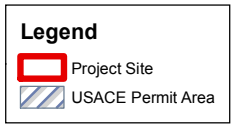



Source: San Pedro US Topo, 1981.

2012




Source: San Pedro US Topo, 2012.



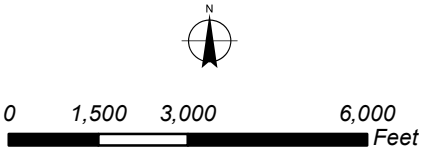




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Figure 3.4-2
Port Development

*Berths 226-236 [Everport] Container Terminal Improvements Project*

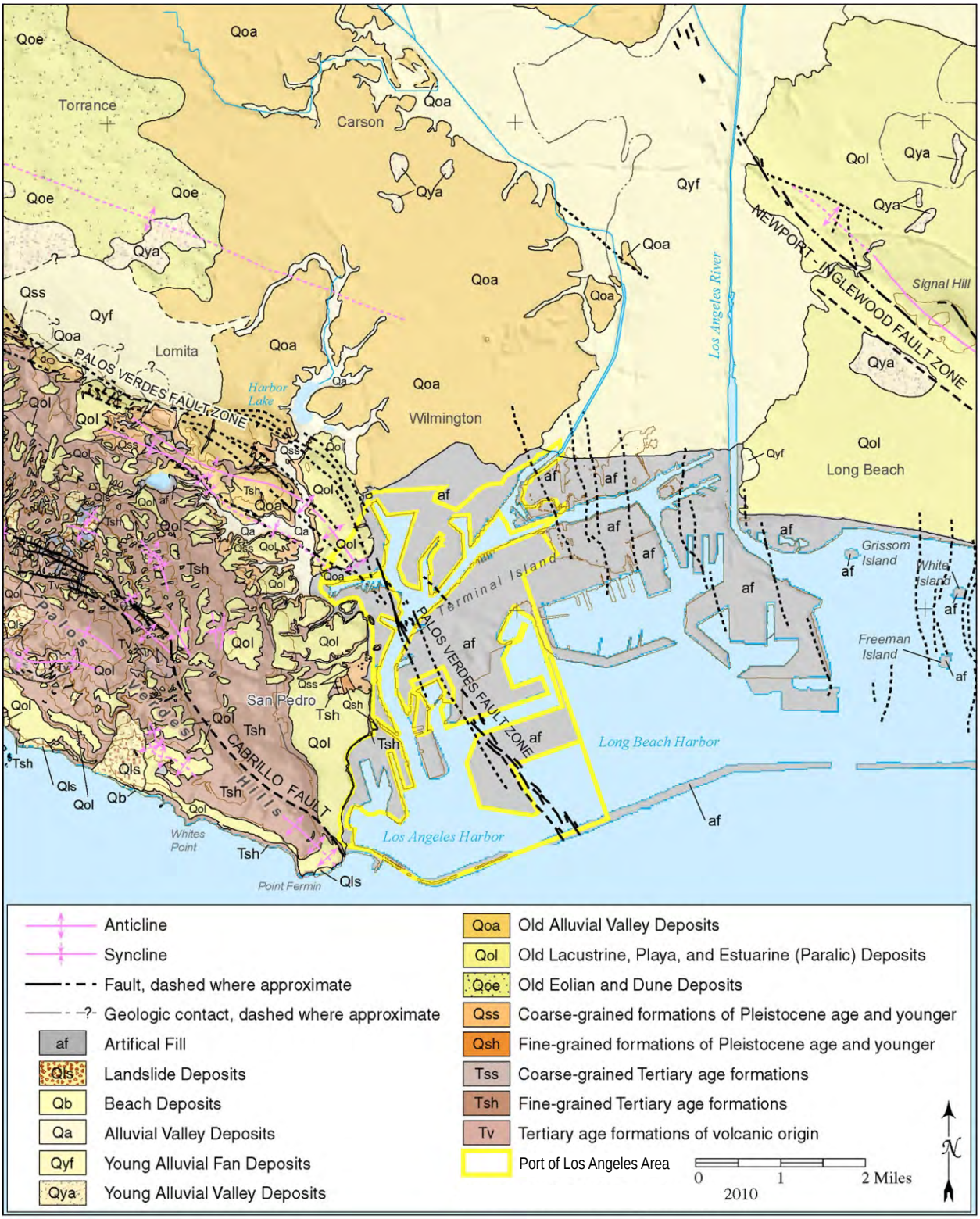
### 3.4.2.1 Paleontological Setting

Any rock material that contains fossils has the potential to yield fossils that are unique or significant to science. However, paleontologists consider that geological formations having the potential to contain vertebrate fossils are more "sensitive" than those likely to contain only invertebrate fossils. Invertebrate fossils found in marine sediments are usually not considered by paleontologists to be significant resources, because geological contexts in which they are encountered are widespread and fairly predictable. Invertebrate fossil species are usually abundant and well preserved such that they are not unique. In contrast, vertebrate fossils are much rarer than invertebrate fossils and are often poorly preserved. Therefore, when found in a complete state, vertebrate fossils are more likely to be a more significant resource than are invertebrate fossils. As a result, geologic formations having the potential to contain vertebrate fossils are considered the most sensitive.

Vertebrate fossil sites are usually found in non-marine, upland deposits. Occasionally, vertebrate marine fossils such as whale, porpoise, seal, or sea lion can be found in marine rock units such as the Miocene Monterey Formation and the Pliocene Sisquoc Formations known to occur throughout central and Southern California.

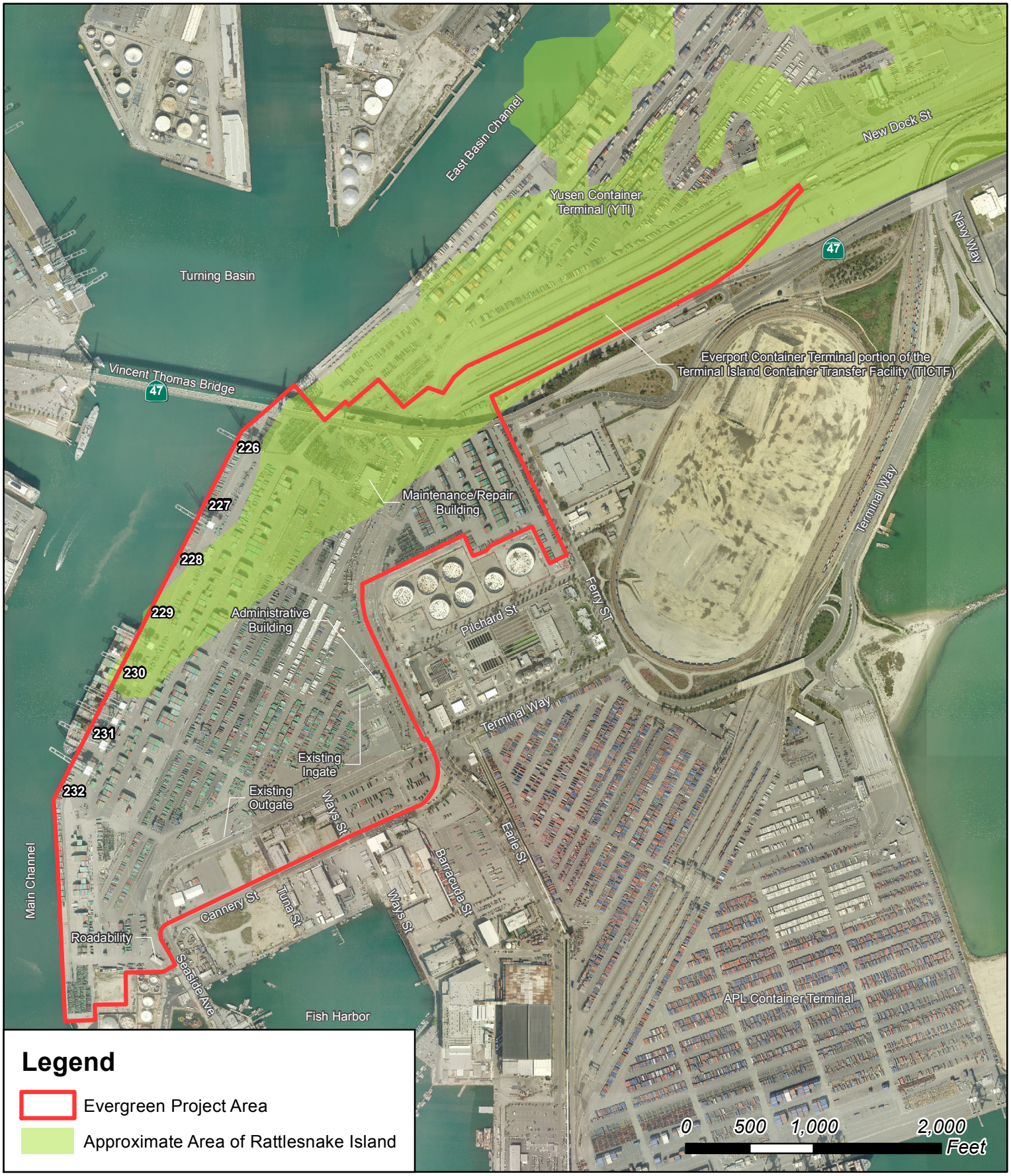
A museum records search was conducted at the Natural History Museum of Los Angeles County as part of the Port Master Plan Update EIR to determine whether or not fossil localities have been previously discovered within a particular rock unit within or near the Port area. According to published geologic mapping and museum records, the Port area is underlain by eight individually mapped geologic units, spanning in age from the Tertiary to the Quaternary periods (refer to Figure 3.4-3). Museum collections records maintained by the Vertebrate Paleontology section of the Natural History Museum of Los Angeles County indicate that at least 15 scientifically significant fossil localities yielding hundreds of terrestrial and marine vertebrates have been documented either within or close by the Port area. These localities yielded an abundant and diverse number of fossil specimens, including large terrestrial fauna such as mammoths and camel, small mammals including squirrel and rabbit, as well as avian and reptilian remains. Marine fauna identified at these various localities include pinnipeds, whales, sharks, rays, and bony fish, among other taxa. These fossil specimens were recovered from Quaternary nonmarine terrace deposits, the Valmonte Diatomite, the Timms Point Silt, the San Pedro Sand, and the Palos Verdes Sand. No vertebrate localities were reported from the Malaga Mudstone, Quaternary beach sediments, or artificial (imported) fill (LAHD, 2014).

Although the Port area is underlain with potential fossil-bearing geologic units, sediments that immediately underlie the Project area consist of imported or modern fill material placed in the early twentieth century. The original island landform (Rattlesnake Island) that underlies the northern part of the Everport Container Terminal area was disturbed and covered with dredged material in the late nineteenth and early twentieth centuries, to create a usable land surface (refer to Figures 3.4-2 and 3.4-4). Additionally, the landform that makes up the southwestern portion of the Everport Container Terminal was created in the early 1980s by filling existing slips with material dredged from the inner and outer Los Angeles harbors during the Los Angeles Harbor Deepening Project. As shown on Figure 3.4-3, the geologic unit that comprises the Project site is artificial (imported) fill (LAHD, 2014). No known paleontological resources or unique geologic features are located at the Project site that are likely to be encountered by Project excavation.




*Source: California Geological Survey 2010; LAHD (Port Master Plan Update), 2014*

Figure 3.4-3
Geologic Map




Source: Reish et al., 1980

Figure 3.4-4
Rattlesnake Island

### 3.4.2.2 Prehistoric Setting: Southern California

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. 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). Following are the four period of prehistoric history associated with Southern California.

#### Horizon I: Early Man (Ca. 10,000 – 6,000 B.C.)

Archaeological work has identified numerous pre–8000 B.C. sites, both on the mainland coast of Southern California and the Channel Islands (e.g., Erlandson, 1991; Johnson et al., 2002; Moratto, 1984; Rick et al., 2001). 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). 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). 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). 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).

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 and 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). 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; Moratto, 1984). These artifacts are often interpreted as ritual objects (Dixon, 1968; Eberhart, 1961), 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 and 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). 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 and 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) 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). 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) have argued that the distribution of *Olivella* spp. grooved rectangle 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 and 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 and 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; Towner et al., 1997). 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). 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; Taşkiran, 1997). 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). 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- Aztecan language group, is generally no longer used to avoid confusion with ethnohistoric and modern Shoshonean groups who spoke Numic languages (Heizer, 1978; Shipley, 1978). Modern Gabrielino/Tongva, Juaneño, and Luiseño in this region are considered the descendants of the prehistoric Uto-Aztecan, Takic-speaking populations that settled along the California coast during this period or perhaps somewhat earlier.

#### 3.4.2.3 Ethnographic Setting

Ethnographic resources include sites, areas, and materials important to Native Americans for religious, spiritual, or traditional uses. These can encompass the sacred character of physical locations (mountain peaks, springs, and burial sites) or particular native plants, animals, or minerals that are gathered for use in traditional ritual activities. All prehistoric archaeological sites (including villages, burials, rock art, and rock features) along with traditional hunting, gathering, or fishing sites are generally considered by contemporary Native Californians as important elements of their heritage.

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; Kroeber, 1925). 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). 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), 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). 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).

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; Kroeber, 1925; McCawley, 1996).

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).

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; McCawley, 1996).

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). 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).

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). Cremation ashes have been found in archaeological contexts buried within stone bowls and in shell dishes (Ashby and Winterbourne, 1966), 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; McCawley, 1996; Reid, 1926).

### 3.4.2.4 Historic Setting – Port of Los Angeles and Vicinity

#### 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 (refer to Figure 3.4-4). 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).

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. 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.

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 it 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 (Photograph 3.4-1). 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 (i.e., Brighton Beach's houses were no longer beachfront property).

In 1914, the LAHD 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 canners 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). 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 cannery-owned housing/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).

Refer to Figure 3.4-2 for U.S. topographic maps showing the development of Terminal Island over time.

**Photograph 3.4-1: 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). 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).

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). 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). 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). 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). 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 (Photograph 3.4-2). 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. The local hardware store was located on Tuna Street and was called the Hashimoto Hardware Store (Kawasaki, 1931).

**Photograph 3.4-2: 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, 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). 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).

## 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). 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). 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).

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. Mormon Island was greatly expanded and attached to the mainland, and Terminal Island nearly doubled in size (Furgo West, 1996). 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). 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 (City of Los Angeles Board of Harbor Commissioners, 1935).

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). 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). 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 eight miles of waterfront consisted of two contracted, privately owned tugs (Dahlquist, 1984). 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).

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). 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). 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. This allowed for the efficient servicing of the local fishing boats and shore trade (City of Los Angeles Board of Commissioners, 1930).

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). 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).

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). 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 and 1939). 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). 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). 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 World War II. At its height in 1940, the Japanese population on Terminal Island had grown to 3,000, just prior to 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. 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 from 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.

## 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 aircrafts 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). 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). 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). 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 cause 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). 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).

The surge in business during this period led to the 1959 approval of a measure authorizing the LAHD 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). 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).

Some of the Port's most visible resources were constructed during the 1960s. 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). 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.

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 to 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 four 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.

## 3.4.2.5 Project Site

### Historic Architectural Resources Setting

### Background

#### Built Environment Survey

An intensive-level pedestrian survey of the study area and APE performed 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.

### Developing the Historic Context

In developing the historic context and a property evaluation process for the proposed Project, Janet Hansen, Deputy Manager of the City of Los Angeles Office of Historic Resources (OHR) was consulted. 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 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.

### Background Research

Background research for the proposed Project was performed in November 2013 and 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 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 National Register of Historic Places (NRHP), the California Register of Historical Resources (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 Historic Cultural Monuments (HCM) list. The SCCIC also provided available historic U.S. Geological Survey (USGS) California 7.5- and 15-minute quadrangle maps. In addition, copies of previously conducted studies from the Environmental Management Division of the LAHD were reviewed (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. Refer to Appendix D of this Draft EIS/EIR for the details of resources reviewed and persons contacted to identify known historical land uses and the locations of research materials pertinent to the Project area.

## Cultural Resource Evaluation

The cultural resources evaluation addresses existing and potential historical resources with the Project area/USACE permit are/APE. Within the waterside area of the Project site, several vessel wreckages were found as part of the Ports of Los Angeles and Long

Beach Channel Dredging Project. As part of the dredging project's cultural resource survey (Hunter and Pierson, 1980), an evaluation of the wrecks found one to be potentially significant. The ferryboat *Sierra Nevada* sunk off the south-central portion of Terminal Island outside the Channel Dredging Project area. The ferryboat was partially sunk and broken up on the rock dike enclosing the Seaplane Lagoon. While the superstructure of the ferryboat was badly damaged its relatively intact propulsion system was a rare example of a transitional evolution of steam engines (Schwartz, 1991). As such the propulsion system was evaluated and determined eligible for listing on the NRHP. The *Sierra Nevada's* propulsion system was removed, relocated onto land and Historic American Engineering Record documentation was completed. No donor could be found for the engine, however, so after documentation the engine was sold for scrap (Schwartz, 1991). Given the engine, the only significant portion of the vessel, removal work in 1980, the damage done to the *Sierra Nevada* it is unlikely that any portion of this resource still exists (LAHD, 2014). In addition, as the proposed Project's waterside activities would be limited to the area in front of the existing operational wharf on the north-west face of Terminal Island. Because any remnants of the *Sierra Nevada* have been removed, this resource is not addressed further.

Additionally, 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 (LAHD, 2014; 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 TICTF, a dedicated on-dock rail service that was completed in 1997 and is co-utilized by the adjacent YTI 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 following evaluation addresses a total of five properties (associated with the 22-acre expansion area) and the Vincent Thomas Bridge. The five properties were recorded/updated and evaluated for NRHP and CRHR eligibility and for local designation as a City of Los Angeles HCM or Historic Preservation Overlay Zone (Figure 3.4-5 and Table 3.4-1). 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 five properties, one property, the former 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 Vincent Thomas Bridge has been previously evaluated and determined to be eligible for listing on the NRHP and the CRHR.


**Figure 3.4-5: Built Environment Survey Results**

**Table 3.4-1: Properties on Terminal Island Evaluated for Historic Significance**

| Property Name | Street Address | Year Built | Recordation Status | 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 (local) 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 |

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 D of this Draft EIS/EIR, along with a breakdown of the appropriate context, theme, and property type for each property evaluated as part of this study, in a format compatible with SurveyLA's FiGSS.

### Former Canner's Steam Company Plant

The former Canner's Steam Company Plant is an industrial building located at 249 Cannery Street, on a flat lot at the northwest corner Cannery Street and Ways Street (Photographs 3.4-3 and 3.4-4). Constructed in 1951 to provide steam to Van Camp and StarKist canneries, 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).

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 as a result of asbestos abatement. 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 compromise 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 during the process of the first phase of asbestos abatement, 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, the former 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).

**Photograph 3.4-3: Overview of the Former Canner's Steam Company Plant; view facing northwest, 2014**

**Photograph 3.4-4: 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 former 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 former 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 the former 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 the former 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 former 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 former 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. The former 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 (former StarKist and former 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 former 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 former 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 steam generation 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 former Canner's Steam Company Plant was developed as a joint steam plant by five canneries, including Van Camp (Chicken of the Sea) and StarKist former canneries (the former StarKist Cannery is to the southwest of the former StarKist buildings). 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.

### Former StarKist Buildings

*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 (Photograph 3.4-5). 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).

**Photograph 3.4-5: Overview of the Pets Product Division; view facing southeast, 2014**

Although the building is associated with the former 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 (Photograph 3.4-6). 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 the 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).

**Photograph 3.4-6: Overview of the Pilot Plant; view facing north, 2014**

Although the building is associated with the former 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 (Photographs 3.4-7 and 3.4-8). Initial development of the property began 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 former 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).

**Photograph 3.4-7: Front (east) of the Net Shed Storage Complex; view facing northwest, 2014**

**Photograph 3.4-8: 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 former 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 (Photograph 3.4-9). 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.


**Photograph 3.4-9: Overview of Distribution Station 121; view facing northwest, 2014**

### Vincent Thomas Bridge

In additon to the above properties, the Vincent Thomas Bridge, constructed between 1961 and 1963, crosses over the northern portion of the Project site (Photograph 3.4-10).

The Vincent Thomas Bridge 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 years 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 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 (LAHD, 2014).

The northern portion of the Project site encompasses a small portion of the bridge near its eastern terminus. Specifically, the Project site includes several concrete columns supporting the bridge.

**Photograph 3.4-10: Vincent Thomas Bridge. View from the western end of the bridge looking east. (2001, Los Angeles Public Library photo archive)**

The Vincent Thomas Bridge meets the criteria for eligibility to the NRHP under Criterion C and the CRHR under Criterion 3, Design/Construction, as the first major suspension bridge erected in Southern California and the first bridge of its kind to be built on pilings (LAHD, 2008). It meets NRHP Criteria Consideration G for having achieved significance within the last 50 years. The bridge promoted a large expansion of facilities on Terminal Island, making possible for the first time a direct route across the harbor after more than a century of the Port's existence (LAHD, 2008).

### 3.4.2.6 Archaeological Resources

Archaeological investigations must employ archival research and sufficient testing to achieve goals associated with each phase of investigation. For Phase I, the field methodology and analyses are designed to assess the general nature of the cultural resources present and the probable impact of the proposed project on potential archaeological sites. For Phase II, the field methodology and analyses generally involve a complete, subsurface survey and testing of identified sites sufficient to determine boundaries of the resource and their cultural and scientific importance, including a eligibility determination ("eligible" or "not eligible"). Phase III generally includes a data recovery program to answer all questions regarding the site/find. This phase includes avoidance or mitigation of the impact of the project on potentially historic archaeological resources, particularly if the site could be destroyed.

Following are the previous archaeological investigations performed at the Project site:

#### Previous Archaeological Investigations

In 1995, the Port of Los Angeles commissioned Fugro West, Inc. to identify and evaluate cultural resources on Port property. Phase I investigations were conducted in 1995 and Phase II evaluations took place in 1996. The Phase I investigation indicated that nine

previously recorded archaeological sites exist on Port of Los Angeles property. None of these sites are located in or near the Everport Container Terminal. The report also concluded that several areas within the Port of Los Angeles have the potential to contain archaeological sites; however, none of these areas are in or near the Everport Container Terminal (Tetra Tech, 1999).

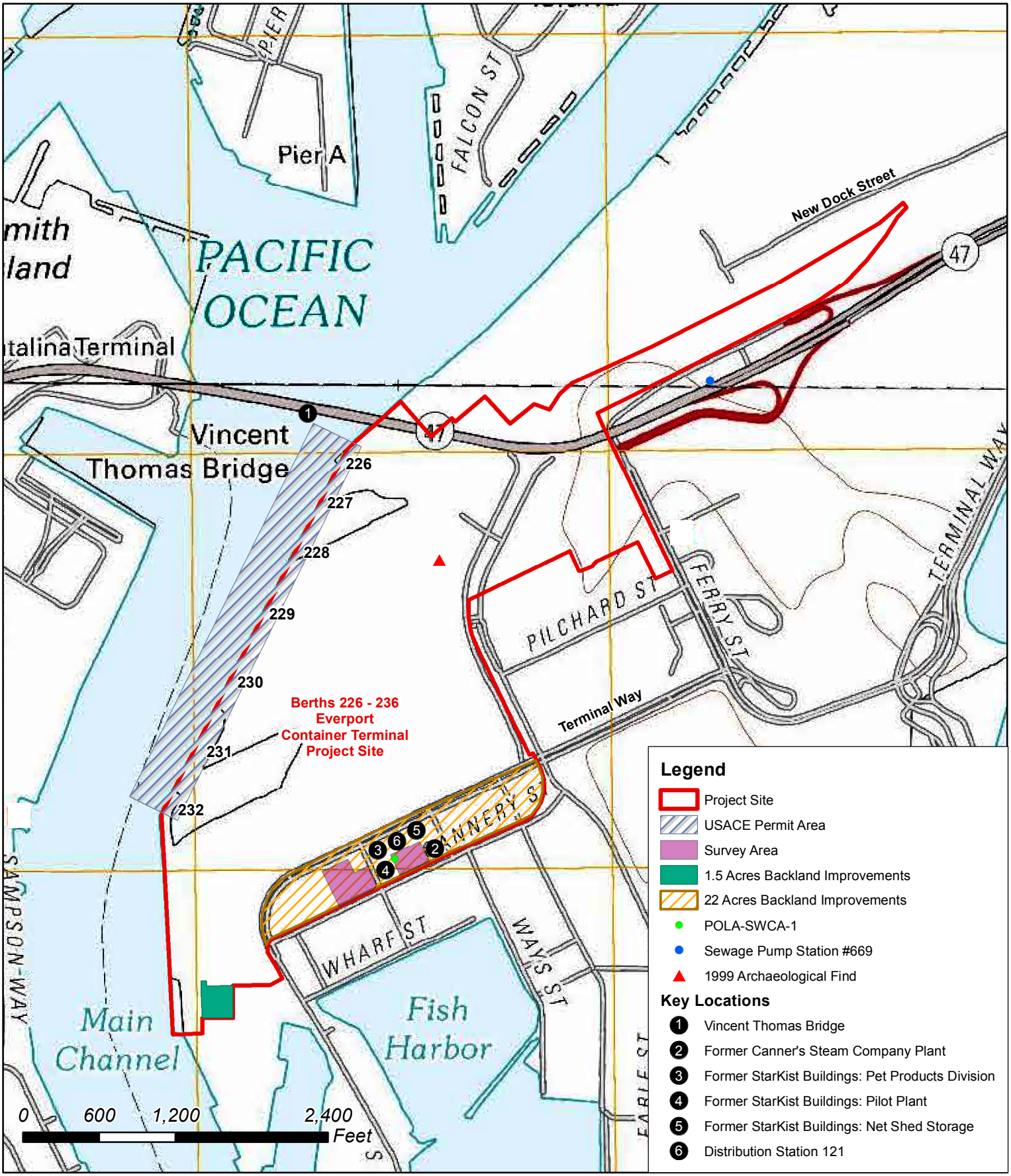
In 1999, during a redevelopment project at the Everport (then called Evergreen) Container Terminal, which consisted of the demolition of existing terminal facilities and construction of new facilities, including pavement, drainage systems, and the administration offices and maintenance buildings, workers excavating for the placement of a concrete electrical cable junction in the northeastern portion of the terminal had discovered and removed historic- period artifacts, including glass bottles, ceramics, and butchered animal bones (refer to Figure 3.4-6 for the approximate location of the 1999 archaeological find). The archaeologists' determination was that the site appeared to have been a small, historic-period refuse deposit. Manufacturers' trade marks 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 (imported) 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).

## Archaeological Pedestrian Survey

On December 19, 2014, archaeologists conducted an intensive-level pedestrian survey of the Project study area to identify any potential archaeological resources. At the time the pedestrian survey was conducted, most of the Project study 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. Because of these restrictions, survey efforts were focused on two areas (labeled Area A and B on Figure 3.4-7) within the 22-acre backlands expansion area. 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).

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. 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 indicated that there was a large building that overlapped a portion of Area B. Additionally, archival documents showed that numerous Japanese-American houses within the area of the Japanese Fishing Village were formerly located in both Areas A and B prior to the relocation and internment of Japanese-Americans during World War II. Based on the archival research and the findings of the survey, an Extended Phase I Investigation was conducted to determine whether intact




Topo source: San Pedro US Topo, 2012.

Figure 3.4-6
Cultural Resources Within and Adjacent To Project Site and USACE Permit Area
*Berths 226-236 [Everport] Container Terminal Improvements Project*

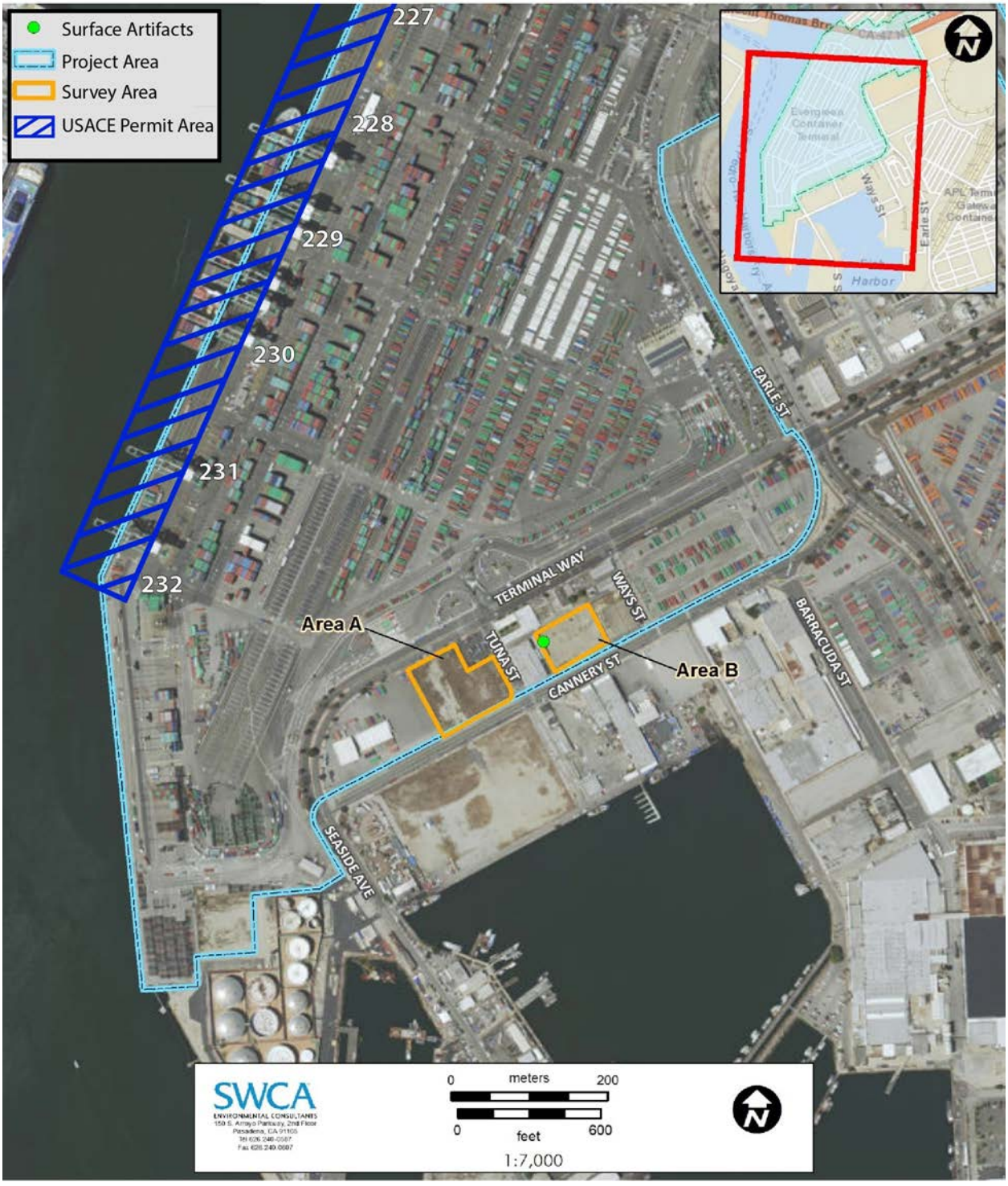



**Figure 3.4-7: Archaeological Survey Map**

archaeological materials existed under the ground surface at Area B.

## Extended Phase I Archaeological Excavations

Based on the archaeological materials found on the surface at Area B, an Extended Phase I Investigation was conducted to determine whether intact archaeological materials existed under the ground surface at Area B. The Extended Phase I Investigation involved a trenching program of varying size trenches within Area B that were excavated to determine if archaeological materials exist below the ground surface. A total of seven trenches were excavated as part of the Extended Phase I Investigation within Area B. To further investigate the nature of the finds, limited testing of the artifacts was conducted to determine whether the artifacts came from intact subsurface archaeological deposits, as well as characterize the nature of the archaeological deposits. Thirty intact archaeological features were discovered as a result of this trenching program. Refer to Appendix D of this Draft EIS/EIR for details related to the trenching program.

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. Of the 30 features found during excavation, three features were excavated to collect samples of archaeological materials (artifacts and ecofacts) to further analyze and 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 materials and their associations were analyzed and used to provide the context for evaluation of the potential CRHR/NRHP eligibility of the site. Based on an assessment of the artifacts within the three features further analyzed, date ranges were assigned 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. Refer to Appendix D of this Draft EIS/EIR for details related to the assessment of the artifacts.

The features and artifacts identified during the Extended Phase I Investigation within Area B were determined to be 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-American 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 Investigation did uncover archaeological features related to the occupation of the site prior to relocation and internment of Japanese-Americans during World War II. The refuse deposits/artifacts uncovered are associated with the daily lives of the residents of this community.

Public Resources Code (PRC) Section 21084.2 requires agencies to determine whether 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 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 project’s 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; and
- 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.

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, the site is 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.

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, the archaeological site meets the requirements of Criterion 1. As stated previously, the Japanese Fishing Village on Terminal Island 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, 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 Area B site 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. The yet undisturbed and undiscovered portions of this archaeological deposit have the potential to address such questions. For these reasons, the archaeological site also meets the requirements of Criterion 4. In summary, the archaeological site at Area B is considered both a unique archaeological resource and historical resource and is considered for listing in the CRHR under Criteria 1 and 4. The site at Area B was not evaluated under NRHP criteria because it is outside the federal APE and would not be impacted under Alternative 1 (No Federal Action).

Dense brush in Area A prevented a thorough pedestrian survey of that location. However, it is possible that similar buried cultural resources exist at this location, given the proximity to Area B. Further, the extent to which paved areas in the overall Project site have disturbed subsurface remains is unknown.

### 3.4.2.7 Section 106 Consultation

On November 8, 2013, the LAHD initiated Native American consultation for the project in compliance with Section 106 of the National Historic Preservation Act. The Native American Heritage Commission (NAHC) was contacted to request a review of the Sacred Lands File and to obtain a list of Native American groups or individuals listed by the NAHC for Los Angeles County. A response was received from the NAHC on November 12, 2013, stating that Native American cultural resources were not identified within 1.6 kilometers (one 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. Consultation letters to each of the 11 NAHC-listed contacts were sent on November 25, 2013. Follow up telephone calls and e-mails (where requested) were made to each of the Native American groups on the NAHC list to document "good-faith" efforts. Prior to the public release of the Notice of Intent/Notice of Preparation for the proposed Project, a minor modification was made in the proposed Project boundaries; therefore, another round of letters to Native American contacts was performed in December of 2014. As done previously, calls and e-mails (as necessary) were made to each of the Native American groups. Table 3.4-2 documents the results of the Native American consultation conducted by the LAHD.

In addition, and in accordance with current regulation and policy, the USACE requested a sacred lands file search from the NAHC (letter to NAHC dated December 22, 204). The NAHC replied that no sacred lands were known from the federal (USACE) permit area/APE (letter from NAHC dated December 31, 2014). The USACE then contacted Native American tribal representatives and provided a 30 day comment period (letter to tribal representatives dated June 19, 2015, denoted by "*" in Table 3.4-2). The USACE received a reply from Mr. Andrew Salas, Chairperson of the Gabrieleno Band of Mission Indians (electronic mail from Mr. Salas dated June 26, 2015). Mr. Salas requested a Native American monitor on-site during construction and the USACE forwarded Mr. Salas' request to the LAHD. The USACE then initiated consultation with the State Historic Preservation Officer (SHPO) (letter to SHPO dated March 10, 2016). The USACE a response to this letter (an electronic mail message dated March 15, 2016; SHPO file no. COE-2016-0315-001) requesting additional information. On June 3, 2016, the USACE provided the applicable checklist information requested by SHPO. Based on the documentation provided, on July 13, 2016, the USACE received a letter from the State Office of Histroic Preservation that indicated that the SHPO did not object to the USACE's action (i.e., undertaking) of *no historic properties affected* pursuant to 36 CFR 800.4(d)(2).

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**Table 3.4-2: Coordination with Local Native American Groups by LAHD**

| Native American Contact | Coordination/Follow-up | Results of Coordination Efforts |
|---|---|---|
| **Gabrielino Tongva Tribe**<br>P.O. Box 180<br>Bonsall, California 92003<br>Contact: Bernie Acuna, Co-Chairperson* | **11/25/2013:** Letter sent via U.S. Mail.<br>**12/10/13:** Follow-up call placed, voicemail left.<br>**12/30/13:** Follow-up call placed. Voicemail mailbox full; unable to leave message.<br>**12/5/2014**: No up-to-date contact information provided by NAHC. | No further action required. |
| **LA City/County Native American Indian Commission**<br>3175 West 6th, St, Rm. 403<br>Los Angeles, California 90020<br>Contact: Ron Andrade, Director | **11/25/2013:** Letter sent via U.S. Mail.<br>**12/10/13:** Follow-up called placed, voicemail left.<br>**12/30/13:** Follow-up call placed, voicemail left.<br>**12/5/2014**: No up-to-date contact information provided by NAHC. | No further action required. |
| **Gabrielino Tongva Indians of California Tribal Council**<br>P.O. Box 490<br>Bellflower, California 90707<br>Contact: Robert F. Dorame, Tribal Chair/ Cultural Resources* | **11/25/2013:** Letter sent via U.S. Mail.<br>**12/10/13:** Follow-up call placed, voicemail left.<br>**12/30/13:** Follow-up call placed, voicemail left.<br>**12/05/2014:** Letter sent via U.S. Mail.<br>**12/22/14:** Follow-up call placed. Mr. Dorame requested SWCA send a copy of the letter and map to him via email.<br>**1/05/2015:** Follow-up call placed, voicemail left. | No further action required. |
| **Tongva Ancestral Territorial Tribal Nation**<br>Private Address<br>Contact: John Tommy Rosas, Tribal Admin*<br>(310) 570-6567<br>tattnlaw@gmail.com | **11/25/2013:** Letter sent via email.<br>**11/25/13:** E-mail response from Mr. Rosas received requesting digital copies of permits associated with the project.<br>**12/10/13:** Follow-up call placed, voicemail left.<br>**12/30/13:** Follow-up call placed, voicemail left.<br>**12/05/2014:** E-mail sent.<br>**12/22/14:** Follow-up E-mail sent.<br>**01/05/2015:** Follow-up E-mail sent. | **01/05/15:** 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. |
| **Kern Valley Indian Council**<br>P.O. Box 401<br>Weldon, California 93283<br>Contact: Robert Robinson, Co-Chairperson | **11/25/2013:** Letter sent via U.S. Mail.<br>**12/10/13:** Follow-up call placed. Mr. Robinson indicated that the project area was out of his range and thus had no information to provide.<br>**12/05/2014**: No up-to-date contact information provided by NAHC. | No further action required. |
| **Gabrieleno/Tongva San Gabriel Band of Mission Indians**<br>P.O. Box 693 | **11/25/2013:** Letter sent via U.S. Mail. | Mr. Morales stated that the coastline once consisted of trade villages and should be considered an archaeologically sensitive area. |

| | | |
|---|---|---|
| San Gabriel, California 91778<br>Contact: Anthony Morales, Chairperson* | **12/02/13:** Mr. Morales contacted SWCA 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.<br>**12/05/2014** Letter sent via U.S. Mail.<br>**12/22/14:** Follow-up call placed. | |
| **Gabrielino-Tongva Nation**<br>P.O. Box 86908<br>Los Angeles, California 90086<br>Contact: Sandonne Goad, Chairperson* | **11/25/2013:** Letter sent via U.S. Mail.<br>**12/10/13:** Follow-up call placed, no voicemail option, message not left.<br>**12/30/13:** Follow-up call placed, no voicemail option, message not left.<br>**12/05/2014:** Letter sent via U.S. Mail.<br>**12/22/14:** Follow-up call placed, voicemail left.<br>**01/05/2015:** Follow-up call placed. | Ms. Goad directed SWCA to Sam Dunlap. |
| **Gabrielino-Tongva Tribe**<br>P.O. Box 180<br>Bonsall, California 92003<br>Contact: Linda Candelaria, Co-Chairperson* | **11/25/2013:** Letter sent via U.S. Mail.<br>**12/10/13:** Follow-up call placed, voicemail left.<br>**12/30/13:** Follow-up call placed, voicemail left.<br>**12/05/2014**: No up-to-date contact information provided by NAHC. | No further action required. |
| **Gabrieleño Band of Mission Indians**<br>P.O. Box 393<br>Covina, California 91723<br>Contact: Andrew Salas, Chairperson* | **11/25/2013:** Letter sent via U.S. Mail.<br>**12/10/13:** 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.<br>**12/30/13:** Letter and attachments sent via E-mail to Mr. Salas.<br>**12/5/2014** Letter sent via U.S. Mail.<br>**12/22/14:** Follow-up call placed, voicemail left.<br>**01/05/2015:** Follow-up call placed. | No further action required. |
| **Gabrielino Tongva Tribe**<br>P.O. Box 180<br>Bonsall, California 92003<br>Contact: Conrad Acuna* | **11/25/2013:** Letter sent via U.S. Mail.<br>**12/10/13:** No phone number provided by NAHC.<br>**12/5/2014**: No up-to-date contact information provided by NAHC. | No further action required. |
| **Gabrielino/Tongva Nation**<br>P.O. Box 86908<br>Los Angeles, California 90086<br>Contact: Sam Dunlap, Cultural Resources Director* | **11/25/2013:** Letter sent via U.S. Mail.<br>**12/10/13:** 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.<br>**12/30/13:** Follow-up call placed, voicemail left. | No further action required. |

| | | |
|---|---|---|
| | **12/05/2014:** Letter sent via U.S. Mail.<br>**12/22/14:** Follow-up call placed. Mr. Dunlap told SWCA he would call back.<br>**01/05/2015:** Follow-up call placed, voicemail left. | |

# 3.4.3 Applicable Regulations

## 3.4.3.1 Federal Regulations

In accordance with 36 CFR 800 and the regulations for implementing Section 106 of the National Historic Preservation Act of 1966 (NHPA), 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]).

### 3.4.3.2 State Regulations

#### Historical Resources

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 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]imply, 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.

## Archaeological Resources

When an archaeological resource is listed in, or is eligible to be listed in, the CRHR, PRC Section 21084.1 requires that any substantial adverse effect on that resource be considered a significant environmental effect. PRC Sections 21083.2 and 21084.1 operate independently to ensure that potential effects on archaeological resources are considered as part of the environmental analysis for a project. Either of these benchmarks may indicate that a proposal may have a potential adverse effect on archaeological resources.

PRC Section 21083.2 states that as part of conditions imposed for mitigation, a lead agency may make provisions for archaeological sites accidentally discovered during construction. These provisions may include an immediate evaluation of the find. If the find is determined to be a unique archaeological resource, contingency funding and a time allotment sufficient to allow recovering an archaeological sample or to employ one of the avoidance measures may be required under the provisions set forth in this section. Construction work may continue on other parts of the building site while archaeological mitigation takes place. Other state-level requirements for cultural resources management are written into PRC Chapter 1.7, Section 5097.5 (Archaeological, Paleontological, and Historical Sites).

State CEQA Guidelines Section 15064.5 (revised July 27, 2007) indicates a project may have a significant environmental effect if it causes "substantial adverse change" in the significance of an "historical resource" or a "unique archaeological resource," as defined or referenced in State CEQA Guidelines Section 15064.5 (b, c). Such changes include "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (State CEQA Guidelines 1998 Section 15064.5 [b]).

State CEQA Guidelines Sections 15064.5 and 15126.4 guide the evaluation of impacts on prehistoric and historic archaeological resources. Section 15064.5(c) provides that, to the extent an archaeological resource is also a historical resource, the provisions regarding historical resources apply. These provisions endorse the first set of standardized mitigation measures for historic resources by providing that projects following the Secretary of the Interior's Standards for the Treatment of Historic Properties be considered as mitigated to a less-than-significant level.

## Ethnographic Resources

The disposition of Native American burials is governed by Section 7050.5 of the California Health and Safety Code and PRC Sections 5097.94 and 5097.98, and falls within the jurisdiction of the Native American Heritage Commission. Section 7052 of the Health and Safety Code establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

Penal Code Section 622.5 provides misdemeanor penalties for injuring or destroying objects of historical or archaeological interest located on public or private lands, but specifically excludes the landowner. PRC Section 5097.5 defines as a misdemeanor the

unauthorized disturbance or removal of archaeological, or historical, resources located on public lands.

Assembly Bill 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of CEQA and equates significant impacts on "tribal cultural resources" with significant environmental impacts (new PRC Section 21084.2). Assembly Bill (AB) 52 becomes law on January 1, 2015, but since it only applies to projects that have a notice of preparation or notice of negative declaration/mitigated negative declaration filed on or after July 1, 2015, the latter is the date on which it takes effect.

AB 52 states that tribes may have expertise in tribal history and "tribal knowledge about land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources." The bill also makes clear that CEQA analyses must consider tribal cultural resources, including "the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation."

#### Paleontological Resources

Paleontology is the study of life in past geologic time based on fossil plants and animals. Under California law, paleontological resources are protected by CEQA; CCR Title 14, Division 3, Chapter 1, Sections 4307 and 4309; and PRC Section 5097.5. PRC Section 5097.5 prohibits excavation or removal of any "vertebrate paleontological site or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands." Section 30244 requires reasonable mitigation of adverse impacts on paleontological resources from development on public land.

### 3.4.3.3 Local Regulations

#### Historical Resources

##### 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 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 LAHD 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 LAHD 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. The policy states:

I. GOAL - Encourage the preservation of the built historic, architectural and cultural resources within the Port of Los Angeles in a manner consistent with the City of Los Angeles Harbor Department's (Harbor Department) mission and obligations under the Tideland Trust Doctrine, Tideland Trust Grant, California Coastal Act, City of Los Angeles Charter, and the Port Master Plan.

II. INTRODUCTION

A. The purpose of this Built Environment Historic, Architectural and Cultural Resource Policy is to encourage and establish priorities for preservation and reuse of the historic, architectural and cultural heritage represented by the built environment, defined as buildings, structures, objects, districts and sites in the Port of Los Angeles.

B. The Port has been integral to the development of the City of Los Angeles, California and the United States. This important historical role can be seen in the evolution of the Port's built environment as it has adapted over time

to major events, technologies, social change and the changing patterns and processes of maritime business, commerce and trade. The built environment of the Port and its association with significant events, activities, developments, architectural history, and engineering achievements of the past provides an opportunity to appreciate and honor the historic role played by the Port.

C. The City of Los Angeles Board of Harbor Commissioners (Board) recognizes historic, architectural and cultural resources of the built environment as an important part of our heritage and recognizes the value of historic preservation within the context of a modern-day industrial and commercial port operation.

D. This policy provides a guide to Harbor Department staff and the public for the identification, evaluation and the appropriate treatment of historic buildings and structures owned by, or located on property under the possession, management or control of the Harbor Department.

E. The Board directs the Executive Director, designee, to carry out this policy.

III. 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.

IV. 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.

V. 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.

## Archaeological Resources

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

Specifically, Los Angeles Municipal Code Section 91.106.4.5 states that the Building Department:

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

### Ethnographic Resources

Relative to ethnographic resources, the *L.A. CEQA Thresholds Guide* provides the following guidance: "Consider compliance with guidelines and regulations such as the California Public Resources Code" (City of Los Angeles, 2006). No specific local regulations mandating the protection of ethnographic resources exist.

### Paleontological Resources

City guidelines for the protection of paleontological resources are specified in Section 3 of the City of Los Angeles General Plan Conservation Element. The policy requires that the paleontological resources of the city be protected for research and/or educational purposes. It mandates the identification and protection of significant paleontological sites and/or resources known to exist or that are identified during land development, demolition, or property modification activities.

## 3.4.4 Impacts and Mitigation Measures

### 3.4.4.1 Methodology

Impacts on cultural resources from the proposed Project and alternatives were evaluated by determining whether dredging, or ground disturbance activities, would adversely affect areas that contain significant built environment resources or could contain any archaeological sites listed in or eligible for listing in the NRHP, CRHR, or HCM, or that are otherwise considered a unique or important archaeological resource, or contain any significant paleontological sites and/or resources under CEQA (City of Los Angeles, 2006). The NEPA analysis evaluates impacts to cultural resources within the USACE permit area/APE (See Figure 3.4-1) that are within the USACE's federal scope of analysis.

### CEQA Baseline

Section 15125 of the CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a project that exist at the time of the

NOP. These environmental conditions normally would constitute the baseline physical conditions by which the CEQA lead agency determines if an impact is significant. The NOP for the proposed Project was published on October 24, 2014. For purposes of this Draft EIS/EIR, the CEQA baseline takes into account the throughput for the 12-month calendar year preceding NOP publication (January through December 2013) in order to provide a representative characterization of activity levels throughout the complete calendar year preceding release of the NOP. For the 12-month period between January 1 and December 31, 2013, the Everport Container Terminal encompassed approximately 205 acres (181 acres under its long-term lease plus an additional 25 acres on month-to-month space assignment), supported eight cranes, and handled 1,240,773 TEUs. The CEQA baseline conditions are also described in Section 2.7.1 and summarized in Table 2-1 in Chapter 2, Project Description.

The CEQA baseline represents the setting at a fixed point in time. The CEQA baseline differs from the No Project Alternative (Alternative 1) in that the No Project Alternative addresses what is likely to happen at the proposed project site over time, starting from the existing conditions. Therefore, the No Project Alternative allows for growth at the proposed project site that could be expected to occur without additional approvals, whereas the CEQA baseline does not.

## NEPA Baseline

For purposes of this Draft EIS/EIR, the evaluation of significance under NEPA is defined by comparing the proposed Project or other alternative to the NEPA baseline. The NEPA baseline conditions are described in Section 2.7.2 and summarized in Table 2-1 in Chapter 2, Project Description. The NEPA baseline condition for determining significance of impacts includes the full range of construction and operational activities the applicant could implement and is likely to implement absent a federal action, in this case the issuance of a DA permit.

Unlike the CEQA baseline, which is defined by conditions at a point in time, the NEPA baseline is not bound by statute to a "flat" or "no-growth" scenario. Instead, the NEPA baseline is dynamic and includes increases in operations for each study year (2019, 2026, 2033, and 2038), which are projected to occur absent a DA permit. Federal (DA) permit decisions focus on direct impacts of the proposed Project to the aquatic environment, as well as indirect and cumulative impacts in non-jurisdictional areas (e.g., uplands) determined to be within the USACE's scope of federal control and responsibility. Significance of the impacts of the proposed Project or the alternatives under NEPA is defined by comparing the proposed Project or the alternatives to the NEPA baseline.

The NEPA baseline, for purposes of this Draft EIS/EIR, is the same as the No Federal Action Alternative. Under the No Federal Action Alternative (Alternative 1), no dredging or disposal of dredged material, wharf improvements, or crane raising and/or installation would occur. The NEPA baseline includes installation of AMP and construction of 23.5 acres of additional backlands (e.g., the 1.5-acre area at the southern end of the terminal and the 22-acre backland expansion area) to improve efficiency, which could occur absent a federal permit. The No Federal Action Alternative includes only backlands improvements which would not change the physical or operational capacity of the existing terminal.

The NEPA baseline assumes that by 2038 the terminal would handle up to approximately 1,818,000 TEUs annually, accommodate 208 annual ships calls at two berths, and be occupied by eight cranes.

### 3.4.4.2 Thresholds of Significance

The criteria for determining the significance of impacts on cultural resources are different for CEQA and NEPA. As described below, the thresholds of significance are developed from both state (CEQA) and federal regulations (36 CFR 800.5, 33 CFR 325 Appendix B and Appendix C (7), and 40 CFR 1508.8).

The proposed Project or an alternative would have a significant impact on cultural resources if it resulted in any of the conditions described below.

**CR-1:** Have a significant impact on built environment historical resources.

The *L.A. CEQA Thresholds Guide* provides specific thresholds of significance to address potential impacts on cultural resources resulting from implementation of a project (City of Los Angeles 2006). A project would normally have a significant impact on historical resources if it would result in a substantial adverse change in the significance of an historical resource. A substantial adverse change in significance occurs if a project involves:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

Under NEPA, a significant impact on a historic resource would occur if the undertaking would result in an adverse effect on a historic resource that has been listed or determined eligible for listing on the NRHP, and the undertaking would alter, directly or indirectly, any of the characteristics of an historic resource that qualify the property for inclusion in the NRHP.

**CR-2:** Cause a substantial adverse change in the significance of an archaeological or ethnographic resource.

The *L.A. CEQA Thresholds Guide* provides that an impact on an archaeological or ethnographic resource would be considered significant if it would disturb, damage, or degrade an archaeological or ethnographic resource or its setting that is found to be important under the criteria of CEQA because it:

- Is associated with an event or person of recognized importance in California or American history or of recognized scientific importance in prehistory;

- Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable archaeological research questions;
- Has a special or particular quality, such as the oldest, best, largest, or last surviving example of its kind;
- Is at least 100 years old and possesses substantial stratigraphic integrity;[1] and
- Involves important research questions that historical research has shown can be answered only with archaeological methods.

Under NEPA, an adverse effect on known or unknown prehistoric and/or historic archaeological or ethnographic resources would be considered significant if the undertaking would alter, directly or indirectly, any of the characteristics of a listed or eligible historic resource that qualifies the resource for inclusion in the NRHP.

**CR-3:** Result in the permanent loss of, or loss of access to, a significant paleontological resource.[2]

## 3.4.4.3 Impact Determination

### Proposed Project

#### Impact CR-1: The proposed Project would have a significant impact on built environment historical resources.

The Vincent Thomas Bridge, which was previously identified as eligible for listing in the NRHP and the CRHR, spans the northern portion of the Project site, and several of the concrete support columns at the eastern end of the bridge are within the terminal boundaries. However, the proposed Project would not directly or indirectly alter the distinctive physical or historical characteristics of the Vincent Thomas Bridge, nor would it alter its integrity of location, design, materials, workmanship, feeling, or association.

The former Canner's Steam Company Plant and associated distribution pipelines are located within the 22-acre backlands expansion area, and would be demolished as part of backlands development. Because the former Canner's Steam Company Plant is eligible for listing in the CRHR and as an HCM, the proposed Project would eliminate the remaining features of the steam plant that comprise its historic resource eligibility. The other buildings located within the 22-acre backland expansion area are not eligible for listing in the CRHR, NRHP, or as an HCM, and their demolition would therefore not result in adverse impacts to historical resources.

Operation of the proposed Project would not involve built environment historical resources; therefore, no impact on these resources would occur from Project operations.

[1] Although the CEQA criteria state that "important archaeological resources" are those which are at least 100 years old, the CRHR provides that any site found eligible for nomination to the NRHP will automatically be included within the CRHR and be subject to all protections thereof. The NRHP requires that a site or structure be at least 50 years old.

[2] Although not a consideration under Section 106, the potential to impact paleontological resources is still analyzed under the NEPA analysis.

## CEQA Impact Determination

There would be no direct or indirect impact on the Vincent Thomas Bridge because the proposed Project does not include any elements that physically interact with the structure. The proposed Project would not involve demolition or alternation of any part of the bridge, and would not alter the context of the bridge (that of a working port). As a consequence, the proposed Project would not result in a significant impact to the Vincent Thomas Bridge, as a historic resource. The proposed Project would expand the terminal onto the 22-acre backlands expansion area to the south, that includes the potentially historic former Canner's Steam Company Plant. Because the proposed Project would include the demolition of the former Canner's Steam Company Plant and the plant is eligible for listing in the CRHR and as an HCM, implementation of the proposed Project would result in a significant adverse impact to a historic resource under CEQA.

Operation of the proposed Project would not involve built environment historical resources; therefore, no impact on these resources would occur from Project operations.

### *Mitigation Measures*

**MM CR-1: Historic Resource Recordation.** Prior to demolition of the former Canner's Steam Company Plant (located within the 22-acre backland improvement area shown in Figure 2-4 of Chapter 2, Project Description, and Figure 3.4-6 of Section 3.4, Cultural Resources of the Draft EIS/EIR), archival documentation of the building will be completed in the form of a Historic American Building Survey (HABS) 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 qualified architectural historian and shall be placed in the Port archives.

### *Residual Impacts*

Even with implementation of mitigation measure MM CR-1, impacts to historical resources would be significant and unavoidable.

## NEPA Impact Determination

The proposed Project includes in-water and over-water improvements (dredging, wharf improvements, the raising of up to five existing cranes, and installation of five new cranes) that are not included in the NEPA baseline. No federally listed or eligible historic properties are present in the USACE permit area/APE.

The USACE permit area/APE does not contain any federally listed or eligible historic resources, although the Vincent Thomas Bridge is located adjacent to but outside the USACE permit area/APE; as such, indirect effects are evaluated. The federal action (i.e., the undertaking) is the issuance of a DA permit to conduct work (dredging) or install structures (wharf improvements, raised and additional dockside cranes) in the USACE permit area/APE. These actions would have no direct or indirect effect on the Vincent Thomas Bridge, nor would the distinctive physical or historical characteristics of the bridge and its support columns, integrity of location, design, materials, workmanship, feeling, or association be altered. Further, while the proposed Project includes expansion

of the terminal's backlands on to the 22-acre and 1.5-acre expansion areas, these expansion areas and the CRHP eligible historic resources located thereon are outside of the USACE permit area/APE, and are therefore, beyond the USACE's federal control and responsibility. Further, impacts to these resources would occur under the Alternative 1 (No Federal Action). As such, the proposed Project would have no impact on federally listed or eligible historic resources under NEPA.

Terminal operations are beyond the USACE's continuing federal program control and responsibility but would be subject to compliance and oversight by the LAHD. In addition, operations would not include built historical resources within the USACE permit area/APE. Therefore, no impact during terminal operations would occur under NEPA.

#### *Mitigation Measures*

No mitigation is required.

#### *Residual Impacts*

No impacts would occur.

### Impact CR-2: The proposed Project would cause a substantial adverse change in the significance of an archaeological or ethnographic resource.

As discussed above, archaeological resources associated with the former Japanese Fishing Village are present within the 22-acre backland expansion area, and have been specifically identified within Area B of the expansion area. Area A (unpaved) of the 22-acre expansion area also has the potential to contain archaeological resources associated with the former Japanese Fishing Village, as do the paved areas of the expansion area. The development of the 22-acre expansion area under the proposed Project would therefore disturb or damage archaeological resources present in Area A, as well as resources in Area B and paved areas, if present.

In addition, areas of Rattlesnake Island underlie the northern portions of the Project site (Figure 3.4-4). However, Terminal Island has undergone extensive disturbance and fill since the late 1800s (Figure 3.4-2 shows the fill areas within the Port). Although Rattlesnake Island underlays the northern portions of the Project site, the underlying soils are considered to be disturbed. The proposed Project would include infrastructure improvements, such as electrical infrastructure to support the raised existing or additional cranes, and five additional AMP units which allow ships to use electricity (rather than diesel fuel) at berth. The electrical infrastructure to be installed is not expected to disturb subsurface native soils. Trenches required for installation of new electrical cable and infrastructure would occur in areas within the terminal boundaries where Rattlesnake Island is underlain, and the trenches would be approximately 42 inches deep. Trenching/excavating associated with electrical infrastructure required to support the raised existing and new cranes would occur adjacent to but outside of the APE. To provide power and communication lines to the raised and new cranes, three new cable vaults (approximately 10 feet x 8 feet x 9 feet), one high voltage vault (approximately 10 feet x 10 feet x 12 feet), two new fiber optic vaults (approximately 5 feet x 5 feet x 6 feet), and approximately 1,400 feet of conduit (within trenches ranging from 42 to 54 inches deep and 2 feet wide) would be installed adjacent to but outside of APE (in

backlands). In addition, two new high voltage vaults (approximately 10 feet x 10 feet x 12 feet), a new switchgear skid (approximately 30 feet x 20 feet x 3 feet), and approximately 1,850 feet of conduit in trenches ranging from 42 to 54 inches deep and 2 feet wide) would be installed in the terminal backlands farther from the APE in order to connect the raised and new crane infrastructure adjacent to the APE (described immediately above) to an existing power source on the terminal. The creation of Terminal Island disturbed the Rattlesnake Island landform and past backlands development graded the site to at least three feet below ground surface. Further, due to the previous disturbances and fill activities at the Project site, the potential for intact archaeological resources to be present on the terminal at depths where trenching would occur is minimal. Excavation for other Project elements such as removal of the existing in-gate or backland development on the 22-acre and 1.5-acre expansion areas would occur within imported fill. Therefore, installation of infrastructure within the existing terminal and 1.5-acre expansion area is not likely to encounter archaeological or ethnographic resources, or cause adverse impacts to such resources.

Under the proposed Project, dredging would occur along Berths 226-232; however, dredging is not expected to encounter intact underwater archaeological resources due to absence of submerged vessels in the 1980 survey (Pierson, 1980) and the disturbed nature of the channel bottom.

Operation of the proposed Project would not involve subsurface disturbances; therefore, no impact on archaeological, or ethnographic resources would occur from Project operations.

## CEQA Impact Determination

Based on the analysis above, excavation for the development of the 22-acre backlands expansion area under the proposed Project would likely disturb, damage, and/or degrade archaeological resources associated with the former Japanese Fishing Village, that have been found to be important under the criteria of CEQA, which would be a significant impact.

Excavations within the existing terminal and on the 1.5-acre backlands expansion area are not likely to encounter or damage ethnographic or other archaeological resources because the excavations would occur either in areas where only imported fill exists, or in areas where underlying Rattlesnake Island soils are likely disturbed or overlain with imported fill. In addition, a majority of the electrical infrastructure within the existing terminal and on the 1.5-acre area would not be at a depth that encounters subsurface native soils. Therefore, excavation within the existing terminal and 1.5-acre expansion area is not expected to result in a significant impact on archaeological resources under CEQA.

Dredging along Berths 226-232 is not expected to encounter underwater archaeological resources; therefore, no significant impact to in-water cultural resources would occur.

Project operation would not require excavation, and would therefore not result in an impact to archaeological resources.

### *Mitigation Measures*

To address impacts to archaeological resources from the proposed Project, mitigation measures MM CR-2 and MM CR-3 would be implemented. Although excavation within the existing terminal for infrastructure installation is not likely to encounter or adversely affect archaeological resources, standard condition (SC) of approval SC CR-1 would also be applied to the implementation of the proposed Project.

**MM CR-2: Completion of Phase I Cultural Resource Investigation.** A Phase I investigation shall be completed by a qualified archaeologist for all un-surveyed areas of the 22-acre backlands (shown in Figure 2-4 of Chapter 2, Project Description, and Figure 3.4-6 of Section 3.4, Cultural Resources of the Draft EIS/EIR) to rule out the presence of significant resources. Phase II and III investigations shall be completed if significant archaeological resources are not ruled out. Furthermore, pre-construction worker training shall be completed if significant resources are not ruled out. Furthermore, pre-construction worker training shall be completed as described in MM CR -3.

**MM CR-3: Pre-construction Worker Training.** Prior to the commencement of landside construction activities, qualified archaeologist and paleontologist retained by the LAHD or their designee shall provide training to construction personnel to provide information on regulatory requirements for the protection of cultural resources. This training may take the form of examples of cultural resources to look for and protocols to follow if discoveries are made. The archaeologist/paleontologist shall develop the training and any supplemental materials necessary to execute said training.

**SC CR-1: Stop Work in the Area if Prehistoric and/or Archaeological Resources are Encountered.** In the unlikely event that any prehistoric artifact is encountered during construction, work shall be immediately stopped and the area secured until the materials found can be assessed by a qualified archaeologist.

### *Residual Impacts*

With implementation of mitigation measures MM CR-2 and MM CR-3, development of the 22-acre backland expansion area would likely disturb, damage, and/or degrade archaeological resources associated with the former Japanese Fishing Village; therefore, impacts to archaeological resources (i.e., Japanese Fishing Village) within the 22-acre backland expansion area would be significant and unavoidable. Application of SC CR-1 and implementation of mitigation measure MM CR-3 would address potential impacts associated with development within the existing terminal and 1.5-acre expansion area; therefore, impacts would be less than significant.

## NEPA Impact Determination

The proposed Project would include dredging, wharf improvements, raising of up to five existing cranes, and installation of five new cranes along Berths 226-232, which are not

included in the NEPA baseline. No known prehistoric and/or historic archaeological or ethnographic resources are located within the USACE permit area/APE. Although portions of Rattlesnake Island underlay the USACE permit area/APE and the northern part of the terminal backlands, the proposed Project would not result in excavations that could encounter subsurface native soils. Under NEPA, the proposed Project would have no direct or indirect impact on any archaeological or ethnographic resource listed or eligible for listing on the NRHP. Further under the proposed Project, impacts to archaeological resources of local and statewide significance are outside the USACE permit area/APE and would be similar to the Alternative 1 (No Federal Action).

Terminal operations are beyond the USACE's continuing federal program control and responsibility but would be subject to compliance and oversight by the LAHD. In addition, operations would not include excavations within the USACE permit area/APE. Therefore, no impact to archaeological or ethnographic resources during terminal operations would occur under NEPA.

#### *Mitigation Measures*

No mitigation is required; however, MM CR-3 and SC CR-1 described above would be implemented by the LAHD with a local approval.

#### *Residual Impacts*

No impacts would occur.

### Impact CR-3: The proposed Project would not result in the permanent loss of, or loss of access to, a significant paleontological resource.

The Project area is underlain, at depth, by various potentially fossil-bearing geologic units, with imported fill overlain. The Project site is located on Terminal Island, which was created by filling over and extending Rattlesnake Island (see Figures 3.4-2 and 3.4-4) with dredge material. The soils beneath the existing terminal have been disturbed during creation of Terminal Island, and further disturbed from past and present uses. Excavation within the existing terminal required for infrastructure installation would generally be limited to approximately the upper three feet for trenches, and up to 12 feet in isolated areas (associated with vaults), which is not expected to encounter or damage paleontological resources. Excavation within the existing terminal that encounters subsurface native soil is not expected to occur within the USACE permit area/APE (Figure 3.4-1).

Other Project improvements within the existing terminal, such as excavations associated with removal of the existing gate complex would occur in areas and at depths where only imported fill could be encountered.

The 22-acre and the 1.5-acre expansion areas were created by placement of imported fill material, and are unlikely to contain paleontological resources of regional or statewide significance.

Operation of the proposed Project would not involve subsurface disturbances; therefore, no impact on paleontological resources of regional or statewide significance would occur from Project operations.

## CEQA Impact Determination

Because the site was created primarily using dredged material (imported fill) and Rattlesnake Island has been heavily disturbed and/or overlain with imported fill, Project excavation would not be expected to encounter or yield significant paleontological resources or unique geologic features. Therefore, potential impacts to paleontological resource from Project construction is expected to be less than significant under CEQA.

Terminal operations under the proposed Project would not require excavation, and would therefore not result in an impact to a significant paleontological resource.

### *Mitigation Measures*

No mitigation is required. Although excavation within the existing terminal for infrastructure installation is not likely to encounter or adversely affect paleontological resources or result in a significant impact, SC CR-2 would be applied as a standard condition of approval.

**SC CR-2:** **Unanticipated Discovery of Paleontological Resources.** In the event that a paleontological resource is encountered during construction, the contractor shall stop construction and a qualified paleontologist shall evaluate the significance of the resource. Additional monitoring recommendations may be made at that time. If the resource is found to be significant, the paleontologist shall systematically remove and stabilize the specimen(s) in anticipation of preservation. Curation of the specimen shall be in a qualified research facility, such as the Los Angeles County Natural History Museum.

### *Residual Impacts*

Impacts would be less than significant.

## NEPA Impact Determination

The proposed Project would involve dredging, wharf improvements, raising up to five existing cranes, and installation of five new cranes, not included in the NEPA baseline. Dredging is not expected to encounter any in-water paleontological resources. In addition, the Proposed Project would include backlands development on the 22-acre and 1.5-acre expansion areas, which would also be impacted under Alternative 1 (No Federal Action). As such under NEPA, the proposed Project would have no impact on significant paleontological resources.

Terminal operations under the proposed Project would not require excavation, and would therefore not result in an impact to a significant paleontological resource.

### *Mitigation Measures*

No mitigation is required; however, SC CR-2 described above would be implemented by the LAHD with a local approval.

### *Residual Impacts*

No impacts would occur.

## Alternative 1 – No Federal Action

Alternative 1 is a NEPA-required no action alternative. This alternative includes the construction and operational activities that would occur absent a DA permit, but could include improvements that require a local permit. Absent a DA permit, no dredging, dredged material disposal, wharf improvements, or raised or new overwater crane installation (and associated electrical infrastructure) would occur. The existing terminal is berth-constrained, and its ability to handle larger ships would be facilitated by activities that require a USACE permit (dredging, wharf improvements, raising of existing cranes, and installation of new cranes). Therefore, without a DA permit (which would allow the terminal to service larger ships), the existing terminal capacity would not increase. However, the No Federal Action Alternative would include 23.5 acres of additional backlands development to improve cargo handling efficiency and result in direct impact to historic resources of local and statewide significance.

Under the No Federal Action Alternative, the site would operate as an approximately 229-acre container terminal where cargo containers are loaded to/from vessels, temporarily stored on backlands, and transferred to/from trucks or on-dock rail. In addition, the No Federal Action alternative would include a lease extension to 2038, which would require a local action, but not a federal action. Based on the throughput projections under this alternative, the Everport Container Terminal is expected to operate at its capacity of approximately 1,818,000 TEUs by 2038. The NEPA baseline/No Federal Action includes installation of AMP vaults (five AMP with associated electrical infrastructure) along the existing wharf, which is considered an operational efficiency improvement that does not require a DA permit because it does not affect the course, condition or capacity of navigable waters of the U.S.

### Impact CR-1: Alternative 1 would have a significant impact on built environment historical resources.

Alternative 1 would expand the existing terminal onto the 22-acre and 1.5-acre backlands expansion areas, but would not include dredging, wharf improvements, raising existing cranes, or installation of new overwater cranes. The Vincent Thomas Bridge, which was previously identified as eligible for listing in the NRHP and the CRHR, spans the northern portion of the Project site. However, there would be no direct or indirect impact on the Vincent Thomas Bridge associated with Alternative 1.

Alternative 1 would also develop the 22-acre and 1.5-acre expansion areas as backlands, which would require the demolition of the former Canner's Steam Company Plant, which is eligible for listing in the CRHR and as an HCM (the other buildings located within the 22-acre backland expansion area are not eligible for listing in the CRHR, NRHP, or as an HCM). The backland areas of the existing terminal and the 1.5-acre backland expansion are outside the USACE permit/APE and does not require a DA permit.

Operation of Alternative 1 would not involve built environment historical resources; therefore, no impact on these resources would occur from terminal operations.

### CEQA Impact Determination

There would be no direct or indirect impact on the Vincent Thomas Bridge under Alternative 1, as Alternative 1 would not involve demolition or alternation of any part of the bridge, and would not alter the context of the bridge (that of a working port). As a

consequence, Alternative 1 would not result in a significant impact to the Vincent Thomas Bridge as a historic resource. However, Alternative 1 would develop the 22-acre backlands expansion area and would result in the demolition of the former Canner's Steam Company Plant, which is eligible for listing in the CRHR and as an HCM. As a consequence, Alternative 1 would result in a significant impact to a historic resource under CEQA.

#### *Mitigation Measures*

Mitigation measure MM CR-1, described under mitigation measures for the proposed Project, would be implemented.

#### *Residual Impacts*

Even with implementation of mitigation measure MM CR-1, impacts to historical resources would be significant and unavoidable.

### NEPA Impact Determination

The No Federal Action Alternative (i.e., no DA permit) would not include any dredging, wharf improvements, raising existing cranes, or installation of new cranes, but would include expansion of the terminal's backlands on the 22-acre and 1.5-acre expansion areas. These areas do not contain any federally listed or eligible historic resources, although the Vincent Thomas Bridge is located adjacent to terminal areas that would be impacted under this alternative. Alternative 1 would not directly or indirectly alter the distinctive physical or historical characteristics of the Vincent Thomas Bridge. Impacts to historic resources of local and statewide significance on the 22-acre and 1.5-acre expansion areas would occur under this alternative; however, these areas are outside of the USACE permit area/APE, and are therefore, beyond the USACE's federal control and responsibility.

Furthermore, the No Federal Action Alternative would involve the same construction and operational activities as would occur under the NEPA baseline. Under NEPA, Alternative 1 would have no impact on historic resources listed or eligible for listing on the NRHP.

#### *Mitigation Measures*

No mitigation is required; however, mitigation measures described above would be implemented by the LAHD with a local approval.

#### *Residual Impacts*

No impacts would occur.

### Impact CR-2: Alternative 1 would cause a substantial adverse change in the significance of an archaeological or ethnographic resource.

Alternative 1 would expand the terminal backlands. As discussed above, archaeological resources associated with the former Japanese Fishing Village are present within the 22-acre backland expansion area, and have been specifically identified within Area B of the expansion area. Area A (unpaved) of the 22-acre expansion area also has the potential to contain archaeological resources associated with the Japanese Fishing Village, as do the

paved areas of the expansion area. The development of the 22-acre expansion area under Alternative 1 would therefore disturb or damage archaeological resources present in Area A, as well as resources in Area B and paved areas, if present.

Alternative 1 would result in the installation of electrical infrastructure associated with AMP installation within existing terminal backlands. In addition, development of the 1.5-acre expansion area as backlands would only occur within and upon imported fill.

Operation of Alternative 1 would not involve subsurface disturbances; therefore, no impact on archaeological, or ethnographic resources would occur from terminal operations.

## CEQA Impact Determination

Excavation required for development of the 22-acre backlands expansion area under Alternative 1 would likely disturb, damage, and/or degrade archaeological resources associated with the former Japanese Fishing Village, that have been found to be important under the criteria of CEQA, which would be a significant impact.

Excavations within the existing terminal and on the 1.5-acre backlands expansion area are not likely to encounter or damage ethnographic or other archaeological resources because the excavations would occur either in areas where only imported fill exists, or in areas where underlying Rattlesnake Island soils are likely disturbed or overlain with imported fill. In addition, a majority of the electrical infrastructure within the existing terminal and on the 1.5-acre area would not be at a depth that encounters subsurface native soils. Therefore, excavation within the existing terminal and 1.5-acre expansion area is not expected to result in a significant impact on archaeological resources under CEQA.

Project operation would not require excavation, and would therefore not result in an impact to archaeological resources.

### *Mitigation Measures*

To address impacts to archaeological resources in the 22-acre backland area from implementation of Alternative 1, mitigation measures MM CR-2 and MM CR-3, as well as SC CR-1, would be implemented. Although excavation within the existing terminal for infrastructure installation and the 1.5-acre area is not likely to encounter or adversely affect archaeological resources, standard condition of approval SC CR-1 and mitigation measure MM CR-3 would be applied to the implementation of Alternative 1.

### *Residual Impacts*

Similar to the proposed Project, with application of SC CR-1, and implementation of mitigation measures MM CR-2 and MM CR-3, development of the 22-acre backland expansion area would likely disturb, damage, and/or degrade archaeological resources associated with the former Japanese Fishing Village; therefore, impacts to archaeological resources (i.e., Japanese Fishing Village) within the 22-acre backland expansion area would be significant and unavoidable. Impacts associated with development within the existing terminal and 1.5-acre expansion area is not expected to result in a significant impact on

archaeological resources; therefore, with application of SC CR-1 and mitigation measures MM CR-2 and MM CR-3 impacts would be less than significant.

## NEPA Impact Determination

The No Federal Action Alternative would not include dredging, wharf improvements, raising existing cranes, and installation of new cranes along Berths 226-232(as these are not included in the NEPA baseline). No known prehistoric and/or historic archaeological or ethnographic resources are located within the USACE permit area/APE. Although portions of Rattlesnake Island underlay the USACE permit area/APE and the northern part of the terminal backlands, the proposed Project would not result in excavations that could encounter subsurface native soils. Under NEPA, the proposed Project would have no direct or indirect impact on any archaeological or ethnographic resource listed or eligible for listing on the NRHP. Further under Alternative 1, impacts to archaeological resources of local and statewide significance are outside the USACE permit area/APE.

Terminal operations are beyond the USACE's continuing federal program control and responsibility but would be subject to compliance and oversight by the LAHD. In addition, operations would not include excavations within the USACE permit area/APE. Therefore, no impact to archaeological or ethnographic resources during terminal operations would occur under NEPA.

### *Mitigation Measures*

No mitigation is required.

### *Residual Impacts*

No impacts would occur.

## Impact CR-3: Alternative 1 would not result in the permanent loss of, or loss of access to, a significant paleontological resource.

Although various potentially fossil-bearing geologic units are located beneath the project site at depth, imported fill overlies these deposits. The Everport Container Terminal is located on Terminal Island, which was created by filling over and extending Rattlesnake Island with dredged/imported material (see Figure 3.4-4). The soils beneath the existing terminal have been disturbed during creation of Terminal Island, and further disturbed from past and present uses. Excavation within the existing terminal (such as removal or relocation of the in-gate complex) would be of limited depth (generally limited to approximately the upper three feet for trenches and up to 12 feet in isolated areas associated with vaults), which is not expected to encounter fossil-bearing geologic units or damage paleontological resources. The 22-acre and the 1.5-acre expansion areas are composed of imported fill material, and are unlikely to contain paleontological resources of regional or statewide significance.

## CEQA Impact Determination

Because the site was created primarily using dredged material (imported fill) and Rattlesnake Island has been heavily disturbed and/or overlain with imported fill, excavation would not be expected to encounter or yield significant paleontological resources. Therefore, potential impacts to paleontological resource from construction under Alternative 1 is expected to be less than significant under CEQA.

#### *Mitigation Measures*

No mitigation is required; however, SC CR-2 (described above under the proposed Project) would be applied as a standard condition of approval.

#### *Residual Impacts*

Impacts would be less than significant.

### NEPA Impact Determination

The No Federal Action alternative would not include any dredging, wharf improvements, raising of existing cranes, or installation of new cranes, but would include expansion of the terminal's backlands on to the 22-acre and 1.5-acre expansion areas. These expansion areas are located outside of the USACE permit area/APE and are on imported fill, which does not contain any known paleontological resource of regional or statewide importance.

The No Federal Action Alternative would involve the same construction and operational activities as would occur under the NEPA baseline. Therefore, Alternative 1 would have no impact on significant paleontological resources under NEPA.

#### *Mitigation Measures*

No mitigation is required.

#### *Residual Impacts*

No impacts would occur.

## Alternative 2 – No Project

Alternative 2 is a CEQA-only alternative. The No Project Alternative is not evaluated under NEPA because NEPA requires an evaluation of the No Federal Action alternative (see Section 2.9.1.2), which is Alternative 1 and analyzed above. Section 15126.6(e) of the State CEQA Guidelines requires the analysis of a no-project alternative. This no-project analysis must discuss the existing conditions as well as what would be reasonably expected to occur in the foreseeable future if the proposed Project is not approved.

Under Alternative 2, no construction activities would occur in-water, over-water, or in backland areas. LAHD would not implement any terminal improvements or increases in backland acreage. No new cranes or the raising of existing cranes would be implemented and no dredging would occur. Further, the current lease that expires in 2028 is assumed to be extended to 2038, because the existing lease contains a 10-year lease extension option.

Under the No Project Alternative, the existing Everport Container Terminal would continue to operate as an approximately 205-acre container terminal. Based on the throughput projections for the Port, the Project site is expected to operate at its capacity of approximately 1,818,000 TEUs with 208 annual ship calls by 2038.

### Impact CR-1: Alternative 2 would not have a significant impact on built environment historical resources.

Alternative 2 would not make any changes to the existing terminal, which would continue to operate until 2038. Because no construction would occur under this alternative, there would be no direct or indirect impact on the Vincent Thomas Bridge nor would there be impacts to the former Canner's Steam Company Plant. Operations would continue as they currently do.

## CEQA Impact Determination

There would be no direct or indirect impact on the Vincent Thomas Bridge under Alternative 2, as Alternative 2 would not make any physical changes to the existing terminal, and existing operations would continue. As a consequence, Alternative 2 would not impact to the Vincent Thomas Bridge, as a historic resource.

Because no physical changes would occur under Alternative 2, including no changes to potential historic resources (such as the former Canner's Steam Company Plant) in the vicinity of the terminal, Alternative 2 would result in no impact to a historic resource under CEQA.

#### *Mitigation Measures*

No mitigation is required.

#### *Residual Impacts*

No impacts would occur.

## NEPA Impact Determination

The impacts of the No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (Alternative 1 in this document).

#### *Mitigation Measures*

Mitigation measures are not applicable.

#### *Residual Impacts*

An impact determination is not applicable.

### Impact CR-2: Alternative 2 would not cause a substantial adverse change in the significance of an archaeological or ethnographic resource.

## CEQA Impact Determination

Alternative 2 would not result in any physical changes to the existing terminal or surrounding areas; therefore, Alternative 2 would result in no impact to archaeological resources under CEQA.

#### *Mitigation Measures*

No mitigation is required.

#### *Residual Impacts*

No impacts would occur.

### NEPA Impact Determination

The impacts of the No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (Alternative 1 in this document).

#### *Mitigation Measures*

Mitigation measures are not applicable.

#### *Residual Impacts*

An impact determination is not applicable.

### Impact CR-3: Alternative 2 would not result in the permanent loss of, or loss of access to, a significant paleontological resource.

### CEQA Impact Determination

Alternative 2 would not result in any physical changes to the existing terminal or surrounding areas; therefore, Alternative 2 would result in no impact to paleontological resources under CEQA.

#### *Mitigation Measures*

No mitigation is required.

#### *Residual Impacts*

No impacts would occur.

### NEPA Impact Determination

The impacts of the No Project Alternative are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (Alternative 1 in this document).

#### *Mitigation Measures*

Mitigation measures are not applicable.

#### *Residual Impacts*

An impact determination is not applicable.

## Alternative 3 – Reduced Project: Reduced Wharf Improvements

Under Alternative 3, there would be two operating berths after construction, similar to the proposed Project; but Berths 230-232 would remain at the existing depth (-45 feet plus

two feet of overdepth), which would eliminate the need for sheet pile placement at this operating berth. Under this alternative, dredging along Berths 226-229 would occur as described for the proposed Project. This alternative would require less dredging (by approximately 8,000 cubic yards for a total of about 30,000 cubic yards) and less sheet pile driving and a slightly shorter construction period than the proposed Project. Based on the throughput projections, this alternative is expected to operate at its capacity of approximately 2,225,000 TEUs by 2038, similar to the proposed Project. However, while the terminal could handle similar levels of cargo, the reduced project alternative would not achieve the same level of efficient operations as achieved by the proposed Project. This alternative would include the raising of up to five existing cranes and five new cranes. Berths 226-229 would accommodate the largest vessels (16,000 TEUs). The existing design depth that would remain at Berths 230-232 would only be capable of handling vessels up to 8,000 TEUs. Other proposed Project elements, such as installation of AMP and backland improvements would be implemented under this alternative. Under this alternative, 208 vessels would call on the terminal by 2038, which is the same number or annual vessel calls as the proposed Project.

### Impact CR-1: Alternative 3 would have a significant impact on built environment historical resources.

The Vincent Thomas Bridge, which was previously identified as eligible for listing in the NRHP and the CRHR, spans the northern portion of the Project site, and several of the concrete support columns at the eastern end of the bridge are within the terminal boundaries. However, Alternative 3 would not directly or indirectly alter the distinctive physical or historical characteristics of the Vincent Thomas Bridge, nor would it alter its integrity of location, design, materials, workmanship, feeling, or association.

The former Canner's Steam Company Plant and associated distribution pipelines are located within the 22-acre backlands expansion area, and would be demolished as part of backlands development under Alternative 3. As with the proposed Project, the 22-acre and 1.5-acre expansion areas are both located outside of the USACE permit area/APE under Alternative 3. Because the former Canner's Steam Company Plant is eligible for listing in the CRHR and as an HCM, Alternative 3 would eliminate the remaining features of the steam plant that comprise its historic resource eligibility. The other buildings located within the 22-acre backland expansion area are not eligible for listing in the CRHR, NRHP, or as an HCM, and their demolition would therefore not result in adverse impacts to historic resources.

Operation of Alternative 3 would not involve built environment historical resources; therefore, no impact on these resources would occur from terminal operations.

### CEQA Impact Determination

Similar to the proposed Project, there would be no direct or indirect impact on the Vincent Thomas Bridge because Alternative 3 does not include any elements that physically interact with the structure. Alternative 3 would not involve demolition or alternation of any part of the bridge, and would not alter the context of the bridge (that of a working port). Therefore, Alternative 3 would not result in a significant impact to the Vincent Thomas Bridge, as a historic resource.

Alternative 3 would expand the terminal onto the 22-acre backlands expansion area to the south, that includes the former Canner's Steam Company Plant. Because this alternative would include the demolition of the former Canner's Steam Company Plant, which is eligible for listing in the CRHR and as an HCM, Alternative 3 would result in a significant adverse impact to a historic resource under CEQA.

Operation would not involve built environment historical resources; therefore, no impact on these resources would occur from terminal operations.

#### *Mitigation Measures*

Mitigation measure MM CR-1, described under Impact CR-1 for the proposed Project, would be implemented.

#### *Residual Impacts*

Even with implementation of mitigation measure MM CR-1, impacts to historical resources would be significant and unavoidable.

## NEPA Impact Determination

Alternative 3 includes in-water and over-water improvements (dredging, wharf improvements, the raising of up to five existing cranes and installation of five new cranes) that are not included in the NEPA baseline. The USACE permit area/APE does not contain any federally listed or eligible historic resources, although the Vincent Thomas Bridge is located adjacent to but outside the USACE permit area/APE; as such, indirect effects are evaluated. The federal action (i.e., the undertaking) is the issuance of a DA permit to conduct work (dredging) or install structures (wharf improvements, raising of cranes, or additional dockside cranes) in the USACE permit area/APE. These actions would have no direct or indirect effect on the Vincent Thomas Bridge, nor would the distinctive physical or historical characteristics of the bridge and its support columns, integrity of location, design, materials, workmanship, feeling, or association be altered. Further, as with the proposed Project, Alternative 3 includes expansion of the terminal's backlands on to the 22-acre and 1.5-acre expansion areas, these expansion areas and the CRHP eligible historic resources located thereon are outside of the USACE permit area/APE, and are therefore, beyond the USACE's federal control and responsibility. As such, Alternative 3 would have no impact on federally listed or eligible historic resources under NEPA.

Terminal operations are beyond the USACE's continuing federal program control and responsibility but would be subject to compliance and oversight by the LAHD. In addition, operations would not involve changes to the built environment; therefore, no impact to historic resources during terminal operations would occur under NEPA.

#### *Mitigation Measures*

No mitigation is required.

#### *Residual Impacts*

No impacts would occur.

### Impact CR-2: Alternative 3 would cause a substantial adverse change in the significance of an archaeological or ethnographic resource.

Alternative 3 would expand the terminal backlands. As discussed under the Proposed Project above, archaeological resources associated with the former Japanese Fishing Village are present within the 22-acre backland expansion area, and have been specifically identified within Area B of the expansion area. Area A (unpaved) of the 22-acre expansion area also has the potential to contain archaeological resources associated with the Japanese Fishing Village, as do the paved areas of the expansion area. The development of the 22-acre expansion area under Alternative 3 would therefore disturb or damage archaeological resources present in Area A, as well as resources in Area B and paved areas, if present.

In addition, areas of Rattlesnake Island underlie the northern portions of the Project site (Figure 3.4-4). However, Terminal Island has undergone extensive disturbance and fill since the late 1800s (Figure 3.4-2 shows the fill areas within the Port). Although Rattlesnake Island underlays the northern portions of the Project site, the underlying soils are considered to be disturbed. Alternative 3 would include infrastructure improvements, such as electrical infrastructure to support the raised existing or additional cranes and five additional AMP units which allow ships to use electricity (rather than diesel fuel) at berth. The electrical infrastructure to be installed for the cranes, as well as AMP is not expected to disturb subsurface native soils. Trenches required for installation of new electrical cable and infrastructure would occur in areas within the terminal boundaries where Rattlesnake Island is underlain, and the trenches would be approximately 42 inches deep. The creation of Terminal Island disturbed the Rattlesnake Island landform and past backlands development graded the site to at least three feet below ground surface. Further, due to the previous disturbances and fill activities at the Project site, the potential for intact archaeological resources to be present on the terminal at depths where trenching would occur is minimal. Excavation for other Project elements such as removal of the existing in-gate or backland development on the 22-acre and 1.5-acre expansion areas would occur within imported fill. Therefore, installation of infrastructure within the existing terminal is not likely to encounter archaeological or ethnographic resources, or cause adverse impacts to such resources.

Under Alternative 3, dredging would occur along Berths 226-229; however, dredging is not expected to encounter intact underwater archaeological resources due to absence of submerged vessels in the 1980 survey (Pierson, 1980) and the disturbed nature of the channel bottom.

Operation of Alternative 3 would not involve subsurface disturbances; therefore, no impact on archaeological, or ethnographic resources would occur from terminal operations under this alternative.

### CEQA Impact Determination

Excavation for the development of the 22-acre backlands expansion area under the proposed Project would likely disturb, damage, and/or degrade archaeological resources associated with the former Japanese Fishing Village, that have been found to be important under the criteria of CEQA, which would be a significant impact.

Excavations within the existing terminal and on the 1.5-acre backlands expansion area are not likely to encounter or damage ethnographic or other archaeological resources because the excavations would occur either in areas where only imported fill exists, or in areas where underlying Rattlesnake Island soils are likely disturbed and/or overlain with imported fill. Therefore, excavation within the existing terminal and 1.5-acre expansion area and other areas of the terminal is not expected to result in a significant impact on archaeological resources under CEQA.

Dredging along Berths 226-229 is not expected to encounter underwater archaeological resources; therefore, no significant impact to in-water cultural resources would occur.

Terminal operations under Alternative 3 would not require excavation, and would therefore not result in an impact to archaeological resources.

#### *Mitigation Measures*

To address impacts to archaeological resources in the 22-acre backland area from implementation of Alternative 3, mitigation measures MM CR-2 and MM CR-3, as well as SC CR-1, would be implemented. Although excavation within the existing terminal for infrastructure installation and the 1.5-acre area is not likely to encounter or adversely affect archaeological resources, standard condition of approval SC CR-1 and mitigation measure MM CR-3 would be applied to the implementation of Alternative 3.

#### *Residual Impacts*

Similar to the proposed Project, with application of SC CR-1, and implementation of mitigation measures MM CR-2 and MM CR-3, development of the 22-acre backland expansion area would likely disturb, damage, and/or degrade archaeological resources associated with the former Japanese Fishing Village; therefore, impacts to archaeological resources (i.e., Japanese Fishing Village) within the 22-acre backland expansion area would be significant and unavoidable. Impacts associated with development within the existing terminal and 1.5-acre expansion area is not expected to result in a significant impact on archaeological resources; therefore, with application of SC CR-1 and mitigation measures MM CR-2 and MM CR-3 impacts would be less than significant.

## NEPA Impact Determination

Alternative 3 would include dredging, wharf improvements, raising up to five existing cranes, and installation of five new cranes along Berths 226-232, which are not included in the NEPA baseline. No known prehistoric and/or historic archaeological or ethnographic resources are located within the USACE permit area/APE. Although portions of Rattlesnake Island underlay the USACE permit area/APE and the northern part of the terminal backlands, Alternative 3 would not result in excavations that could encounter subsurface native soils. Under NEPA, Alternative 3 would have no direct or indirect impact on any archaeological or ethnographic resource listed or eligible for listing on the NRHP. Further under Alternative 3, impacts to archaeological resources of local and statewide significance are outside the USACE permit area/APE and would be similar to the Alternative 1 (No Federal Action).

Terminal operations are beyond the USACE's continuing federal program control and responsibility but would be subject to compliance and oversight by the LAHD. In

addition, operations would not include excavations within the USACE permit area/APE. Therefore, no impact to archaeological or ethnographic resources during terminal operations would occur under NEPA.

#### *Mitigation Measures*

No mitigation is required; however, MM CR-3 and SC CR-1 described above would be implemented by the LAHD with a local approval.

#### *Residual Impacts*

No impact would occur.

### Impact CR-3: Alternative 3 would not result in the permanent loss of, or loss of access to, a significant paleontological resource.

The Project area is underlain, at depth, by various potentially fossil-bearing geologic units, with imported fill overlain. The Project site is located on Terminal Island, which was created by filling over and extending Rattlesnake Island (see Figure 3.4-4) with dredge material. The soils beneath the existing terminal have been disturbed during creation of Terminal Island, and further disturbed from past and present uses. Excavation within the existing terminal required for infrastructure installation would generally be limited to approximately the upper three feet for trenches, and up to 12 feet in isolated areas (associated with vaults), which is not expected to encounter or damage paleontological resources. Excavation within the existing terminal that encounters subsurface native soil is not expected to occur within the USACE permit area/APE (Figure 3.4-1).

Other Project improvements within the existing terminal, such as excavations associated with removal of the existing gate complex would occur in areas and at depths where only imported fill could be encountered.

The 22-acre and the 1.5-acre expansion areas were created by placement of imported fill material, and are unlikely to contain paleontological resources of regional or statewide significance.

Operation of Alternative 3 would not involve subsurface disturbances; therefore, no impact on paleontological resources of regional or statewide significance would occur from terminal operations under Alternative 3.

### CEQA Impact Determination

Because the site was created primarily using dredged material (imported fill) and Rattlesnake Island has been heavily disturbed and/or overlain with imported fill, Project excavation would not be expected to encounter or yield significant paleontological resources. Therefore, potential impacts to a significant paleontological resource from construction of Alternative 3 is expected to be less than significant under CEQA.

Terminal operations under Alternative 3 would not require excavation, and would therefore not result in an impact to paleontological resources or unique geologic features.

#### *Mitigation Measures*

No mitigation is required; however, SC CR-2 (described above) would be applied as a standard condition of approval.

#### *Residual Impacts*

Impacts would be less than significant.

### NEPA Impact Determination

Alternative 3 would involve dredging, wharf improvements, raising up to five existing cranes, and installation of five new cranes, not included in the NEPA baseline. Dredging is not expected to encounter any in-water paleontological resources. In addition, Alternative 3 would include backlands development on the 22-acre and 1.5-acre expansion areas, which would also be impacted under Alternative 1 (No Federal Action). As such under NEPA, Alternative 3 would have no impact on significant paleontological resources.

Terminal operations are beyond the USACE's continuing federal program control and responsibility but would be subject to compliance and oversight by the LAHD. In addition, operations would not include excavations within the USACE permit area/APE. Therefore, no impact to significant paleontological resources during terminal operations would occur under NEPA.

#### *Mitigation Measures*

No mitigation is required; however, SC CR-2 described above would be implemented by the LAHD with a local approval.

#### *Residual Impacts*

No impact would occur.

## Alternative 4 – Reduced Project: No Backlands Improvements

Under Alternative 4 there would be two operating berths after construction, similar to the proposed Project. This alternative would require the same dredging as the proposed Project. Up to five existing cranes would be raised and five new cranes installed, as well as AMP. This alternative would not include any backland expansion. Based on the throughput projections, this alternative is expected to operate at its capacity of 2,115,133 TEUs by 2038, slightly less than the proposed Project. However, while the terminal could handle similar levels of cargo, this reduced project alternative would not achieve the same level of efficient operations as achieved by the proposed Project. This alternative would accommodate the largest vessels (16,000 TEUs) at Berths 226-229. The new design depth at Berths 230-232 would be capable of handling vessels up to 10,000 TEUs. Under this alternative, 208 vessels would call on the terminal in 2038, which is the same as the proposed Project.

### Impact CR-1: Alternative 4 would not have a significant impact on built environment historical resources.

The Vincent Thomas Bridge, which was previously identified as eligible for listing in the NRHP and the CRHR, spans the northern portion of the Project site under Alternative 4,

and several of the concrete support columns at the eastern end of the bridge are within the terminal boundaries. However, Alternative 4 would not directly or indirectly alter the distinctive physical or historical characteristics of the Vincent Thomas Bridge, nor would it alter its integrity of location, design, materials, workmanship, feeling, or association.

Alternative 4 would not expand the backlands of the existing terminal into the 22-acre site, and would therefore not result in any impacts to historic resources on the 22-acre site. Specifically, the potentially historic former Canner's Steam Company Plant (which is eligible for listing in the CRHR and as an HCM), would not be demolished under Alternative 4; therefore, implementation of Alternative 4 would not result in an impact to a historic resource.

Operation would not involve built environment historical resources; therefore, no impact on these resources would occur from terminal operations.

## CEQA Impact Determination

There would be no direct or indirect impact on the Vincent Thomas Bridge because Alternative 4 does not include any elements that physically interact with the structure. Alternative 4 would not involve demolition or alternation of any part of the bridge, and would not alter the context of the bridge (that of a working port). As a consequence, Alternative 4 would not result in a significant impact to the Vincent Thomas Bridge, as a historic resource.

Alternative 4 would not result in any expansion of the backlands that could in turn result in physical changes to historic resources in the vicinity. Therefore, Alternative 4 would result in no impact to historic resources under CEQA.

Operation would not involve built environment historical resources; therefore, no impact on these resources would occur from terminal operations.

### *Mitigation Measures*

No mitigation is required.

### *Residual Impacts*

No impact would occur.

## NEPA Impact Determination

Alternative 4 includes in-water and over-water improvements (dredging, wharf improvements, raising up to five existing cranes, and installation of five new cranes) that are not included in the NEPA baseline. No federally listed or eligible historic properties are present in the USACE permit area/APE.

The USACE permit area/APE does not contain any federally listed or eligible historic resources, although the Vincent Thomas Bridge is located adjacent to but outside the USACE permit area/APE; as such, indirect effects are evaluated. The federal action (i.e., the undertaking) is the issuance of a DA permit to conduct work (dredging) or install structures (wharf improvements, raising cranes, and additional dockside cranes) in the USACE permit area/APE. These actions would have no direct or indirect effect on the Vincent Thomas Bridge, nor would the distinctive physical or historical characteristics of

the bridge and its support columns, integrity of location, design, materials, workmanship, feeling, or association be altered.

In addition, Alternative 4 does not include backlands expansion or site. Therefore, Alternative 4 would have no impact on federally listed or eligible historic resources under NEPA. Further, historic resources of local and statewide significance that may be impacted under Alternative 4 may also be impacted under Alternative 1 (No Federal Action).

Terminal operations are beyond the USACE's continuing federal program control and responsibility but would be subject to compliance and oversight by the LAHD. In addition, operations would not involve changes to the built environment; therefore, no impact to historic resources during terminal operations would occur under NEPA.

#### *Mitigation Measures*

No mitigation is required.

#### *Residual Impacts*

No impacts would occur.

### Impact CR-2: Alternative 4 would not cause a substantial adverse change in the significance of an archaeological or ethnographic resource.

Alternative 4 would not expand the terminal into the 22-acre backland site, and would not directly affect archaeological resources, associated with the Japanese Fishing Village areas of Rattlesnake Island underlie the northern portions of the terminal site (Figure 3.4-4). However, Terminal Island has undergone extensive disturbance and fill since the late 1800s (Figure 3.4-2 shows the fill areas within the Port), and the underlying soils are considered to be disturbed. Alternative 4 would include infrastructure improvements, such as electrical infrastructure to support the raising of up to five existing cranes and installation of five new cranes. This new electrical infrastructure would be installed on top of the wharf, but is not expected to disturb subsurface native soils. Although trenches required for installation of new electrical cable and infrastructure associated with the cranes and AMP would occur in areas within the terminal boundaries where Rattlesnake Island is underlain, the trenches would only be approximately 42 inches deep, and are not likely to extend deep enough to encounter undisturbed native soils. In addition, the creation of Terminal Island disturbed Rattlesnake Island landform and past backlands development graded the site to at least three feet below ground surface. Further, due to the previous disturbances and fill activities at the terminal, the potential for intact archaeological resources to be present beneath the terminal backlands near the wharf at depths where trenching would occur is minimal. Therefore, installation of infrastructure within the existing terminal under Alternative 4 is not likely to encounter archaeological or ethnographic resources, or cause adverse impacts to such resources.

Under Alternative 4, dredging and wharf improvements would occur along Berths 226-232; however, these actions are not expected to encounter intact underwater archaeological resources due to the disturbed nature of the channel bottom.

Unlike construction, operation of the Alternative 4 would not involve subsurface disturbances; therefore, no impact on archaeological, or ethnographic resources would occur from operations.

## CEQA Impact Determination

Excavations within the existing terminal are not likely to encounter or damage ethnographic or other archaeological resources because the excavations would occur either in areas where only imported fill exists, or in areas where underlying Rattlesnake Island soils are likely disturbed and/or overlain with imported fill. Therefore, excavation within the existing terminal is not expected to result in a significant impact on archaeological resources under CEQA.

Dredging along Berths 226-229 is not expected to encounter underwater archaeological resources; therefore, no impact to in-water cultural resources would occur.

Terminal operations under Alternative 4 would not require excavation, and would have no impact to archaeological resources.

### *Mitigation Measures*

No mitigation is required; however, SC CR-1 (described above) would be applied as a standard condition of approval.

### *Residual Impacts*

Impacts would be less than significant.

## NEPA Impact Determination

Alternative 4 would include in-water and over-water improvements (dredging, wharf improvements, raising up to five existing cranes, and installation of five new cranes), which are not included in the NEPA baseline. No known prehistoric and/or historic archaeological or ethnographic resources are located within the USACE permit area/APE. Although portions of Rattlesnake Island underlay the USACE permit area/APE and the northern part of the terminal backlands, Alternative 4 would not result in excavations that could encounter subsurface native soils. Under NEPA, Alternative 4 would have no direct or indirect impact on any archaeological or ethnographic resource listed or eligible for listing on the NRHP. Further under Alternative 4, impacts to archaeological resources of local and statewide significance are outside the USACE permit area/APE and would be similar to the Alternative 1 (No Federal Action).

Terminal operations are beyond the USACE's continuing federal program control and responsibility but would be subject to compliance and oversight by the LAHD. In addition, operations would not include excavations within the USACE permit area/APE. Therefore, no impact to archaeological or ethnographic resources during terminal operations would occur under NEPA.

### *Mitigation Measures*

No mitigation is required; however, SC CR-1 described above would be implemented by the LAHD with a local approval.

#### *Residual Impacts*

No impacts would occur.

### Impact CR-3: Alternative 4 would not result in the permanent loss of, or loss of access to, a significant paleontological resource.

Although various potentially fossil-bearing geologic units are located beneath the project site at depth, imported fill overlies these deposits. The Alternative 4 site is located on Terminal Island, which was created by filling over and extending Rattlesnake Island (Figure 3.4-4) with dredged material. The soils beneath the existing terminal have been disturbed during creation of Terminal Island, and further disturbed from past and present uses. Excavation within the existing terminal required for infrastructure installation would generally be limited to approximately the upper three feet for trenches, and up to 12 feet in isolated areas (associated with vaults), which is not expected to encounter or damage paleontological resources.

Operation would not require excavation that could impact significant paleontological resources.

### CEQA Impact Determination

Because the site was created primarily using dredged material (imported fill) and Rattlesnake Island has been heavily disturbed and/or overlain with imported fill, excavation would not be expected to encounter or yield significant paleontological resources or unique geologic features. Therefore, potential impacts to paleontological resource from construction under Alternative 4 is expected to be less than significant under CEQA.

Terminal operations under Alternative 4 would not require excavation, and would therefore not result in an impact to significant paleontological resources.

#### *Mitigation Measures*

No mitigation is required; however, SC CR-2 (described above) would be applied as a standard condition of approval.

#### *Residual Impacts*

Impacts would be less than significant.

### NEPA Impact Determination

Alternative 4 would include in-water and over-water improvements (dredging, wharf improvements, raising up to five existing cranes, and installation of five new cranes, not included in the NEPA baseline. Dredging is not expected to encounter any in-water paleontological resources. In addition, Alternative 4 would not include backlands development on the 22-acre and 1.5-acre expansion areas. As such under NEPA, the proposed Project would have no impact on significant paleontological resources.

Terminal operations are beyond the USACE's continuing federal program control and responsibility but would be subject to compliance and oversight by the LAHD. In addition, operations would not include excavations within the USACE permit area/APE.

Therefore, no impact to significant paleontological resources during terminal operations would occur under NEPA.

#### *Mitigation Measures*

No mitigation is required; however, SC CR-2 described above would be implemented by the LAHD with a local approval.

#### *Residual Impacts*

No impacts would occur.

## Alternative 5 – Expanded On-Dock Railyard: Wharf and Backland Improvements with an Expanded TICTF

Alternative 5 would be the same as the proposed Project, but with an additional on-dock rail track at the TICTF. Under Alternative 5, there would be two operating berths after construction and the terminal would add 23.5 acres of backlands, similar to the proposed Project. This alternative would require the same dredging as the proposed Project. This alternative would accommodate the largest vessels (16,000 TEUs) at Berths 226-229. The new design depth at Berths 230-232 would be capable of handling vessels up to 10,000 TEUs. Based on the throughput projections, this alternative is expected to operate at its capacity of approximately 2,379,525 TEUs by 2038, the same as the proposed Project. Under this project alternative, the terminal would have added capacity at the TICTF and be able to transport a greater number of containers via rail than the proposed Project. Under this alternative, 208 vessels would call on the terminal in 2038, which is the same as the proposed Project.

### Impact CR-1: Alternative 5 would have a significant impact on built environment historical resources.

The Vincent Thomas Bridge, which was previously identified as eligible for listing in the NRHP and the CRHR, spans the northern portion of the Project site, and several of the concrete support columns at the eastern end of the bridge are within the terminal boundaries. However, Alternative 5 would not directly or indirectly alter the distinctive physical or historical characteristics of the Vincent Thomas Bridge, nor would it alter its integrity of location, design, materials, workmanship, feeling, or association.

The former Canner's Steam Company Plant and associated distribution pipelines are located within the 22-acre backlands expansion area, and would be demolished as part of backlands development. Because the former Canner's Steam Company Plant is eligible for listing in the CRHR and as an HCM, Alternative 5 would eliminate the remaining features of the steam plant that comprise its historic resource eligibility. The other buildings located within the 22-acre backland expansion area are not eligible for listing in the CRHR, NRHP, or as an HCM, and their demolition would therefore not result in adverse impacts to historical resources.

There are no known or eligible historic resources present in the TICTF boundaries. However, Sewage Pump Station #669, located at 390 N. Seaside Avenue, is approximately 80 feet south of the southern boundary of the TICTF, across Seaside Avenue (see Figure 3.4-6 for location). Situated at the northwest end of Terminal Island along the south side of North Seaside Avenue, Sewage Pump Station #669 is a small

public utility building constructed in 1923 and found appears eligible for the NRHP or CRHR under Criteria A/1 (SWCA, 2011).

Operation of Alternative 5 would not involve built environment historical resources; therefore, no impact on these resources would occur from terminal operations.

## CEQA Impact Determination

There would be no direct or indirect impact on the Vincent Thomas Bridge because Alternative 5 does not include any elements that physically interact with the structure. Alternative 5 would not involve demolition or alternation of any part of the bridge, and would not alter the context of the bridge (that of a working port). As a consequence, Alternative 5 would not result in a significant impact to the Vincent Thomas Bridge, as a historic resource. Alternative 5 would expand the terminal onto the 22-acre backlands expansion area to the south, that includes the potentially historic former Canner's Steam Company Plant. Because Alternative 5 would include the demolition of the former Canner's Steam Company Plant and the plant is eligible for listing in the CRHR and as an HCM, implementation of the alternative would result in a significant adverse impact to a historic resource under CEQA.

Alternative 5 would also add a new track within the TICTF's existing footprint; however, there are no known or eligible historic resources present in the TICTF boundaries. The nearest known eligible historic resource is approximately 80 feet south of the Project site, on the south side of Seaside Avenue. Due to the limited construction associated with the implementation of the additional track and distance, Alternative 5 would not directly or indirectly impact the pump station. Therefore, the additional of a new track at TICTF would not result in an impact to historic resources under CEQA.

Operation would not involve built environment historical resources; therefore, no impact on these resources would occur from terminal operations.

### *Mitigation Measures*

Mitigation measure MM CR-1, described under Impact CR-1 for the proposed Project, would be implemented.

### *Residual Impacts*

Even with implementation of mitigation measure MM CR-1, impacts to historical resources would be significant and unavoidable.

## NEPA Impact Determination

Alternative 5 includes in-water and over-water improvements (dredging, wharf improvements, the raising of up to five existing cranes and installation of five new cranes) that are not included in the NEPA baseline. No federally listed or eligible historic properties are present in the USACE permit area/APE.

The USACE permit area/APE does not contain any federally listed or eligible historic resources, although the Vincent Thomas Bridge is located adjacent to but outside the USACE permit area/APE; as such, indirect effects are evaluated. The federal action (i.e., the undertaking) is the issuance of a DA permit to conduct work (dredging) or install structures (wharf improvements, raising cranes, and additional dockside cranes) in the

USACE permit area/APE. These actions would have no direct or indirect effect on the Vincent Thomas Bridge, nor would the distinctive physical or historical characteristics of the bridge and its support columns, integrity of location, design, materials, workmanship, feeling, or association be altered. Further, while Alternative 5 includes expansion of the terminal's backlands on to the 22-acre and 1.5-acre expansion areas, these expansion areas and the CRHP eligible historic resources located thereon are outside of the USACE permit area/APE, and are therefore, beyond the USACE's federal control and responsibility. Further, impacts to these resources would occur under the Alternative 1 (No Federal Action). As such, Alternative 5 would have no impact on federally listed or eligible historic resources under NEPA.

In addition, although Alternative 5 would include a new track at the TICTF there are no historic resources listed or eligible for listing on the NRHP in the TICTF boundary. There is one known eligible historic resource (Sewage Pump Station #669) is south of the Project site (approximately 80 feet south of the Project site, on the southern side of Seaside Avenue). The TICTF where the new track would be located (and area south of the TICTF where the pump station is located) is outside the USACE permit area/APE and beyond the USACE's continuing federal control and responsibility. Based on the above, Alternative 5 would have no impact on federally listed or eligible historic resources under NEPA.

Terminal operations are beyond the USACE's continuing federal program control and responsibility but would be subject to compliance and oversight by the LAHD. In addition, operations would not involve changes to the built environment; therefore, no impact to historic resources during terminal operations would occur under NEPA.

#### *Mitigation Measures*

No mitigation is required.

#### *Residual Impacts*

No impacts would occur.

### Impact CR-2: Alternative 5 could cause a substantial adverse change in the significance of an archaeological or ethnographic resource.

Alternative 5 would expand the terminal backlands. As discussed above, archaeological resources associated with the former Japanese Fishing Village are present within the 22-acre backland expansion area, and have been specifically identified within Area B of the expansion area. The unpaved portion of Area A on the 22-acre expansion area also has the potential to contain archaeological resources associated with the Japanese Fishing Village, as do the paved areas of the expansion area. The development of the 22-acre expansion area under Alternative 5 would therefore disturb or damage archaeological resources present in Area A, as well as resources in Area B and paved areas, if present.

Areas of Rattlesnake Island underlie the northern portions of the terminal site (Figure 3.4-4), including the TICTF. However, Terminal Island has undergone extensive disturbance and fill since the late 1800s (Figure 3.4-2 shows the fill areas within the Port). Although Rattlesnake Island underlays the northern portion of the Project site, the underlying soils are considered to be disturbed. Alternative 5 would include infrastructure improvements,

such as electrical infrastructure to support the raising of cranes and new cranes, AMP units, as well as a new track at TICTF. New electrical infrastructure for the cranes and AMP units would be installed within the USACE permit area/APE, but is not expected to substantially disturb subsurface native soils. New electrical infrastructure for the TICTF would be installed outside the USACE permit area/APE but is not expected to substantially disturb subsurface native soils. Although excavations required for installation of new electrical cable, infrastructure, and the new track at TICTF would occur in areas within the terminal boundaries where Rattlesnake Island is underlain, the trenches would only be several feet deep, and are not likely to extend deep enough to encounter undisturbed soils because the creation of Terminal Island disturbed the Rattlesnake Island landform and past backlands development graded the site to at least three feet below ground surface. Further, due to the previous disturbances and fill activities under the terminal site, the potential for intact archaeological resources to be present beneath the terminal backlands at depths where trenching would occur is minimal. Excavation for other Project elements such as removal of the existing in-gate or backland development on the 1.5-acre expansion area would only occur within imported fill. Therefore, installation of infrastructure and the new track at TICTF within the existing terminal under Alternative 5 is not likely to encounter archaeological or ethnographic resources, or cause adverse impacts to such resources.

Under Alternative 5, dredging would occur along Berths 226-232; however, dredging is not expected to encounter intact underwater archaeological resources due to the disturbed nature of the channel bottom.

Unlike construction, operation of Alternative 5 would not involve subsurface disturbances, therefore, no impact on archaeological, or ethnographic resources would occur from Project operations.

## CEQA Impact Determination

Excavation for the development of the 22-acre backlands expansion area under the proposed Project would likely disturb, damage, and/or degrade archaeological resources associated with the former Japanese Fishing Village, that have been found to be important under the criteria of CEQA, which would be a significant impact.

Excavations within the existing terminal, including the new track at TICTF, and on the 1.5-acre backlands expansion area are not likely to encounter or damage ethnographic or other archaeological resources because the excavations would occur either in areas where only imported fill exists, or in areas where underlying Rattlesnake Island soils are likely disturbed and/or overlain with imported fill. Therefore, excavation within the existing terminal and 1.5-acre expansion area and other areas of the terminal is not expected to result in a significant impact on archaeological resources.

Dredging along Berths 226-229 is not expected to encounter underwater archaeological resources; therefore, no significant impact to in-water cultural resources would occur.

Terminal operations under Alternative 5 would not require excavation, and would therefore not result in an impact to archaeological resources.

#### *Mitigation Measures*

To address impacts to archaeological resources in the 22-acre backland area from implementation of Alternative 5, mitigation measures MM CR-2 and MM CR-3, as well as SC CR-1, would be implemented. Although excavation within the existing terminal for infrastructure installation and the 1.5-acre area is not likely to encounter or adversely affect archaeological resources, standard condition of approval SC CR-1 and mitigation measure MM CR-3 would be applied to the implementation of Alternative 5.

#### *Residual Impacts*

Similar to the proposed Project, with application of SC CR-1, and implementation of mitigation measures MM CR-2 and MM CR-3, development of the 22-acre backland expansion area would likely disturb, damage, and/or degrade archaeological resources associated with the former Japanese Fishing Village; therefore, impacts to archaeological resources (i.e., Japanese Fishing Village) within the 22-acre backland expansion area would be significant and unavoidable. Impacts associated with development within the existing terminal and 1.5-acre expansion area is not expected to result in a significant impact on archaeological resources; therefore, with application of SC CR-1 and mitigation measures MM CR-2 and MM CR-3 impacts would be less than significant.

### NEPA Impact Determination

Alternative 5 would include in-water and over-water improvements (dredging, wharf improvements, raising up to five existing cranes, and installation of five new cranes), which are not included in the NEPA baseline. No prehistoric and/or historic archaeological or ethnographic resources are located in the USACE permit area/APE. Under Alternative 5, historic resources of local and statewide significance would also be impacted under Alternative 1 (No Federal Action).

Although portions of Rattlesnake Island underlay the USACE permit area/APE, Alternative 5, would not result in excavations within the USACE permit area/APE that could encounter subsurface native soils. Although Alternative 5 includes a new track at TICTF that is not included in the NEPA baseline, the TICTF is located outside of the USACE permit area/APE in a substantially disturbed area, and is beyond the USACE continuing federal control and responsibility. Therefore, construction under Alternative 5 would not alter, directly or indirectly, any of the characteristics of archaeological or ethnographic resources and would have no effect on historic resources listed or eligible for listing under the NRHP, and no impact under NEPA.

Terminal operations are beyond the USACE's continuing federal program control and responsibility but would be subject to compliance and oversight by the LAHD. In addition, operations would not include excavations within the USACE permit area/APE. Therefore, no impact to archaeological or ethnographic resources during terminal operations would occur under NEPA.

#### *Mitigation Measures*

No mitigation is required; however, MM CR-3 and SC CR-1 described above would be implemented by the LAHD with a local approval.

#### *Residual Impacts*

No impacts would occur.

### Impact CR-3: Alternative 5 would not result in the permanent loss of, or loss of access to, a significant paleontological resource.

Although various potentially fossil-bearing geologic units are located beneath the project site at depth, imported fill overlies these deposits. The terminal is located on Terminal Island, which was created by filling over and extending Rattlesnake Island (Figure 3.4-4) with dredge material. The soils beneath the existing terminal have been disturbed during creation of Terminal Island, and further disturbed from past and present uses, and excavation within the existing terminal (such as for the removal or relocation of the in-gate complex and new track at TICTF) would be of limited depths (generally limited to approximately the upper three feet for trenches and up to 12 feet in isolated areas associated with vaults), which is not expected to encounter fossil-bearing geologic units or damage paleontological resources. The 22-acre and the 1.5-acre expansion areas are composed of imported fill material, and are unlikely to contain paleontological resources of regional or statewide significance.

Terminal operations under Alternative 5 would not require excavation, and would therefore not result in an impact to significant paleontological resources.

### CEQA Impact Determination

Because the site was created primarily using dredged material (imported fill) and Rattlesnake Island has been heavily disturbed and/or overlain with impacted fill, excavation would not be expected to encounter or yield significant paleontological resources. Therefore, potential impacts to significant paleontological resource from construction under Alternative 5 is expected to be less than significant under CEQA.

Terminal operations under Alternative 5 would not require excavation, and would therefore not result in an impact to significant paleontological resources.

#### *Mitigation Measures*

No mitigation is required; however, SC CR-2 (described above) would be applied as a standard condition of approval.

#### *Residual Impacts*

Impacts would be less than significant.

### NEPA Impact Determination

Alternative 5 would involve dredging, wharf improvements, raising up to five existing cranes, and five new cranes, not included in the NEPA baseline. Dredging is not expected to encounter any in-water paleontological resources. In addition, Alternative 5 would include backlands development on the 22-acre and 1.5-acre expansion areas, as well as an additional track within the TICTF, which would have similar impacts as under Alternative 1 (No Federal Action). As such under NEPA, Alternative 5 would have no impact on significant paleontological resources under NEPA.

Terminal operations are beyond the USACE's continuing federal program control and responsibility but would be subject to compliance and oversight by the LAHD. In addition, operations would not include excavations within the USACE permit area/APE. Therefore, no impact to significant paleontological resources during terminal operations would occur under NEPA.

#### *Mitigation Measures*

No mitigation is required; however, SC CR-2 described above would be implemented by the LAHD with a local approval.

#### *Residual Impacts*

No impacts would occur.

### 3.4.4.4 Summary of Impact Determinations

Table 3.4-3 summarizes the CEQA and NEPA impact determinations of the proposed Project and alternatives related to cultural resources, as described in the detailed discussion above. This table is meant to allow easy comparison between the potential impacts of the proposed Project and alternatives with respect to this resource. Identified potential impacts may be based on federal, state, or City significance criteria; LAHD criteria; and the scientific judgment of the report preparers.

For each impact threshold, the table describes the impact, notes the NEPA and CEQA impact determinations, describes any applicable mitigation measures, and notes the residual impacts (i.e., the impact remaining after mitigation). All impacts, whether significant or not, are included in this table.

**Table 3.4-3: Summary Matrix of Potential Impacts and Mitigation Measures for Cultural Resources Associated with the Proposed Project and Alternatives**

| Alternative | Environmental Impacts | Impact Determination | Mitigation Measures | Residual Impacts after Mitigation |
|---|---|---|---|---|
| Proposed Project | **CR-1**: The proposed Project would have a significant impact on built environment historical resources. | CEQA: Potentially significant | CEQA: **MM CR-1: Historic Resource Recordation** | CEQA: Significant and unavoidable |
| | | NEPA: No impact | NEPA: No mitigation is required. | NEPA: No impact |
| | **CR-2**: The proposed Project would cause a substantial adverse change in the significance of an archaeological or ethnographic resource. | CEQA: Potentially significant | CEQA: **MM CR-2: Completion of Phase I Cultural Resource Investigation**<br>**MM CR-3: Pre-construction Worker Training**<br>SC CR-1: Stop Work if Prehistoric and/or Archaeological Resources are Encountered | CEQA: Significant and unavoidable |
| | | NEPA: No impact | NEPA: No mitigation is required. SC CR-1 | NEPA: No impact |
| | **CR-3**: The proposed Project would not result in the permanent loss of, or loss of access to, a significant paleontological resource. | CEQA: Less than significant | CEQA: No mitigation is required. SC CR-2: Unanticipated Discovery of Paleontological Resources. | CEQA: Less than significant |
| | | NEPA: No impact | NEPA: No mitigation is required. SC CR-2 | NEPA: No impact |
| Alternative 1 – No Federal Action | **CR-1**: Alternative 1 would have a significant impact on built environment historical resources. | CEQA: Potentially significant | CEQA: **MM CR-1** | CEQA: Significant and unavoidable |
| | | NEPA: No impact | NEPA: No mitigation is required. | NEPA: No impact |
| | **CR-2**: Alternative 1 would cause a substantial adverse change in the significance of an archaeological or ethnographic resource. | CEQA: Potentially significant | CEQA: **MM CR-2, MM CR-3**, and SC CR-1 | CEQA: Significant and unavoidable |
| | | NEPA: No impact | NEPA: No mitigation is required. | NEPA: No impact |
| | **CR-3**: Alternative 1 would not result in | CEQA: Less than | CEQA: No mitigation is | CEQA: Less than |

| Alternative | Environmental Impacts | Impact Determination | Mitigation Measures | Residual Impacts after Mitigation |
|---|---|---|---|---|
| | the permanent loss of, or loss of access to, a significant paleontological resource. | significant | required. SC CR-2 | significant |
| | | NEPA: No impact | NEPA: No mitigation is required. | NEPA: No impact |
| Alternative 2 – No Project | **CR-1**: Alternative 2 would not have a significant impact on built environment historical resources. | CEQA: No impact | CEQA: No mitigation is required. | CEQA: No impact |
| | | NEPA: Not applicable | NEPA: Mitigation not applicable | NEPA: Not applicable |
| | **CR-2**: Alternative 2 would not cause a substantial adverse change in the significance of an archaeological or ethnographic resource. | CEQA: No impact | CEQA: No mitigation is required. | CEQA: No impact |
| | | NEPA: Not applicable | NEPA: Mitigation not applicable | NEPA: Not applicable |
| | **CR-3**: Alternative 2 would not result in the permanent loss of, or loss of access to, a significant paleontological resource. | CEQA: No impact | CEQA: No mitigation is required. | CEQA: No impact |
| | | NEPA: Not applicable | NEPA: Mitigation not applicable | NEPA: Not applicable |
| Alternative 3 – Reduced Project: Reduced Wharf Improvements | **CR-1**: Alternative 3 would have a significant impact on built environment historical resources. | CEQA: Potentially significant | CEQA: **MM CR-1** | CEQA: Significant and unavoidable |
| | | NEPA: No impact | NEPA: No mitigation is required. | NEPA: No impact |
| | **CR-2**: Alternative 3 would cause a substantial adverse change in the significance of an archaeological or ethnographic resource. | CEQA: Potentially significant | CEQA: **MM CR-2, MM CR-3**, and SC CR-1 | CEQA: Significant and unavoidable |
| | | NEPA: No impact | NEPA: No mitigation is required. SC CR-1 | NEPA: No impact |
| | **CR-3**: Alternative 3 would not result in the permanent loss of, or loss of access to, a significant paleontological resource. | CEQA: Less than significant | CEQA: No mitigation is required. SC CR-2 | CEQA: Less than significant |
| | | NEPA: No impact | NEPA: No mitigation is required. SC CR-2 | NEPA: No impact |
| Alternative 4 – Reduced Project: No Backlands Improvements | **CR-1**: Alternative 4 would not have a significant impact on built environment historical resources. | CEQA: No impact | CEQA: No mitigation is required. | CEQA: No impact |
| | | NEPA: No impact | NEPA: No mitigation is required. | NEPA: No impact |
| | **CR-2**: Alternative 4 would not cause a substantial adverse change in the significance of an archaeological or ethnographic resource. | CEQA: Less than significant | CEQA: No mitigation is required. SC CR-1 | CEQA: Less than significant |
| | | NEPA: No impact | NEPA: No mitigation is required. SC CR-1 | NEPA: No impact |

| Alternative | Environmental Impacts | Impact Determination | Mitigation Measures | Residual Impacts after Mitigation |
|---|---|---|---|---|
| | **CR-3**: Alternative 4 would not result in the permanent loss of, or loss of access to, a significant paleontological resource. | CEQA: Less than significant | CEQA: No mitigation is required. SC CR-2 | CEQA: Less than significant |
| | | NEPA: No impact | NEPA: No mitigation is required. SC CR-2 | NEPA: No impact |
| Alternative 5 – Expanded On-Dock Railyard: Wharf and Backland Improvements with an Expanded TICTF | **CR-1:** Alternative 5 would have a significant impact on built environment historical resources. | CEQA: Potentially significant | CEQA: **MM CR-1** | CEQA: Significant and unavoidable |
| | | NEPA: No impact | NEPA: No mitigation is required. | NEPA: No impact |
| | **CR-2**: Alternative 5 would cause a substantial adverse change in the significance of an archaeological or ethnographic resource. | CEQA: Potentially significant | CEQA: **MM CR-2, MM CR-3**, and SC CR-1 | CEQA: Significant and unavoidable |
| | | NEPA: No impact | NEPA: No mitigation is required. SC CR-1 | NEPA: No impact |
| | **CR-3**: Alternative 5 would not result in the permanent loss of, or loss of access to, a significant paleontological resource. | CEQA: Less than significant | CEQA: No mitigation is required. SC CR-2 | CEQA: Less than significant |
| | | NEPA: No impact | NEPA: No mitigation is required. SC CR-2 | NEPA: No impact |

### 3.4.4.5 Mitigation Monitoring

One mitigation measure, MM CR-1, is applicable to the proposed Project and Alternatives 1, 3, and 5 to address impacts related to the demolition of a historic structure (former Canner's Steam Company Plant). Mitigation measure MM CR-2 is applicable to the proposed Project and Alternatives 1, 3, and 5 to address impacts related archaeological resources that are present and likely present in the 22-acre backlands expansion area (i.e., former Japanese Fishing Village). Implementation of mitigation measure MM CR-3 is applicable to the proposed Project and Alternatives 1, 3, and 5 to address potential impacts related to unknown archaeological resources associated with development within the existing terminal and 1.5-acre expansion area.

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| **Impact CR-1**: The proposed Project or Alternative 1, 3, or 5 would have a significant impact on built environment historical resources. | |
| Mitigation Measure | **MM CR-1: Historic Resource Recordation.** Prior to demolition of the former Canner's Steam Company Plant (located within the 22-acre backland improvement area shown in Figure 2-4 of Chapter 2, Project Description, and Figure 3.4-6 of Section 3.4, Cultural Resources of the Draft EIS/EIR), archival documentation of the building will be completed in the form of a Historic American Building Survey (HABS) 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 qualified architectural historian and shall be placed in the Port archives. |
| Timing | Prior to the demolition of the former Canner's Steam Company Plant. |
| Methodology | LAHD shall complete MM CR-1 prior to commencement of demolition activities. LAHD shall retain a qualified archaeologist to evaluate any potential finds prior to demolition. |
| Responsible Parties | LAHD through cultural resources contractor. |
| Residual Impacts | Significant and unavoidable |
| **Impact CR-2:** The proposed Project could cause a substantial adverse change in the significance of an archaeological or ethnographic resource. | |
| Mitigation Measure | **MM CR-2: Completion of Phase I Cultural Resource Investigation.** A Phase I investigation shall be completed by a qualified archaeologist for all un-surveyed areas of the 22-acre backlands (shown in Figure 2-4 of Chapter 2, Project Description, and Figure 3.4-6 of Section 3.4, Cultural Resources of the Draft EIS/EIR) to rule out the presence of significant resources. Phase II and III investigations shall be completed if significant archaeological resources are not ruled out. Furthermore, pre-construction worker training shall be completed if significant resources are not ruled out. Furthermore, pre-construction worker training shall be completed as described in MM CR -3. |
| Timing | Prior to construction within the 22-acre backlands expansion area. |
| Methodology | LAHD shall complete MM CR-2 prior to commencement of construction activities of the 22-acre backlands. LAHD shall retain a qualified archaeologist to evaluate any potential finds prior to construction |

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| Responsible Parties | LAHD through cultural resources contractor. |
| Residual Impacts | Significant and unavoidable. |
| Mitigation Measure | **MM CR-3: Pre-construction Worker Training.** Prior to the commencement of landside construction activities, qualified archaeologist and paleontologist retained by the LAHD or their designee shall provide training to construction personnel to provide information on regulatory requirements for the protection of cultural resources. This training may take the form of examples of cultural resources to look for and protocols to follow if discoveries are made. The archaeologist/paleontologist shall develop the training and any supplemental materials necessary to execute said training. |
| Timing | Prior to construction activities. |
| Methodology | LAHD shall include MM CR-3 in the contract specifications so that a qualified archaeologist shall perform the training to all construction personnel related to the protection of cultural resources. |
| Responsible Parties | LAHD through cultural resources contractor. |
| Residual Impacts | Less than significant. |

In addition to the mitigation measures above, two standard conditions of approval/SC's are identified to serve as a contingency in the unlikely event that resources are encountered during construction. Standard condition of approval SC CR-1 is applicable to the proposed Project and Alternatives 1, 3, and 5 in the unlikely event that archaeological resources are encountered during excavations in the existing terminal. Standard condition of approval SC CR-2 is applicable to the proposed Project and Alternatives 1, 3, and 5 in the unlikely event that paleontological resources are encountered during excavations in the existing terminal.

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| Standard Condition of Approval | **SC CR-1: Stop Work in the Area if Prehistoric and/or Archaeological Resources are Encountered.** In the unlikely event that any prehistoric artifact is encountered during construction, work shall be immediately stopped and the area secured until the materials found can be assessed by a qualified archaeologist. |
| Timing | Throughout construction |
| Methodology | LAHD shall include SC CR-1 in the construction specifications. |
| Responsible Parties | LAHD through construction contractor. |
| Standard Condition of Approval | **SC CR-2: Unanticipated Discovery of Paleontological Resources.** In the event that a paleontological resource is encountered during construction, the contractor shall stop construction and a qualified paleontologist shall evaluate the significance of the resource. Additional monitoring recommendations may be made at that time. If the resource is found to be significant, the paleontologist shall systematically remove and stabilize the specimen(s) in anticipation of preservation. Curation of the specimen shall be in a qualified research facility, such as the Los Angeles County Natural History Museum. |
| Timing | Throughout construction |

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| Methodology | LAHD shall include SC CR-2 in the construction specifications. |
| Responsible Parties | LAHD through construction contractor. |

## 3.4.5 Significant Unavoidable Impacts

The proposed Project and Alternatives 1, 3, and 5 would expand the terminal backlands, which would require the demolition of a potential historic structure (former Canner's Steam Company Plant) and excavation within the area of the former Japanese Fishing Village. Although mitigation has been applied, the residual impact would remain significant and unavoidable.