

HISTORIC PROPERTY SURVEY REPORT**1. UNDERTAKING DESCRIPTION AND LOCATION**

District	County	Federal Project Number. (Prefix, Agency Code, Project No.)	Location
7	LA	STPL-5006 (821)	Alameda Street between Anaheim Street and 300 feet south of Pacific Coast Highway in the City of Los Angeles

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA).

Project Description:

The City of Los Angeles Department of Transportation (LADOT), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen both sides of Alameda Street from Anaheim Street to 300 feet south of Pacific Coast Highway (PCH), a distance of approximately 0.68 mile. The project would reconstruct Alameda Street in conformance to its Boulevard II street classification and in accordance with the Bureau of Engineering's Standard Plan S-470-0.

Specifically, the proposed widening will transform Alameda Street from an existing roadway with two lanes in each direction to having three continuous through lanes in each direction and a median turning lane, within a minimum right-of-way (ROW) width of 105 feet. The proposed street improvements will include integral concrete curb and gutters sidewalks, driveways, asphalt concrete pavement, catch basins, street lighting, traffic signals and signage, and street trees. In addition, a combined Class I bike and pedestrian shared path with tree wells will be constructed on the east side of Alameda Street.

For a more detailed project description, please see the Historic Resources Evaluation Report (HRER) Project Description on page 1 and the Archaeological Survey Report (ASR) Project Description on page 3.

See Attachment A for Project Location Map and Project Footprint Map.

2. AREA OF POTENTIAL EFFECTS

In accordance with Section 106 PA Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established in consultation with Joshua Knudson, Caltrans PQS Principal Architectural Historian, and Vijay Kopparam, District 7, Local Assistance Engineer on November 29, 2023. The APE maps are located in Attachment A, *Maps*.

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The Project APE was prepared to ensure identification of historic properties that may be affected by the undertaking. Consistent with Caltrans policies outlined in the First Amended Section 106 PA Attachment 3, the latest addition of Caltrans *Standard Environmental Reference*, Volume 2, Chapter 4, and general cultural resource practices, the Project APE includes both the archaeological study area (Area of Direct Impact [ADI]) and the historic architectural study area. The ADI represents the maximum extent of potential ground disturbances within the undertaking's footprint. The historic architectural study area consists of the entirety of legal parcels adjacent to the direct construction footprint where public improvements or temporary construction easements (TCEs) would occur outside of the public ROW. In locations where large parcels are located however, the APE was limited to the public ROW since no private property acquisition or temporary construction easements are anticipated for these parcels; and no indirect effects can be expected to result.

Based upon the engineering design, ground disturbance would involve over excavation of 36 to 45 inches on the existing pavement surfaces, overlain with 8 inches of asphalt concrete (AC) over 13 inches of geogrid-reinforced Crushed Aggregate Base (CAB)/ Cold Mix Bituminous (CMB) pavement. In addition, trenching at about 6–11 feet below ground surface could be needed for utility relocations.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION

Local Government

Outreach letters were sent to the City of Los Angeles, Office of Historic Resources, Department of City Planning and the City of Long Beach, Cultural Heritage Commission, Office of Development Services on October 19, 2023. No response had been received at time of preparation of this HPSR.

Native American Heritage Commission

A Sacred Lands File (SLF) record search request and consultation list request were submitted to the Native American Heritage Commission (NAHC). The NAHC responded that the SLF search was negative. On March 8, 2023, the NAHC provided a list of 12 local Native American contacts for information on Tribal Resources located within or near the Project area.

Native American Tribes, Groups and Individuals

The following 12 Native American contacts and groups were contacted and sent letters via U.S. Postal Service on October 18 and 19, 2023, for Section 106 and AB52 Consultation based on the list provided by the NAHC.

- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Juaneno Band of Mission Indians Acjachemen Nation – Belardes
- Juaneno Band of Mission Indians Acjachemen Nation 84A

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- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

On December 7, 2023, follow-up emails were sent. No comments were received from these tribal entities as of the date of the preparation of this HPSR except for the Gabrielino Band of Mission Indians – Kizh Nation, which requested consultation. A consultation between the City of LA BOE and Mr. Matt Teutimez of the Gabrielino Band of Mission Indians - Kizh Nation occurred On July 17, 2024 via telephone conference. Please refer to the consultation detail in the ASR.

Local Historical Society / Historic Preservation Group

Letters soliciting information regarding cultural resources were sent via email/U.S. Postal Service on October 19, 2023, to the following agencies or groups:

- Cultural Heritage Commission, Office of Development Services, City of Long Beach
- Office of Historic Resources, Department of City Planning, City of Los Angeles
- Los Angeles Conservancy
- San Pedro Bay Historical Society
- Wilmington Historical Society

No responses were received. On December 7, 2023, follow-up emails were sent. No responses were received.

4. SUMMARY OF IDENTIFICATION EFFORTS

- | | |
|---|--|
| <p><input checked="" type="checkbox"/> National Register of Historic Places (NRHP)</p> <p><input checked="" type="checkbox"/> California Register of Historical Resources (CRHR)</p> <p><input checked="" type="checkbox"/> National Historic Landmark (NHL)</p> <p><input checked="" type="checkbox"/> California Historical Landmarks (CHL)</p> <p><input checked="" type="checkbox"/> Other Sources consulted:
City of Los Angeles Library (Digital Archive) (2024)</p> <p><input checked="" type="checkbox"/> Results:
The results of the South Central Coastal Information Center (SCCIC) record search on September 26, 2023, indicate that 19 cultural studies and 31 cultural resources are exclusively in the 0.5-mile buffer. Studies include survey of 47 resources, record search</p> | <p><input checked="" type="checkbox"/> California Points of Historical Interest</p> <p><input checked="" type="checkbox"/> California Historical Resources Information System (CHRIS)</p> <p><input checked="" type="checkbox"/> Caltrans Historic Bridge Inventory (Completed by JRP Historical Consulting Services, 2005)</p> <p><input checked="" type="checkbox"/> Caltrans Cultural Resources Database (CCRD)</p> |
|---|--|

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(1), National Register assessment (1), and a site location report (1). AECOM's report *Alameda Street Widening from Anaheim Street to Harry Bridges Boulevard Project: Cultural Resources Technical Memorandum-Final*, identified five (5) historical resources in the APE and have determined the subject properties as ineligible as part of a CEQA study. For more details regarding the results of the record search, see the HRER.

5. PROPERTIES IDENTIFIED

- Mr. Brent Johnson, who meets the Professionally Qualified Staff (PQS) Standards in Section 106 PA Attachment 1 as a Principal Architectural Historian, has determined that the other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (Properties Exempt from Evaluation).
- Caltrans has determined there are cultural resources within the APE that were evaluated as a result of this project and are **not eligible** for inclusion in the NRHP. Under Section 106 PA Stipulation VIII.C.6, Caltrans requests SHPO's concurrence in this determination.

Name	Address/Location	Community	OHP Status Code	Map Ref. #
	936 N Mahar Avenue	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #1
	910 N Mahar Avenue	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #2
	1020 Blinn Avenue	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #3
	1609 E Grant Street	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #4
RPR Logistics	1041 N Henry Ford Avenue	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #5
	1026 Cristobal Avenue	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #6
Liberty Auto Dismantling	No address	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #7
	1523 East "I" Street	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #8
	1441 E Anaheim Street	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #9
American Integrated Services	1502 E Opp Street	Wilmington, City of Los Angeles CA	6Y, 6Z	MR#10
Japanese Truck Dismantling	940 N Alameda Street	Wilmington, City of Los Angeles CA	6Y, 6Z	MR#11

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Michoacan's Auto/Japanese Cars	1006 N Alameda Street	Wilmington, City of Los Angeles CA	6Y, 6Z	MR#12
Hotel Portlight/Alameda Motel	1050 N Alameda Street	Wilmington, City of Los Angeles CA	6Y, 6Z	MR#13
	1220-1222 N Alameda Street	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #14
	1248 N Alameda Street	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #15
	1260 N Alameda Street	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #16
	1634 E Denni Street	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #17
	1620 E Young Street	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #18
	1120 N Henry Ford Avenue	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #19
'I' Street Pacific Streetcar Tracks	860 Alameda Street	Wilmington, City of Los Angeles CA	6Y, 6Z	MR #20

6. FINDING FOR THE UNDERTAKING

- Caltrans, pursuant to Section 106 PA Stipulation IX.A, has determined a Finding of **No Historic Properties Affected** is appropriate for this undertaking because there are no historic properties within the APE.

7. CEQA CONSIDERATIONS

- Not applicable; **Caltrans is not the lead agency under CEQA.**

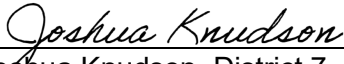
8. LIST OF ATTACHED DOCUMENTATION

- Project Location, Project Footprint, Right-of-Way Acquisitions and Properties Subject to Evaluation, and APE Maps (Attachment A)
- Minor Phasing Post-Review Discovery and Monitoring Plan (Attachment B)

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9. HPSR PREPARATION AND CALTRANS APPROVAL

Prepared by:  9/13/24 (Updated 12/13/24)
 Brent Johnson/Principal Architectural Historian Date
 Sapphos Environmental, Inc.
 430 N. Halstead Street
 Pasadena, CA 91107

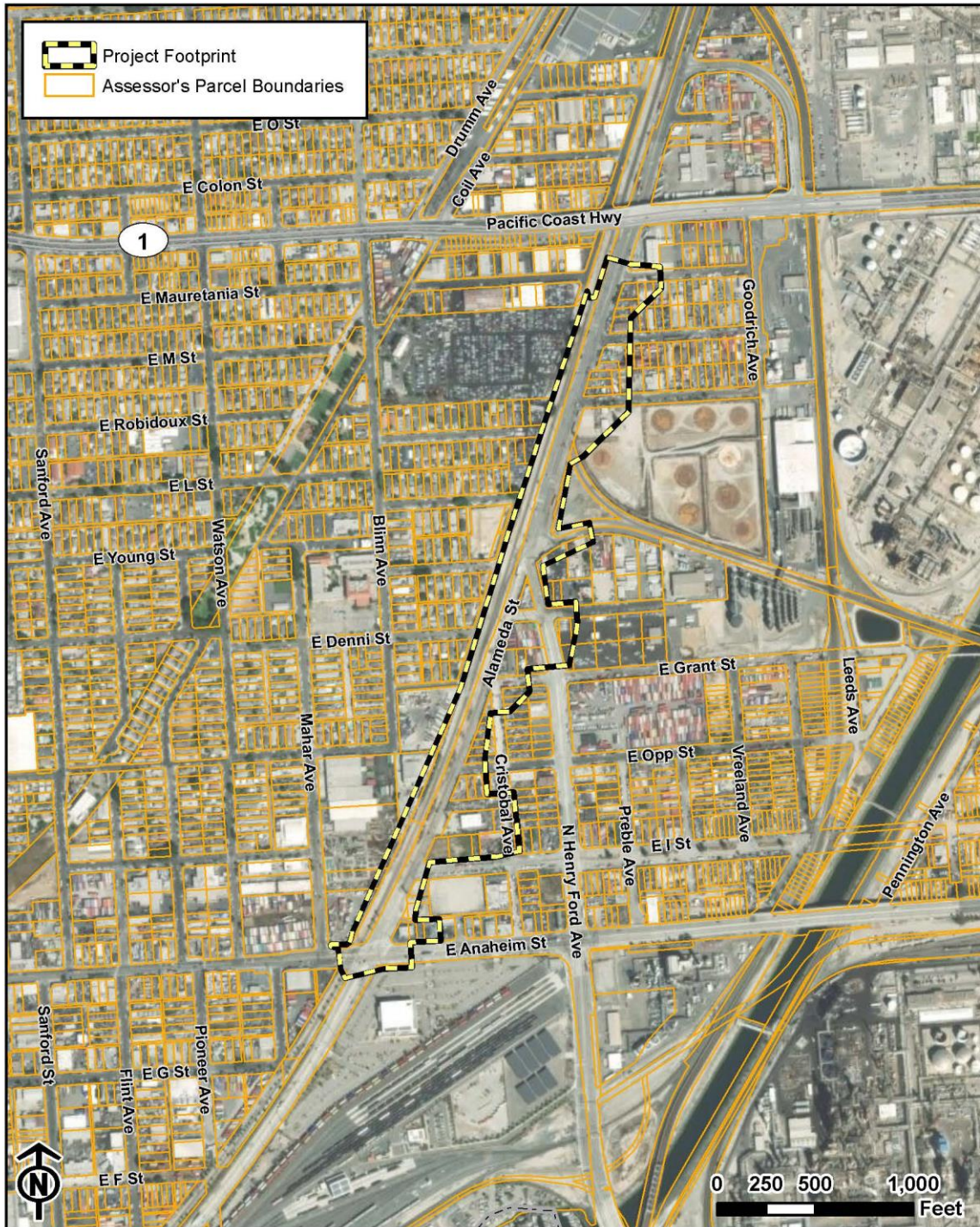
Reviewed for Approval by:  12/17/24
 District 7 Joshua Knudson, District 7, Date
 Caltrans PQS Principal Architectural Historian

Approval by:  12/17/2024
 District 7 Claudia Harbert, District 7 Date
 Environmental Branch Chief, Cultural Studies

ATTACHMENT A

Project Vicinity, Project Footprint,
Right-of-Way Acquisitions,
and Area of Potential Effects Maps

Project Footprint Map



Alameda Street Widening
 from Anaheim Street to 300 feet south of PCH
Project Footprint Map
 City of Los Angeles, Los Angeles County
 Federal ID: STPL-5006 (821)
 Source: ESRI; Parsons 2024. Map Last Saved: 4/12/2024



Right-of-Way Acquisitions and Properties Subject to Evaluation (1 of 2)



Alameda Street Widening
 from Anaheim Street to 300 feet south of PCH
Right-of-Way Acquisitions and
Properties Subject to Evaluation
 City of Los Angeles, Los Angeles County
 Federal ID: STPL-5006 (821)
Sheet 1 of 2
 Source: ESRI, SEI, LACO, Parsons 2024. Map Last Saved: 7/24/2024



- Area of Direct Impacts
- Area of Potential Effects (APE)
- Properties Subject to Evaluation
- Proposed Right of Way (ROW)
- Partial Parcel Acquisition
- Full Parcel Acquisition
- Assessor's Parcel Boundaries

Right-of-Way Acquisitions and Properties Subject to Evaluation (2 of 2)

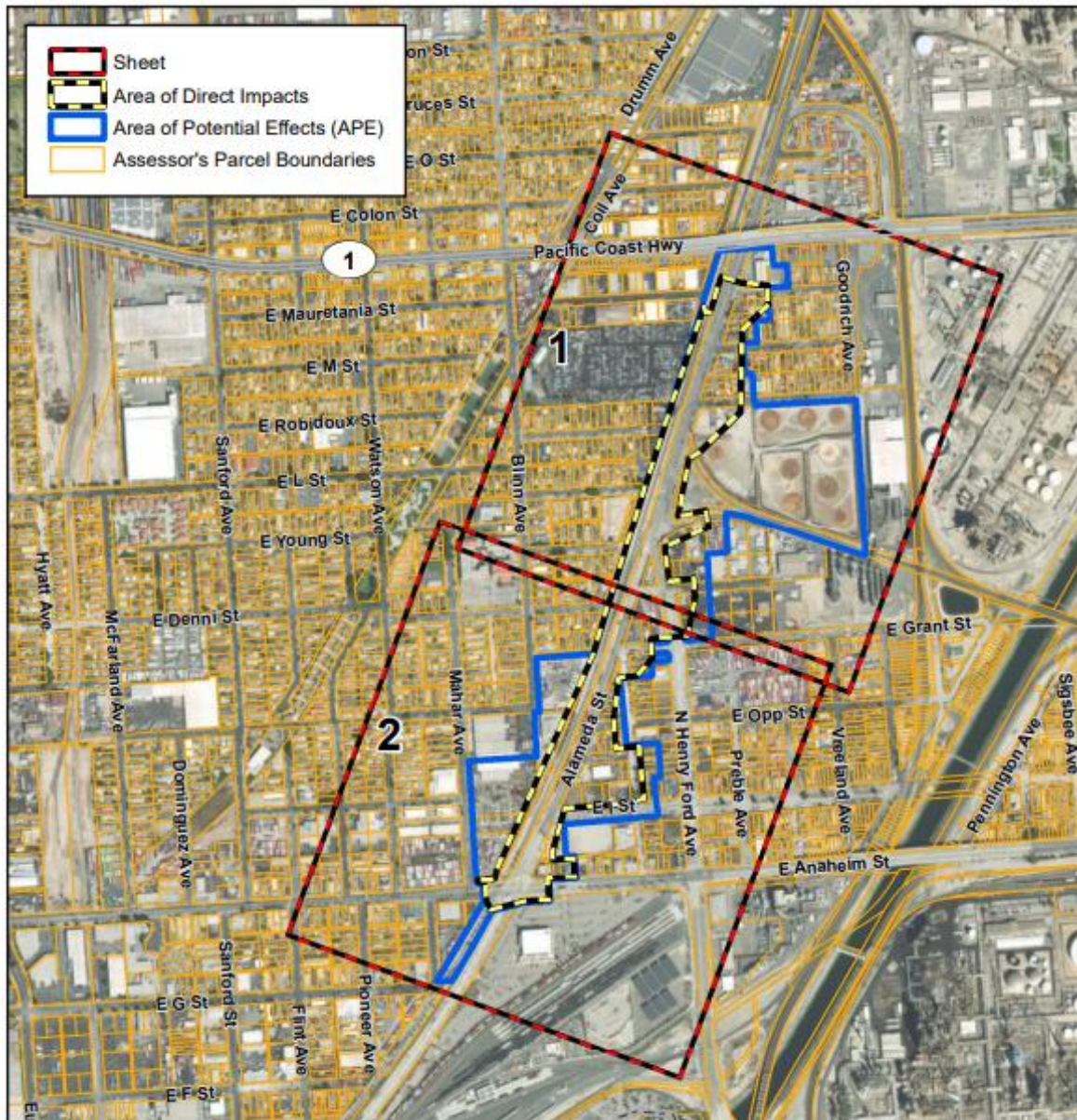


Alameda Street Widening
 from Anaheim Street to 300 feet south of PCH
Right-of-Way Acquisitions and
Properties Subject to Evaluation
 City of Los Angeles, Los Angeles County
 Federal ID: STPL-5006 (821)
Sheet 2 of 2
 Source: ESRI, SEI, LACO, Parsons 2024. Map Last Saved: 7/24/2024

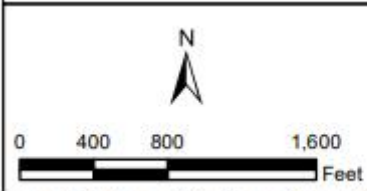


- Area of Direct Impacts
- Area of Potential Effects (APE)
- Properties Subject to Evaluation
- Proposed Right of Way (ROW)
- Partial Parcel Acquisition
- Full Parcel Acquisition
- Assessor's Parcel Boundaries

Area of Potential Effects Map (1 of 3)

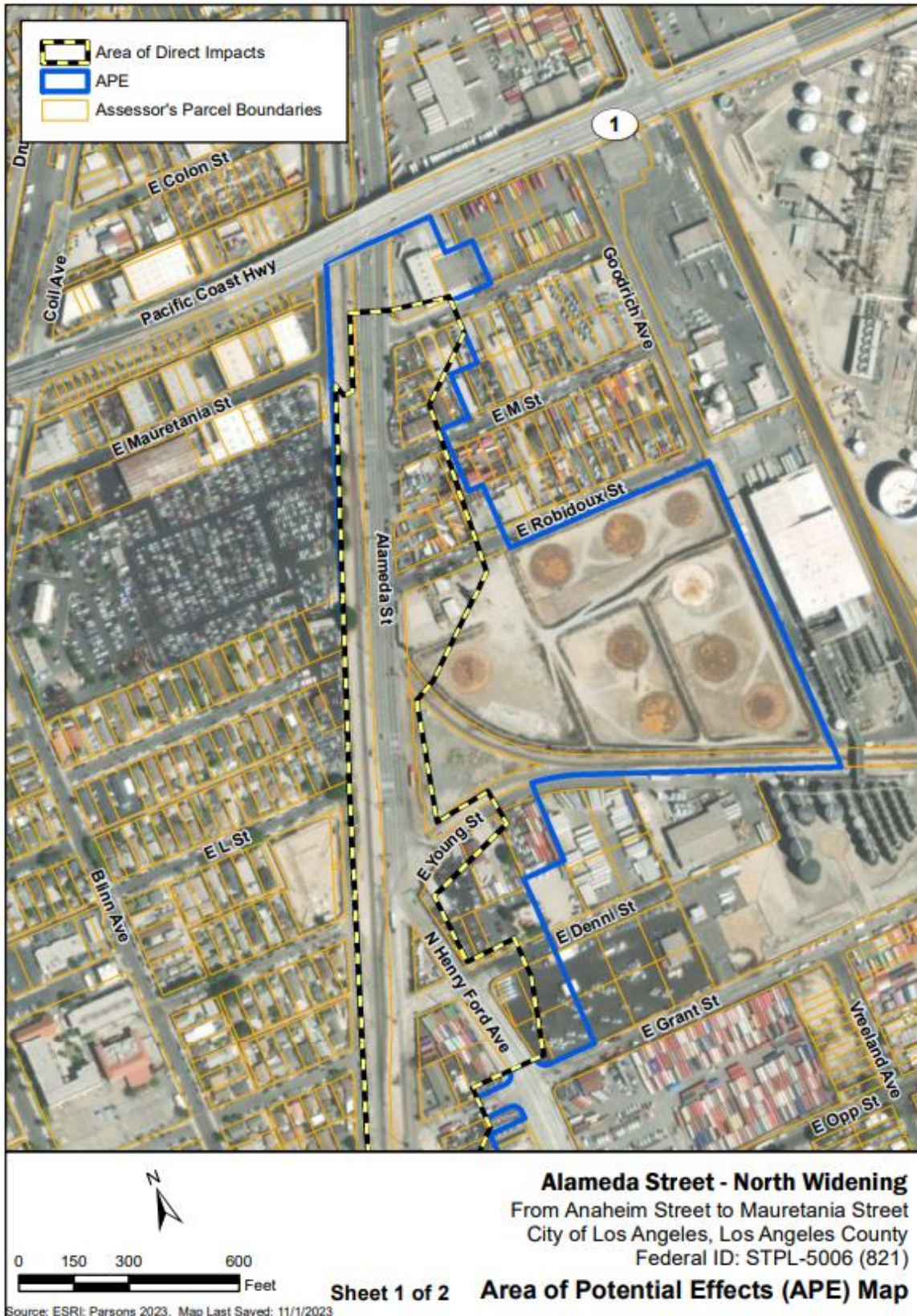


<i>Joshua Knudson</i>	11/8/23
Signature of Caltrans Professionally Qualified Staff	Date
<i>Vijay Kopparam</i>	11/29/2023
Signature of Caltrans Local Assistance Project Engineer	Date

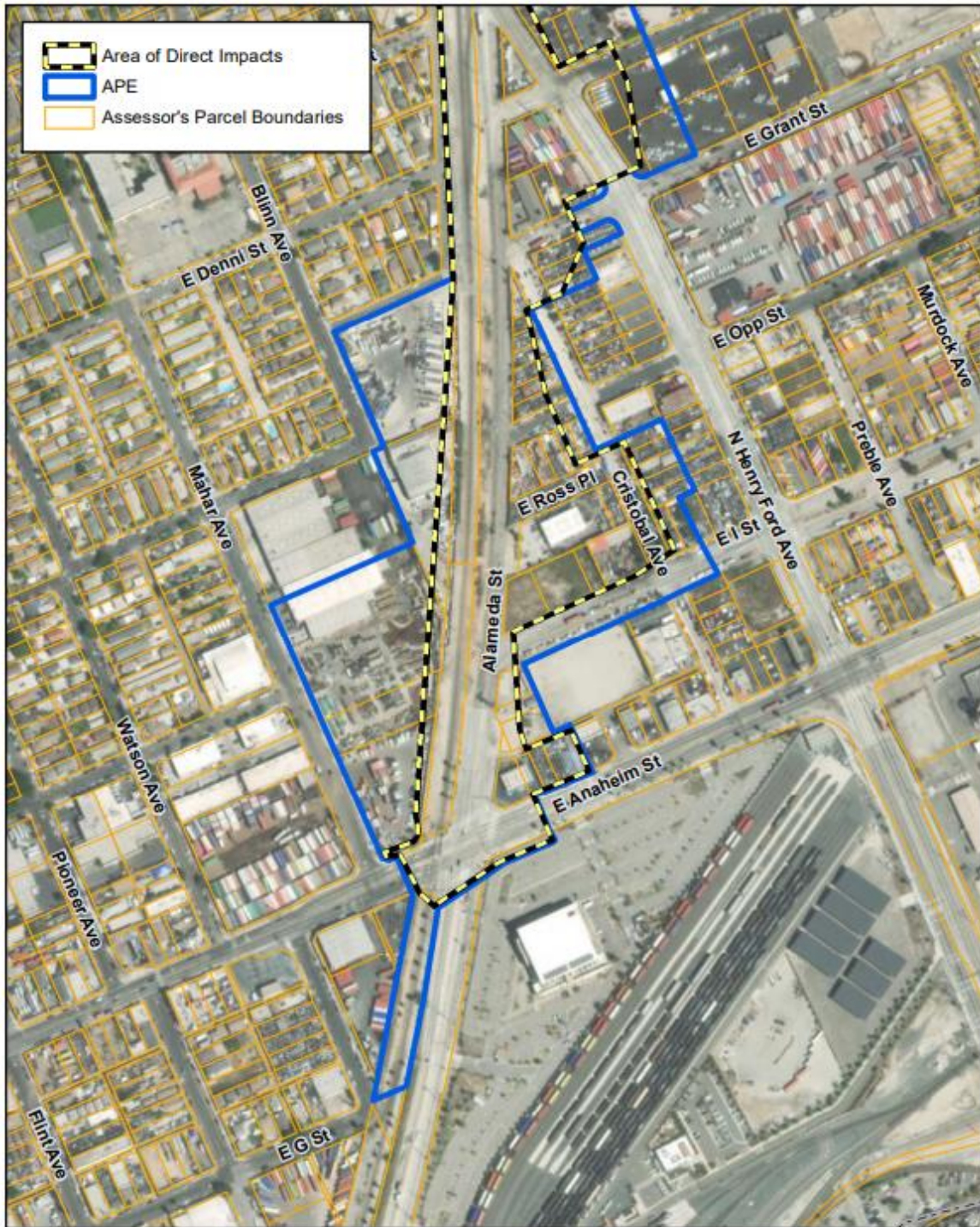


Alameda Street - North Widening
 From Anaheim Street to Mauretanian Street
 City of Los Angeles, Los Angeles County
 Federal ID: STPL-5006 (821)

Area of Potential Effects Map (2 of 3)



Area of Potential Effects Map (3 of 3)



Alameda Street - North Widening
From Anaheim Street to Mauretania Street
City of Los Angeles, Los Angeles County
Federal ID: STPL-5006 (821)

Sheet 2 of 2 **Area of Potential Effects (APE) Map**

Source: ESRI, Parsons 2023. Map Last Saved: 11/1/2023

ATTACHMENT B

Minor Phasing Post-Review Discovery and Monitoring Plan

From: James, Brian@DOT <Brian.James@dot.ca.gov>
Sent: Tuesday, November 12, 2024 9:19 AM
To: Harrison, Kimberly@DOT <Kimberly.Harrison@dot.ca.gov>
Subject: RE: Request for minor phasing Stip XII.B LA STPL-5006 (821)

Kimberly,

Thank you for the detailed information. The Cultural Studies Office approves minor phasing for the STPL-5006 (821) Alameda Street Widening Project, pursuant to Stipulation XII.B of the Section 106 PA. Please keep a copy of this approval for the project file.

As for the upcoming PA, technical documents completed under the existing PA do not need to be updated. If there is something specific you would think might be in conflict, you can let me know before submitting, otherwise most changes to the PA likely won't affect consultant documents. When you submit your final FOE and Phasing Plan they will reference the new PA as necessary and you can still use the previous technical documents as support.

Best regards-

Brian N. James, M.A.
Cultural Studies Office
Caltrans Division of Environmental Analysis
1120 N Street, MS 27, Sacramento, CA 95814
Ph: (916)995-0186

From: Harrison, Kimberly@DOT <Kimberly.Harrison@dot.ca.gov>
Sent: Wednesday, November 6, 2024 3:17 PM
To: James, Brian@DOT <Brian.James@dot.ca.gov>
Subject: Request for minor phasing Stip XII.B LA STPL-5006 (821)

Hi Brian,

I know we are bumping up against the new PA requirements, but I would like to request minor phasing for STPL-5006 (821) Alameda Street Widening Project due to pavement/minor access restrictions. Please let me know if I need to update documents now, I know we will need to if we submit January or later.

The City of Los Angeles Department of Transportation (LADOT), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen both sides of Alameda Street from Anaheim Street to 300 feet south of Pacific Coast Highway (PCH), a distance of approximately 0.68 mile. The project would reconstruct Alameda Street in conformance to its Boulevard II street classification and in accordance with the Bureau of Engineering's Standard Plan S-470-0. Specifically,

the proposed widening will transform Alameda Street from an existing roadway with two lanes in each direction to having three continuous through lanes in each direction and a median turning lane, within a minimum right-of-way (ROW) width of 105 feet. The proposed street improvements will include integral concrete curb and gutters sidewalks, driveways, asphalt concrete pavement, catch basins, street lighting, traffic signals and signage, and street trees. In addition, a combined Class I bike and pedestrian shared path with tree wells will be constructed on the east side of Alameda Street.

An archaeological pedestrian survey of the area of potential effects (APE) and historical research has failed to identify any archaeological resources within the APE. The survey reported poor visibility within the APE with extensive pavement ground cover.

A search of the South Central Coastal Information Center (SCCIC) located at the California State University at Fullerton located one post-contact cultural resource within 0.5-mile of the APE (P-19-004325, historic refuse/foundations). The search identified 8 previous studies that overlapped the current APE.

A search of the Native American Heritage Commission (NAHC)'s Sacred Lands File returned negative results.

Invitations to consult under Section 106 and AB52 were sent to 12 individuals listed in the contact form provided by the NAHC. Only one response, from the Gabrielino Band of Mission Indian - Kizh Nation, was received requesting consultation. Tribal representatives stated that the Alameda Corridor area had historically been an area where Native American tribes met for trading and social activities. They also said that even though the corridor is now developed with roads, residences, industry, railroad, and so forth, it is likely that tribal cultural resources may be present in the soil, including in previously disturbed areas. No further information has been received from these individuals since that discussion.

From historical records, railroad development began in this vicinity in the late 1870s. Topographic maps and images depict the area as completely urbanized by 1927. Alameda Street is depicted on topographic maps as early as 1942 along the footprint of the railroad.

A buried site sensitivity assessment identified Late Pleistocene and Holocene age soil within the APE, as well as a close proximity to the historical course of the Dominguez Channel and nearby wetlands. Based on the prehistoric site settlement patterns in upland areas and the composition of the alluvium, intact subsurface prehistoric sites are likely to occur in the alluvial deposits. These areas are considered to have moderate to high sensitivity for the presence of buried archaeological deposits.

An HRER has been prepared for this project and 20 built environment resources have been evaluated as not eligible. The HPSR package is being prepared for submission to SHPO for concurrence on these determinations. The current proposed finding is No Historic Properties Affected.

Based on consultation with Native American consulting parties, as well as the project buried site assessment, there is a potential that previously unidentified buried cultural resources may exist within the APE. However, no sites have been documented by any previous research within the APE, and the area is known to have been disturbed by modern development. Due to pavement

groundcover, Caltrans is unable to complete cultural resource identification efforts, and I request the use of minor phasing under Stipulation XII.B of the Caltrans Section 106 PA. A Minor Phasing Plan would be prepared with the HPSR package.

Please let me know if you have any questions.

Kim Harrison

Associate Environmental Planner – Archaeologist
PQS: Principal Investigator – Prehistoric Archaeology
and Co-Principal Investigator – Historical Archaeology
Caltrans District 7
Environmental Planning Division
100 S. Main St., MS-16A, Los Angeles, CA 90012
Work Mobile : (213) 266-6935
Email : Kimberly.harrison@dot.ca.gov

**MINOR PHASING PLAN: POST-REVIEW DISCOVERY
AND MONITORING PLAN FOR**

ALAMEDA STREET WIDENING PROJECT


LOS ANGELES COUNTY

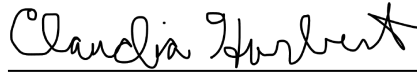
07-LA-Alameda Street-Anaheim Street/300 feet South of PCH

STPL-5006(821)

CONFIDENTIAL: NOT FOR PUBLICATION

Prepared by:  12-13-2024
Anne Kochaon, QEP Date
Based on The Archeological Survey Report prepared by
Sapphos Environmental, Inc.

Reviewed by:  12/18/2024
Kimberly Harrison Date
Associate Environmental Planner, Archaeologist
PQS Principal Investigator Prehistoric Archaeology
and Co-Principal Investigator – Historical Archaeology
Division of Environmental Planning
California Department of Transportation, District 7
100 S. Main Street, Los Angeles, California 90012

Approved by:  12/17/2024
Claudia Harbert Date
Environmental Branch Chief – Cultural Studies
PQS Principal Architectural Historian
Division of Environmental Planning
California Department of Transportation, District 7
100 S. Main Street, Los Angeles, California 90012

December 2024

National Archaeological Database (NADB):

USGS 7.5' Quadrangle: Long Beach, Calif.; Acres: 0.68 linear miles; Type of Survey: Intensive
Pedestrian Survey; Resources Identified within APE: None; Keywords: minor phasing, monitoring

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INTRODUCTION

The cultural studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, the United States Army Corps of Engineers' Sacramento District, San Francisco District, and Los Angeles District, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California (2024, Section 106 PA)* and California Environmental Quality Act (CEQA).

The City of Los Angeles Department of Transportation (LADOT), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen both sides of Alameda Street from Anaheim Street to 300 feet south of Pacific Coast Highway (PCH), a distance of approximately 0.68 mile. The project would reconstruct Alameda Street in conformance to its Boulevard II street classification and in accordance with the Bureau of Engineering's Standard Plan S-470-0.

Specifically, the proposed widening will transform Alameda Street from an existing roadway with two lanes in each direction to having three continuous through lanes in each direction and a median turning lane, within a minimum right-of-way (ROW) width of 105 feet. The proposed street improvements will include integral concrete curb and gutters sidewalks, driveways, asphalt concrete pavement, catch basins, street lighting, traffic signals and signage, and street trees. In addition, a combined Class I bike and pedestrian shared path with tree wells will be constructed on the east side of Alameda Street.

The cultural resources inventory and identification efforts for this project include a review of existing literature and historic maps; a records search conducted at the South Central Coastal Information Center (SCCIC) located at the California State University at Fullerton, as well as the Native American Heritage Commission's (NAHC) Sacred Lands Files; an intensive-level pedestrian survey of the ADI; and an assessment of the potential for subsurface archaeological deposits.

A records search of the project's APE and a half-mile buffer beyond the APE was conducted at the SCCIC on March 2023, by Sapphos Employee Carrie Chasteen, MA. An updated record search was conducted on September 25, 2024, by Sapphos Employee Lilibeth Tome, BA. The results of the record search indicated 27 cultural resources studies have been conducted within a half-mile search radius of the Project APE. Of these cultural resource studies, 8 previous studies occurred within the Project APE and half-mile buffer.

The NAHC performed a search of their Sacred Lands Files, resulting in the finding that there are no known sites located within the project region. They provided direction that 12 tribes be contacted.

In addition to the SCCIC records search, other sources were consulted to obtain information regarding the cultural context of the APE, including the NRHP, CRHR, California Historical Resources Inventory System (CHRIS), California Historical Landmarks (CHL), City of Los Angeles Office of Historic Resources, and California Points of Historical Interest (CPHI).

An intensive-level pedestrian survey was conducted on October 11, 2023 (approximately 31.25 acres). The ground survey was constrained by the presence of parked vehicles, containers, and other equipment stored at the adjacent industrial developments. No cultural resources were identified during the survey.

However, due to ground cover and access limitations, Caltrans District 7 has proposed the implementation of a minor phasing and construction monitoring plan to specify procedures to be followed prior to and during construction activities, as well as methods for continuing and completing consultation with SHPO after construction is complete to ensure compliance with the Section 106 PA. CSO approved the use of minor phasing pursuant to Stipulation XII.B of the Section 106 PA on November 11, 2024.

The Gabrieleno Band of Mission Indians - Kizh Nation has requested to be a consulting party for this project.

1. PROJECT DESCRIPTION

The City of Los Angeles Department of Transportation (LADOT), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen both sides of Alameda Street from Anaheim Street to 300 feet south of Pacific Coast Highway (PCH), or where Mauretania Street intersects with Alameda Street (a distance of approximately 0.68 mile) (see Figure 1, Project Area of Potential Effects Map). The project would reconstruct Alameda Street in conformance to its Boulevard II street classification and in accordance with the Bureau of Engineering's Standard Plan S-470-0.

Specifically, the proposed widening will transform Alameda Street from an existing roadway with two lanes in each direction to having three continuous through lanes in each direction and a median turning lane, within a minimum right-of-way (ROW) width of 105 feet.

The proposed street improvements will include integral concrete curb and gutters sidewalks, driveways, asphalt concrete pavement, catch basins, street lighting, traffic signals and signage, and street trees, in addition to the following:

- Denni Street/Henry Ford Avenue/Alameda Street: The current triangular-shaped street intersection would be replaced with a single T-intersection at a newly configured intersection of Henry Ford Avenue and Alameda Street.

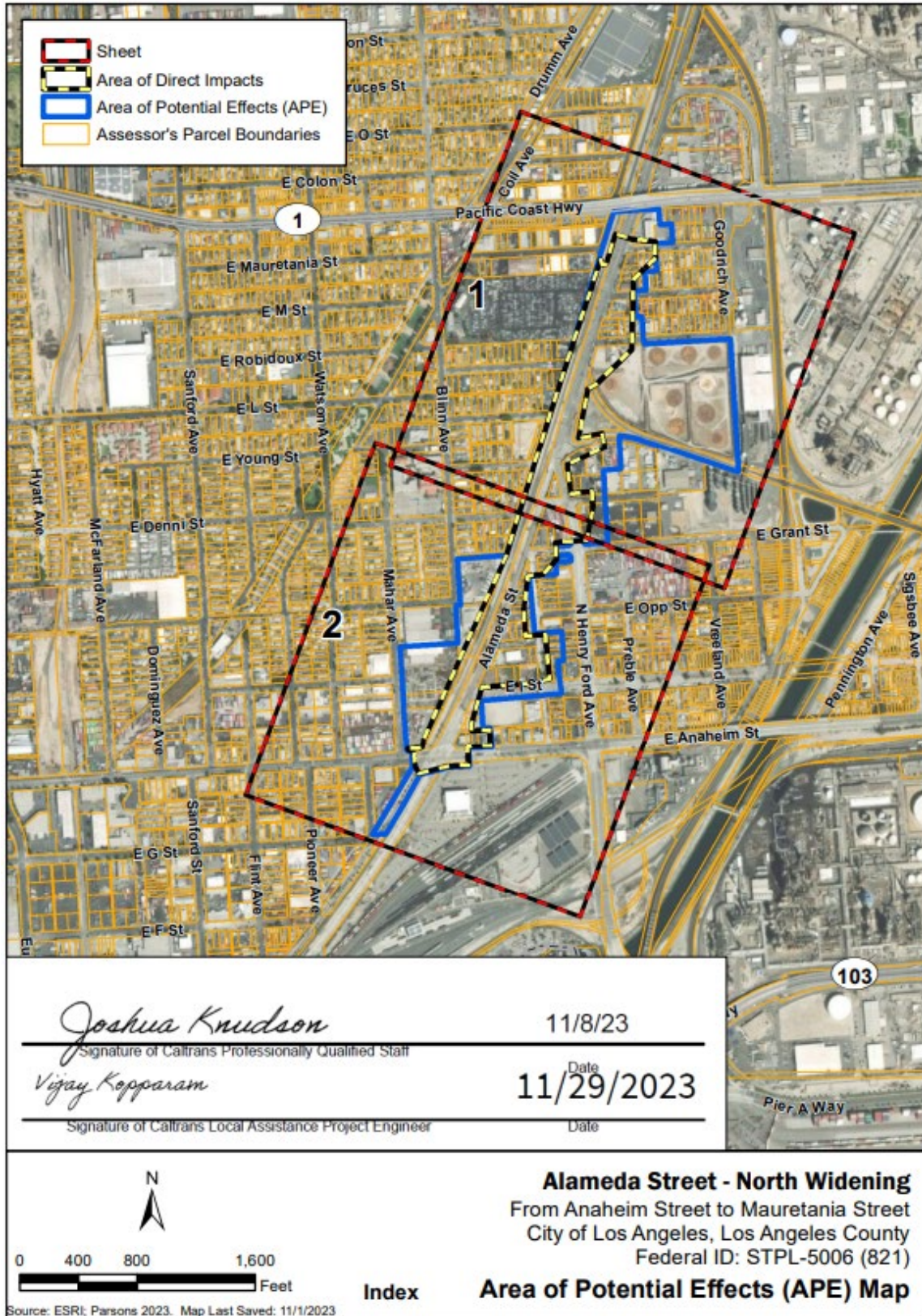


Figure 1: Area of Potential Effects Map - 1 of 3

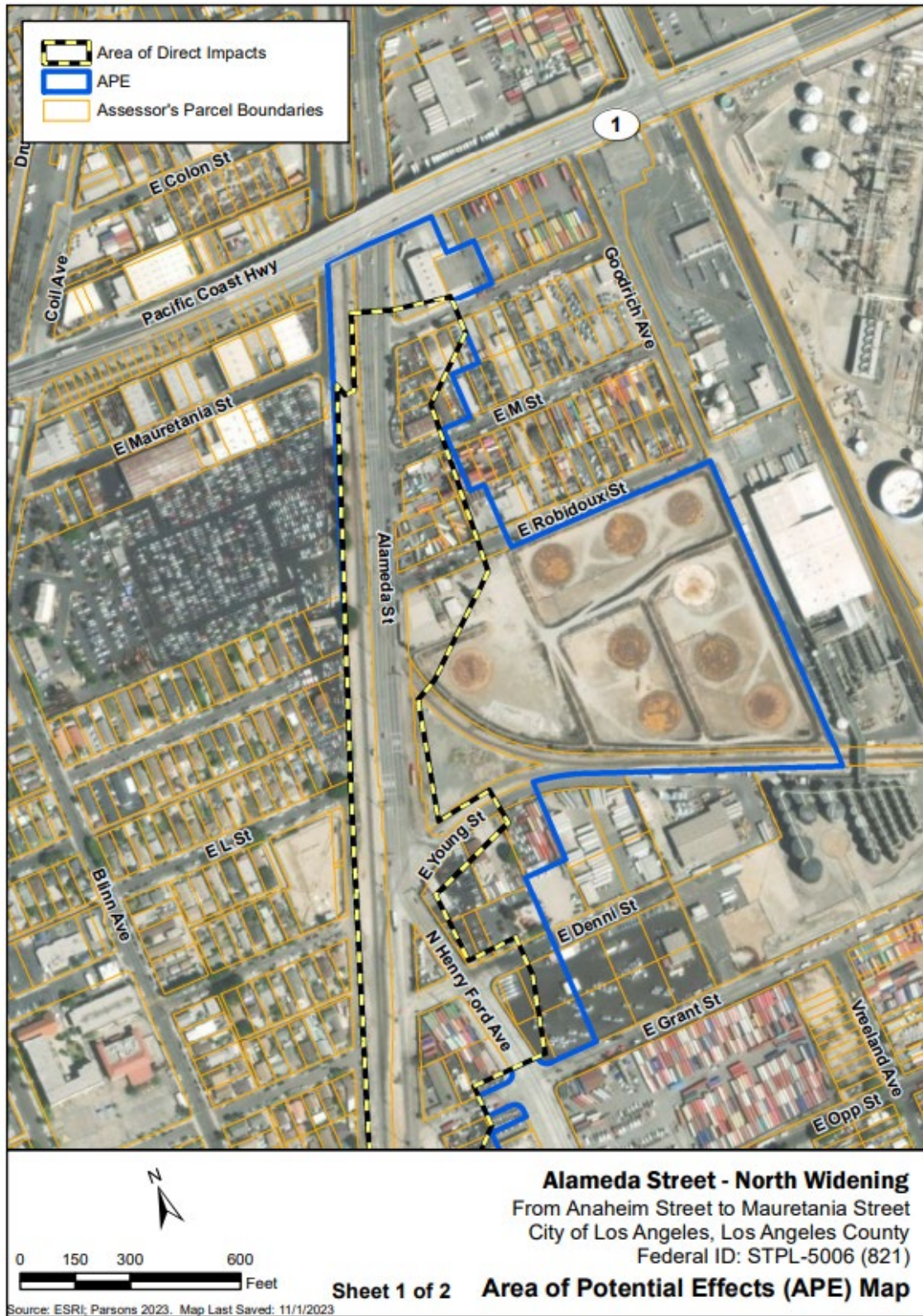


Figure 1. Area of Potential Effects Map – 2 of 3

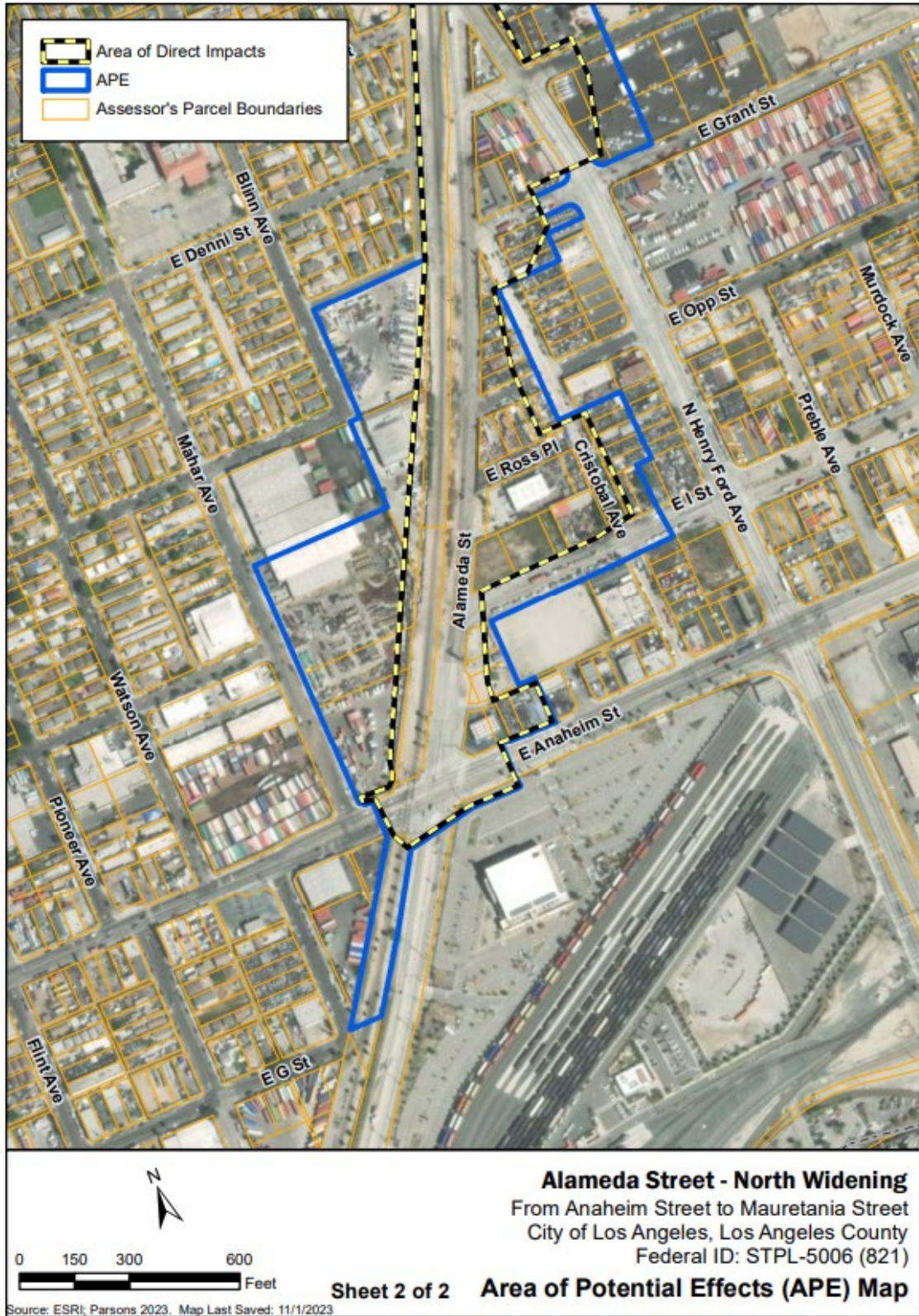


Figure 1. Area of Potential Effects Map – 3 of 3

- Grant Street/Alameda Street/Cristobal Avenue: Cristobal Avenue (near Grant Street) will be redesigned for one-way northbound traffic feeding into Grant Street (an east-west street). An accessible route will be provided in the Alameda Street and Grant Street intersection with the required right-of-way acquisition.
- Ross Place/Alameda Street: Ross Place is a non-continuous, unimproved paper street, between Alameda Street and Cristobal Avenue that is currently being used by the fronting private property owners as a dismantling and storage facility. This paper street would be vacated, with a required storm drain easement.

In addition to providing three continuous through lanes in each direction with a median turn lane and the intersection improvements listed above, a combined Class I bike and pedestrian shared path with tree wells will be constructed on the east side of Alameda Street. Also to be constructed are new and upgraded traffic signals, upgraded storm drain facilities (e.g., new and relocated catch basins, connector pipes and related facilities), streets lights, and street trees.

The project is considered a federal "undertaking" subject to the authority of the National Historic Preservation Act of 1966, as amended (NHPA). Caltrans is the lead federal agency for the project (undertaking). In addition, the project is subject to state historic preservation laws and regulations set forth in the California Environmental Quality Act (CEQA) (Public Resources Code §21000 et seq.) and California PRC, Section 5024 and 5024.5.

2. ARCHAEOLOGICAL SENSITIVITY AND RATIONALE FOR DISCOVERY PLAN

No new prehistoric or historical archaeological resources were identified as a result of the pedestrian survey conducted within the APE. The APE is currently developed with buildings, pavements, and disturbed land surfaces.

Sensitivity for buried archaeological sites was derived by examining the age of sediments based on geological maps and soil boring data, existing soil types, and local ethnographic settlement patterns and site locational information of known prehistoric occupations.

Alluvial soil types present in the APE have an increased level of archaeological sensitivity, as the geological periods associated with alluvial soils coincide with the peopling of the Americas. Within the Project APE, Quaternary Period (Pleistocene and Holocene alluvial fan and valley) deposits predominate. In California generally, Pleistocene soils, (dated between two million and 11,000 years ago, (or older in age) and early Holocene (8,000 to 11,000 BP) deposits are considered to be very low in archaeological sensitivity. The Middle Holocene (8,000 to 5,000 years BP) is considered to be potentially sensitive. Late Holocene (5,000 years ago to present) are also considered to be sensitive depending on other factors such as the presence of known archaeological sites and major water sources. The

presence of potentially Holocene aged soils (alluvium) and the project's proximity to water (and other related resources) suggest that there is the potential for archaeological sensitivity throughout the APE.

The project may encounter native alluvial Holocene soils as part of the proposed project excavations. Based on the prehistoric site settlement patterns in upland areas and the composition of the alluvium, intact subsurface prehistoric sites are likely to occur in the alluvial deposits. These areas are considered to have moderate to high sensitivity for the presence of buried archaeological deposits.

3. ARCHAEOLOGICAL CONTEXT AND RESEARCH DESIGN

This section of the Plan is adapted from the ASR and consists of summarized information regarding the physical and cultural setting of the APE in the ASR.

3.1 Environmental Context

3.1.1 Topography

The project area is within the Southern Coastline Geomorphic Sub-Province, which comprises the western, coastal portions of the Transverse Ranges and Peninsular Ranges (Fuller 2015b). The east-west trending Transverse Ranges extend from the westernmost Northern Channel Island of San Miguel to the Mojave Desert and includes portions of the San Bernardino and San Gabriel Mountains (Fuller 2015c). The north-south trending Peninsular Ranges extend from the westernmost Southern Channel Island of San Nicolas eastward into the Colorado Desert, and from the Los Angeles Basin southward into Baja California, Mexico (Fuller 2015a). Situated in the Southern Coastline Geomorphic Sub-Province, the project area's landforms include coastal terraces and flood plains with a very gentle slope (U.S. Department of Agriculture [USDA] 2023).

3.1.2 Hydrology, Geology, and Soils

The project area is underlain by older alluvium, lake, playa, and terrace deposits over marine and nonmarine (continental) sedimentary rocks of the Pleistocene and Pleistocene-Holocene periods. The alluvium is unconsolidated and semi-consolidated. While the underlying rocks are mostly nonmarine in origin, it includes marine deposits near the coast (CDOC 2015). Soil types within the APE are not specified as the area is designated as Urban Land, with thums, windfetch, typic xerorthents, and typic haploxeralfs (USDA 2023).

The project area is located within the San Pedro Bay subwatershed of the San Gabriel watershed. The area generally drains into the Dominguez Channel to the east and the Los Angeles Harbor to the south. The project segment is outside the base 100-year floodplain of the Dominguez Channel or the areas along the Dominguez Channel that have reduced flood risk due to a levee, as designated by the Federal Emergency Management Agency (FEMA).

3.1.3 Climate, Flora/Fauna, and Current Land Use

In the Southern Coastline Geomorphic Sub-Province, the area climate tends toward the mild, Mediterranean-like climate that is common throughout Southern California (Fuller 2015a). It features a mild winter with rainfall between November and May, and a warm, dry summer (Moratto, 2004: 19). Sea surface temperatures are also mild, relative to northern California, and the shoreline contour contributes to the flow of warm water from Baja California northward towards Point Conception, via the Southern California Counter-current (Fuller 2015a; California State University Long Beach 2023). Climatic conditions in this region varied substantially during prehistoric times.

The Holocene epoch (11,000 Years Ago to present) is warmer than the preceding Pleistocene epoch. The transition from one epoch to the other issued changes in climate as glaciers melted and retreated from continents, and these changes led to the climatic conditions in California today. Paleoclimatic studies have revealed that climatic conditions of the late Holocene were similar to historic conditions in California, characterized by cool/moist periods until approximately 1860, when California's warmer and dryer Mediterranean-like climate became more predominant (Moratto et al. 1978: 151). Weather patterns altered ambient temperatures and the availability of water, which in turn transformed the flora and fauna of the altered ecosystem. Dependent on these resources, human beings also adjusted their ways of life in order to survive (Moratto et al. 1978).

The vicinity of the Project area, in the Wilmington neighborhood of Los Angeles, is currently a heavily developed urban environment. The PHL railroad tracks run parallel to, and west of, Alameda Street. East of the railroad tracks commercial and industrial businesses are dominant, while residential neighborhoods form the majority land use west of the tracks. Vegetation is limited, consisting of scattered street trees and weeds along Alameda Street. Although no animals were observed in the study area during the pedestrian survey, common animal species in the area include birds, ground squirrels, mice, racoons, and insects.

3.2 Archaeological/ Prehistoric Context

At the time of contact, the Native Americans subsequently known as the Gabrieleño occupied lands around Los Angeles, and their territories comprised nearly the entire basin comprising the counties of Los Angeles and Orange. They belonged to the Takic family of the Uto-Aztecan linguistic stock. Named after the Mission San Gabriel, the Gabrieleño are considered to have been one of the two wealthiest and largest ethnic groups in aboriginal southern California (Bean and Smith 1978: 538), the other being the Chumash. This was largely due to the many natural resources within the land base they controlled, primarily the rich coastal section from Topanga Canyon to Aliso Creek, and the offshore southern Channel Islands of San Clemente, San Nicolas, and Santa Catalina.

The Takic-speaking ancestors of the Gabrieleño arrived in the Los Angeles Basin around 1500 BC and spread throughout the area, displacing a preexisting Hokan-speaking population (Sutton 2005). The first Spanish contact with the Gabrieleño took place in 1542, when Juan Rodriguez Cabrillo arrived on Santa Catalina Island. In 1602, the Spanish returned to Santa Catalina under Sebastián Vizcaíno. In 1769, Gaspar de Portolá made the first attempt to colonize Gabrieleño territory. By 1771, the Spanish had built four missions, and the decimation of the Gabrieleño had already begun (Bean and Smith 1978: 540–41). European diseases and conflicts among the Gabrieleño population, as well as conversion to Christianity, carried a toll in their numbers, traditions, and beliefs.

Although determining an accurate account of the population numbers is difficult, Bean and Smith (1978: 540) state that by AD 500, the Gabrieleño established permanent settlements and their population continued to grow. Early Spanish accounts indicate that the Gabrieleño lived in permanent villages with a population ranging from 50 to 200 individuals. The Gabrieleño population surpassed 5,000 people by around 1770.

Several types of structures characterized the Gabrieleño villages. They lived in domed circular structures covered with tule, fern, or carrizo. Communal structures measured over 60 feet in diameter and could house three or four families. Sweathouses, menstrual huts, and ceremonial enclosures were also part of the village arrangements (Bean and Smith 1978: 542).

The Gabrieleño practiced different subsistence strategies that included hunting, fishing, and gathering. Hunting activities in land were carried out with the use of bow and arrow, deadfalls, snares, and traps. Smoke and throwing clubs also were used to assist with the hunt of burrowing animals. Aquatic animals were hunted with harpoons, spear-throwers, and clubs. Although most fishing activities took place along rivers and from shore, open water fishing trips between mainland and the islands also took place using boats made from wood planks and asphaltum. The Gabrieleño fishing equipment included fishhooks made of shells, nets, basketry traps, and poison substances obtained from plants (Bean and Smith 1978: 546).

The Gabrieleño diet included a large number of animals, such as deer, rabbit, squirrel, snake, and rats, as well as a wide variety of insects. However, some meat taboos also existed. The meat of bears, rattlesnakes, stingrays, and ravens was not consumed; these animals were believed to be messengers of the god Chengiichngech. Aquatic animals such as fish, whales, seals, sea otters, and shellfish were also an important part of the diet, mainly among the coastal population (McCawley 1996: 116–17, 121, 126).

A variety of plant foods were consumed by the Gabrieleño, the main one being acorns. These nuts are rich in nutrients and have a high content of fiber and fat. Other plants used for consumption by the Gabrieleño include the seeds of the Islay (*Prunus ilicifolia*), which were ground into a meal; and the seeds and shoots

of the Chía (*Salvia columbariae*), which were eaten raw, made into loaves, or mixed with water to make a beverage. Roots and bulbs were also part of the diet among the mainland and island groups, as well as clover, wild sunflower seeds, and cholla seeds. Wild tobacco was used for medicinal purposes and as a sedative and narcotic (McCawley 1996: 128–31).

The Gabrieleños were involved in trade among themselves and with other groups. Coastal Gabrieleños exchanged steatite, shell and shell beads, dried fish, sea otter pelts, and salt with inland groups for acorns, seeds, obsidian, and deerskins (Bean and Smith 1978: 547). During the late prehistoric period, the principal trade item, both among the Gabrieleño and for export to other groups, was steatite. Also known as soapstone or soaprock, major outcroppings of steatite are found on Santa Catalina Island. Steatite was widely used among the Gabrieleño to make arrow straighteners and artistic or ritualistic objects. In addition, this rock was used in the making of functional objects for food preparation such as bowls, mortars, pestles, and comals (Bean and Smith 1978: 547). Archaeological data indicate that a steatite “industry” developed prehistorically on the island that involved the large-scale trade of both raw materials and finished artifacts to mainland communities (Bean and Smith 1978: 547).

3.2.1 Spanish and Mexican Era Setting

Contact Period (CE 1542–1769)

Beginning in 1542 with Juan Rodriguez Cabrillo's naval expedition along the California coast and continuing for the next 125 years, most of the contact between European and Native American populations largely occurred in areas along the Pacific Coast. During this period, interactions between the Native American people of the interior of Southern California and European populations were limited and sporadic. Most of the interaction between Native Americans and the Spanish happened because of occasional landfalls made by ships sent by the Spanish Empire and other European powers attempting to reach Monterey Bay or exploring the coast of Alta California. The Contact Period (1542–1769) was defined by European exploration of coastal areas. More impactful interactions with European cultures and powers would begin with the onset of overland expeditions by the Spanish that originated in Mexico.

The first of these overland expeditions was led by the Spanish governor of the province of California, Gaspar de Portolá. The expedition departed San Diego on July 14, 1769, and marked the first European exploration by land into what is now the State of California (Browning 1992: xxxi). The goal of this expedition was to establish a military presence in California to deter competing settlement efforts by both the Russian and British empires in the Pacific Basin and to find locations for Franciscan missions that would be established to extend Spanish control of Alta California. Accounts of this expedition include those of Fray Juan Crespi (Bolton 1927), Miguel Costansó (Browning 1992), and Pedro Fages (Priestley 1937).

Mission Period (CE 1769–1822)

The arrival of the Spanish and the subsequent establishment of the missions would have severe consequences for the Native American population throughout California. These effects were caused by many factors, including the alteration of the landscape due to the introduction of European plants and animals, the destruction of social systems caused by the imposition of the mission system, and the introduction of European diseases. The settlement of California was a Spanish state enterprise led by a combination of soldiers and missionaries sent to settle the territory of Alta California through the establishment of missions. The Spanish government in Mexico realized they could not recruit enough settlers to help establish these missions; therefore, the plan was to recruit and convert to Christianity the native peoples of Alta California. The establishment of the mission system was meant to address the threat to Spanish control posed by expansionist interests along the Pacific Coast by the Russian and English empires. This was to be accomplished by converting the indigenous peoples who lived in Alta California into Catholic citizens of Spain. The missions' economic function depended heavily on the labor of the local Native American population who supplied the primary workforce that both built and operated the missions and their related settlements. In the charter of the Alta California missions there was a stipulation that, ten years after a mission's establishment, it should be given to the Indians for their benefit. This promised transition to Native American control never occurred (Lightfoot 2005).

The project area is in what was Mission San Gabriel's sphere of influence during the Mission Era. Mission San Gabriel was founded in 1771 and Los Angeles was founded in 1781. The Native Americans who occupied the project area were recruited (willingly or unwillingly) by missionaries, converted, and put to work in the mission. Throughout this period, the Native American populations throughout California declined substantially. The cause of this decline was multi-faceted and included European diseases, poor nutrition, and tribal conflict (Cook 1976). The loss of some or most of the members of traditional tribal groups to the mission system, combined with a population decline caused by European contact, left the Native American populations without the resources necessary to continue their traditional social organization (Milliken 1995). These pressures led to the end of traditional subsistence methods for California's native people in general and the project area specifically.

Rancho Period (CE 1822–1850)

The Wilmington area was part of Rancho San Pedro, which was a Spanish land grant owned by the Dominguez family in 1784.

In 1821, Mexico declared independence from Spain, and the following year, California became a Mexican territory. After California's absorption into what would become the Republic of Mexico, the mission properties and lands were secularized in 1834.

In 1834, a part of the Rancho San Pedro land grant was decreed by Governor Figueroa to the Sepulveda family as a part of the Rancho Palos Verdes grant.

The lands used to support the missions were seized by the Mexican government from the Church and distributed in very large land grants, with the vast majority of the mission properties ending up in the hands of a few prominent Californio families. It was during this period of transition from Spanish Imperial control to Mexican governance that the Californio culture was established. Native Americans continued as laborers for the Californios during the Rancho Period (Beck and Haase 1988: 24).

General Phineas Banning bought 24,000 acres of land in 1854, which included Rattlesnake Island formed by a shallow inner bay. He initially called this area New San Pedro and later renamed it Wilmington, where he built a wharf and channel and set up a shipping business to serve the pueblo of Los Angeles. The first ship unloaded in Wilmington in 1861 and a post office was built in 1863.

The land use pattern throughout Alta California during this period expanded to include cattle ranches that produced commodities for the hide and tallow trade. Along with the economic shift, Native Americans, former neophytes, and immigrants also supplied labor for the manufacturing of such items as leather, soap, saddles, harnesses, blankets, shoes, and wagons (Marschner 2002: 154).

The treatment of Native Americans worsened during the Rancho Period. Former neophytes of the now-secularized missions were forced off whatever land they had occupied or were put to work on what became privately-owned ranchos, usually as slaves. This was indicative of the differences between the mission colonization of the Spanish and the exploitive treatment of native peoples by the Ranchos. This pattern would continue into the American Era. Whereas the missions sought to utilize the neophytes' labor (forcibly, if necessary) and make them Spanish citizens, the Rancho system (under both Mexican and American control) saw native people generally as compelled labor.

3.2.2 American Era Setting

Early American Period (CE 1850–1882)

California was admitted to the Union on September 9, 1850. The discovery of gold in 1848 in the Sierra Nevadas ignited a major migration into the northern half of California as immigrants poured into the territory seeking gold or the opportunities it presented. The huge influx of people had a major impact on the environment and the remaining indigenous populations. Beginning in 1849, the gold rush drastically altered California's freshwater systems and created a shortage of rancho workers who diverted their labor to mining gold. This loss of the rancho workforce—and the huge increase of American migrants to California, squatting on land once part of ranchos—would later contribute to the disintegration of the Mexican land grants and the eventual division and sale of land grant property (Robinson 1979). As miners poured into California in search of gold, the California

territory found itself unprepared for the population boom that resulted from the gold rush. Simultaneously, the military and local governments could not maintain their authority. This mostly male immigration into California from other parts of the United States and even other countries drastically altered the demographics and environmental conditions in California. Miners seeking workable claims conflicted with the Native American peoples who historically occupied the land in and around mining claims. Vigilantes, bounty hunters, and groups of miners began attacking Native Americans throughout California with relative impunity. Several major massacres and what must have been thousands of smaller acts of violence occurred during this time period in California. Cook (1976) estimated about 310,000 native people lived in California in pre-contact times, and the population dropped to perhaps 25,000 by the end of the 19th century.

There were 18 unratified treaties between the United States and California tribes submitted to the U.S. Senate on June 1, 1852, by President Millard Fillmore. Unknown to the tribal signatories, the U.S. Senate did not ratify the treaties, thereby reneging on the terms of the treaty documents. Because of their unrecognized legal status, the Native American populations across the state were left vulnerable to abuse and subjugation at the hands of settlers and by policies of the State of California that encouraged the displacement and removal of the Native American population.

Banning and B. D. Wilson donated 60 acres to the U.S. government in 1859 for Camp Drum and thousands of soldiers were assigned to the Camp Drum. By 1869, trains on the area's first railroad ran directly from Los Angeles to Banning's Wharf. When the harbor's main channel was deepened, Banning's Wharf served ships travelling to Hawaii and Catalina Island starting in the 1890s. In the 1960s, the landing was moved to San Pedro, which served as the main gateway for international competitors in the 1932 Olympics.

In 1906, Los Angeles annexed Wilmington and San Pedro into the City. Harbor improvements were constructed after the sale of bonds were approved in 1913. When oil was discovered in the area in 1921, oil-related industry developed. The area has since grown as numerous fishing, canning, and shipping businesses were established in the area.

Post-War Period (CE 1940–1968)

In 1945, following the war, new methods in shipping and changes in commerce dramatically altered the port. This included extensive repairs and maintenance that had been deferred during the war, as well as expansion into the vacant land previously occupied by Japanese American homes and businesses. The Port of Los Angeles also experienced an increase in labor and construction due to wartime workers, previously employed in the defense industry, who decided to remain after the war. The shipment of lumber, and other materials, also increased to meet the demand of the post-war era, and the Port of Los Angeles continued to build up and develop through the 1940s and 1950s (LSA Associates 2011/2018).

Development included the import of automobiles from Japan. In 1959, voters approved a measure that authorized the Harbor Department to finance harbor improvements with revenue bonds. This led to a large-scale replacement of older terminals, as well as the renovation of additional terminals (LSA Associates 2011/2018).

Contemporary Period (CE 1968–Present)

Containerization defined the physical development of the Port during the 1960s and 1970s. This led to manufacturing of new ships, truck trailers, and cargo cranes that were designed to handle standard cargo containers and also the construction of new port facilities (Applied EarthWorks 2014, 2013). During the 1970s, the Port of Los Angeles continued to widen the Main Channel to accommodate larger cargo ships, and to create new landfill from the dredged sediments as a way to increase storage space, the construction of new terminals, and provide general maintenance and upgrades. During the early 1980s, the Port of Los Angeles included an Intermodal Container Transfer Facility to provide a harbor railhead closer to the port. In 2002, the Alameda Corridor was completed. This corridor, or cargo expressway, enabled a vigorous connection between the port and the mainland tracks located near the downtown area. Furthermore, the Alameda Corridor also reduced traffic congestion by eliminating grade crossings (LSA Associates 2011/2018).

3.3 Historical Context: Anaheim Street and Alameda Street

In the early 1900s Long Beach developer Charles H. Hoge formed the Domingues Investment Company, which subdivided and developed the 200-acre Domingues Harbor Tract. The tract is located north of Anaheim Road, which runs from Long Beach to Wilmington (Guinn 1907). Anaheim Road was established during the 1880s and later renamed Anaheim Street at the turn of the century. In the 1870s the Southern Pacific Railroad's Long Beach branch line was established (California Department of Engineering 1888); by 1925 the Pacific Electric Railroad line was established. Anaheim Street was first paved in 1915 with additional sections added in 1918, 1919, and 1941 (Los Angeles County Public Works 2017). During the 1920s, in the present footprint of Alameda Street, was a minor line of the Pacific Electric Railway (Pontius 1927). The rail line was later replaced with the construction of Alameda Street.

3.4 Research Design

Expected Resource and Feature Types

Based on the previous resource determinations, past investigations, scope of work, and current conducted investigations, the Undertaking is not anticipated to discover prehistoric/Native American archaeological material during ground-disturbing activities. However, the overall sensitivity of the Project area and tribal concerns is still taken into consideration. Archaeological evaluations will be

conducted on all resources that are not exempt under Attachment 4 of the Section 106 PA in the event of discovery. See subsection Thresholds for Determining Eligibility and Attachment 4 of the Section 106 PA for Properties Exempt from Evaluation. Potential resource types and features for the APE and vicinity are discussed below.

An intensive-level pedestrian survey was conducted on the APE on October 11, 2023 by a qualified archeologist of Sapphos Environmental, Inc. The survey methodology was focused on unpaved areas along Alameda Street, within the PHL railroad ROW, and on adjacent industrial parcels that would be subject to full or partial acquisition. Existing disturbances (e.g., rodent burrows) were examined for artifacts or buried cultural deposits. A large portion of the APE consisted of roadways, driveways, and parking areas covered by asphalt pavement and aboveground buildings and structures. There were also some areas where visibility was poor due to parked vehicles, equipment, and other materials stored on private properties. Portions of the APE that were not accessible for a pedestrian survey due to safety reasons or access restrictions were subject to a windshield survey.

As discussed in detail in the Archaeological Survey Report and in this document, the project APE has been extensively modified because of previous development activities in the area. This includes the construction of the highway and associated elements. As a result, if cultural artifacts and/or deposits are encountered during project construction, they are expected to be disturbed/secondary deposits. Disturbed archaeological contexts can be identified by the lack of clear and consistent stratigraphy when examining wall profiles of trenches, construction cuts, etc. The presence of modern and/or historic refuse intermixed with prehistoric (Native American) cultural artifacts is also an indicator of a secondary context.

Thresholds for Determining Eligibility of Finds

The National Historic Preservation Act (NHPA) of 1966 established the National Register of Historic Places (National Register) as “an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.” The National Register recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the National Register if it is significant under one or more of the following criteria:

- **Criterion A:** It is associated with events that have made a significant contribution to the broad patterns of our history.
- **Criterion B:** It is associated with the lives of persons who are significant in our past.
- **Criterion C:** It embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction
- **Criterion D:** It has yielded, or may be likely to yield, information important in prehistory or history.

Ordinarily, cemeteries, birthplaces, or graves of historic figures; properties owned by religious institutions or used for religious purposes; buildings/structures that have been moved from their original locations; reconstructed historic buildings; and properties that are primarily commemorative in nature are not considered eligible for the National Register unless they satisfy certain conditions. In general, a resource must be 50 years of age to be considered for the National Register unless it satisfies a standard of exceptional importance.

As stated above, in addition to meeting one or more of the NRHP criteria, an archaeological resource must retain the quality of integrity in order to qualify for listing in the NRHP. Integrity is usually interpreted as the “intactness” of the physical characteristics. However, in terms of the NRHP, integrity indicates whether a property retains essential characteristics defined for that property under any one of the four criteria (A, B, C, and D). Thus, an archaeological property may retain sufficient integrity to qualify for the NRHP even when severely disturbed, as long as the property retains the ability to yield information important to an understanding of history or prehistory under Criterion D, or still retains the ability to convey significance under any of the other criteria. The site must be capable of filling or substantively contributing to important data gaps or research questions. Archaeological evaluations will be conducted on all resources that are not exempt under Appendix 4 of the Section 106 PA.

For CEQA-compliance purposes, the State of California’s Public Resources Code establishes the definitions and criteria for “historical resources,” which require similar management to what Section 106 of the NHPA mandates for historic properties. CEQA guidelines state that the term “historical resource” applies to any resource listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency (Title 14 CCR 15064.5(a)(1)-(3)). Because the criteria for listing in the California Register are essentially similar to those for the National Register (Title 14 CCR 15064.5 (a)(3)), for this Project, Caltrans is applying the determinations of National Register-eligibility to its findings of historical significance under CEQA.

4. ENVIRONMENTALLY SENSITIVE AREAS

Based on the research results and the pedestrian survey outlines above, no Environmental Sensitive Areas were established within the APE for this project.

5. CONSTRUCTION MONITORING

Due to the limited scope of proposed construction in areas of limited access (i.e. hardscape), archaeological and Native American monitoring will be utilized to fulfill the Minor Phased Approach in order to identify any buried cultural material that may be present in the footprint of project construction and subsequently avoid or lessen potential impacts to resources that may be identified.

The following stipulations will be required for construction monitoring as part of this minor phasing plan:

- At least one Archaeological Monitor and one Native American Monitor will be on the project site to observe ground-disturbing activities.
- Ongoing consultation will be established between Caltrans and consulting Native American groups/representatives.
- Monitors will observe excavation activities, as well as inspect back dirt piles for evidence of culturally sensitive.
- When deeper excavation or trenching is conducted, the monitors will observe the mechanical removal of soil and will carefully inspect the back dirt that is removed from the trench or pit. If it is safe to do so, the monitors will inspect the sidewalls of trenches and pits as they are exposed.
- Archaeological and Native American monitors will keep field notes or logs of observations and other pertinent information obtained for each day monitored and provide a copy of these to Caltrans for project files.
- Archaeological monitors will have the authority to halt construction at specific locations should an archaeological feature and/or cultural deposit be encountered so that the nature and extent of the find can be assessed.
- Archaeological Monitors will follow the procedures outlined in this PRDM Plan (see sections below) whenever an archaeological feature and/or deposit, including human remains, is encountered and necessitates further investigation and/or management.

Native American Monitoring

At least one Native American monitor will be provided for this Undertaking. Designation of the Native American monitor will be arranged through ongoing

consultation between Caltrans and consulting Native American groups/representatives – which will be set before construction starts.

6. POST-REVIEW DISCOVERY FIELDWORK METHODS

6.1 Methods

The following guidelines will apply to all cultural features and deposits uncovered during construction activities, apart from the human remains procedures which will be outline further in this section. However, should these guidelines prove infeasible, Caltrans archaeologist should exercise professional judgement in the treatment of post-review discoveries. The Caltrans Archaeologist shall be responsible for resolving any issues relating to the treatment of post-review discoveries.

Should an archaeological feature or deposit be identified during construction-related earth-moving activities, all work within the vicinity of the find shall immediately stop and steps are to be taken to ensure that the area is protected from further disturbance, including informing relevant Caltrans and construction personnel. The area may be cordoned off with staking, fencing, and signage to further protect the find. The location of the discovery should always be secured.

Vehicles, equipment, and unauthorized personnel will not be permitted within the buffer set around the discovery until construction work can resume. This buffer zone is meant to include sufficient area to ensure that the resource is protected from impacts and may be created by the monitor using flagging or temporary fencing. Ground-disturbing activities and construction activities will remain halted near the discovery until the proper treatment, if any, for the find is delineated and implemented, including consultation with stakeholders.

Following the procedures delineated herein, the Caltrans Archaeologist will investigate the find to assess whether it qualifies as a post-review discovery, i.e., may be eligible for listing in the National Register or the California Register (see section below for assessment procedures). Caltrans Archaeologist has responsibility for the final eligibility assessment. Once the assessment is made, Caltrans Archaeologist will notify the following parties within 48 hours:

- Caltrans Heritage Resources Coordinator/Branch Chief;
- Consulting Native American parties;
- Caltrans Cultural Studies Office (CSO);
- Property owner (if other than Caltrans)*; and
- State Historic Preservation Officer (SHPO).

*Caltrans Right of Way will notify the property owner.

Notification of each party will include the following information:

- Description and location of the find;

- Action(s) taken to protect the find;
- National Register status;
- Avoidance or minimization efforts, if feasible; and/or
- Measures for resolution of adverse effects if property will be adversely affected.
- Upon receipt of the notification, all parties shall have 72 hours to respond with comments and recommendations. Caltrans will take into account the comments and/or recommendations provided, and then carry out appropriate actions.

Upon identification, the monitor will assess the type and scope of the find. Further investigation may be required to determine whether the find may be eligible for listing in the NRHP and/or CRHR by the Caltrans Archeologist. Following that assessment, finds that meet the criteria of post-review discoveries will use the notification procedures listed above. Any resolution of Adverse Effects will be established through consultation. If the find cannot be avoided, the Caltrans Archaeologist will need to ascertain if the find could be subjected to archaeological data recovery efforts, such as archaeological test units and/or trenching. The following procedures shall be executed for each find.

- Monitors shall provide photographic (digital) documentation during the monitoring program, along with photo logs and records of daily construction activities. Photographs and site records will also be utilized to document all archaeological finds. Should any post-review discoveries proceed to data recovery, monitors should photograph the original setting and overview of the site, all excavations as they occur, and photographically document all feature/unit overviews and profiles. Photo logs should identify the frame/time stamp, day, month, year, time, subject, an identifying object within the view frame, and direction of view.
- All artifacts will initially be left in situ.
- The monitor(s) will flag the find, and examine the surrounding area, temporarily marking materials with pin flags to determine the extent of the cultural material.
- A limited number of shovel test pits and/or augers may be excavated to collect basic information, such as dimensions of the feature or deposit as well as a description of the find.
- Shovel Test Pits (STPs) are excavated to determine the presence or absence of subsurface cultural deposits. These are also used to delineate the boundaries of previously unknown sites, site components, or large diffuse features should they be discovered during archaeological fieldwork or monitoring. STPs may measure approximately 25 x 25–100 cm and would be excavated in incremental 10-cm levels. The number and distribution of STPs will depend on the size and geomorphic setting of the cultural find. STPs

may be excavated to bedrock or to soil strata that are clearly not of a culturally relevant age, with the ground surface serving as reference for depth measurements. Excavated soil would be reduced by screening through 1/8-inch mesh and recovered artifacts from exploratory STPs will be collected and bagged by level, with reference numbers assigned and typical labeling information provided. Stockpiled dirt will be returned to the STP upon completion, and shovel test forms will be completed for each unit.

- Auger excavations are used to define soil stratigraphy, to locate bedrock, or to test for the presence of cultural remains at greater depth, including potentially buried deposits. With extension handles, this procedure can accurately locate and trace soil strata at depths of several meters. Augers can be placed in the bottom of STPs or other excavation units to further test for depth of deposit when additional excavation is otherwise impossible. However, the small volume of most auger borings limits the usefulness of this procedure for mapping the absence of subsurface cultural deposits with certainty. Auger excavations may or may not proceed using arbitrary levels (e.g., 10 centimeters or 20 centimeters), depending on the circumstances. Augered soils are typically screened through 1/8-inch mesh to recover cultural remains. Auger tests, if any, will be sequentially numbered, and recovered materials will be bagged, labeled, transported, and processed in the same manner as other excavated materials. Reference log numbers will be assigned to each provenance unit, and an auger form will be completed. Auger test locations will be plotted on site plan views, and auger holes will be covered upon completion with the dirt available from the initial screening reduction.
- Any identified features will be exposed in plain view. All feature components will be mapped and photographed. If appropriate, the feature will be bisected and profiled, and soil samples will be collected to allow for studies as discussed below.
- The use, if appropriate, of geomorphology in archaeological excavations has increased substantially over the last decade. The Caltrans archaeologist shall determine and discuss landform context and site formation processes, including the issue of disturbance, and will profile select units.
- During data recovery activities, photographs will include site overviews to show a site's physiographic and environmental setting, hand and mechanical excavations in action, and features and unit wall profiles. As described previously, a photo log of all photographs will be kept and shall include frame/time stamp, day, month, year, time, subject, an identifying object within the view frame, and direction of view.
- Sketches or illustrations of unique features and artifacts are also beneficial in depicting details that are sometimes not evident in photographs. These

techniques will be used, as determined necessary, and described in the data recovery report.

- Any identified intact archaeological deposit and/or feature will be recorded on California Department of Parks and Recreation Series 523 (DPR) form, photographed, and depicted on a sketch map to be drawn based on the artifact distribution. Any isolate or secondary archaeological deposits will also be documented on the appropriate DPR form and will be sketched or photographed when appropriate.
- The exact positions of any identified archaeological resource will be determined with sub-meter accuracy using global positioning system equipment.
- All cultural materials identified in disturbed/secondary contexts that cannot be avoided will be collected, bagged, and labeled with appropriate provenience information. The treatment of these materials will be determined in consultation with interested Native American consulting parties.

6.2 Human Remains Protocols

In the case of human remains, these will be treated in accordance with the requirements of §7050.5(b) of the California Health and Safety Code. If, pursuant to §7050.5(c) of the California Health and Safety Code, the county coroner/medical examiner determines that the human remains are or may be of Native American origin, then the discovery shall be treated in accordance with the provisions of §5097.98 (a)-(d) of the California Public Resources Code. The following procedures are to be followed if human remains are identified:

All archaeological excavation or construction-related activities at the specific location of the discovery shall immediately stop and the remains will be covered with tarp or other materials (not rock or sediment) for temporary protection. There shall be no further excavation or disturbance of the specific location of the discovery or any nearby area reasonably suspected to overlie adjacent remains until the coroner has made his/her assessment(s) (see below).

- If archaeological and/or Native Americans monitors are not on-site, construction personnel must immediately notify the Caltrans RE and the Caltrans Archaeologist.
- Immediately following the discovery, Caltrans will contact the Ventura County Coroner, who will have two (2) working days to determine whether the remains are subject to his/her authority or are those of a Native American (PRC §7050.5(b)).
- Caltrans will also notify the SHPO and consulting Native American groups/representatives within 24 hours of the find.

- If the human remains are Native American, the Coroner will notify the Native American Heritage Commission (NAHC) by telephone within 24 hours (PRC §7050.5(c)); Caltrans may follow-up with the NAHC to verify that they have been contacted by the Coroner. The NAHC is responsible for identifying and immediately notifying the most likely descendent (MLD) regarding the discovery.
- The MLD shall be granted immediate access to the discovery location in order to examine the remains.
- Within 48 hours of notification, the MLD will make recommendations to Caltrans regarding the treatment and disposition of the human remains and any associated funerary items (PRC §5097.98(a)). Thereafter, the MLD's recommendations and/or agreed treatment protocols (by the MLD, Caltrans D7 District Native American Coordinator, Project Manager and private property owner – if applicable) will apply to any additional discoveries of human remains and associated funerary object at the site.
- Caltrans will contact the SHPO and consulting Native American groups/representatives as a courtesy notification regarding the find and who was determined to be the MLD.
- Through consultation with the MLD, Caltrans will facilitate identification of reburial location(s) and will assist in the reburial process as needed. If the reburial location is within the Project area, the location will be protected by fencing and designating the location as an Environmentally Sensitive Area (ESA) for the duration of Project construction.
- If the NAHC is (1) unable to identify an MLD, (2) the MLD identified fails to make a recommendation, or (3) a landowner on whose property the remains are identified rejects the recommendation of the MLD and mediation by the NAHC fails to provide measures acceptable to the landowner, Caltrans or the landowner (or his/her authorized representative) shall re-inter the human remains and associated grave items with appropriate dignity on the property in a location not subject to further subsurface disturbance.
- Following the re-interment, Caltrans will ensure that documentation is prepared describing the circumstances, nature, and location of the discovery; its treatment, including results of analysis (if permitted); and final disposition, including a confidential map showing the reburial location. A formal record about the discovery site will also be prepared to current California standards on Department of Parks and Recreation 523 form(s). Caltrans will ensure that copies of these documents are distributed to the South Central Coastal Information Center (part of the California Historical Resources Information System), to the NAHC, and to the MLD.

6.3 Laboratory Procedures

All collected material will be bagged with all provenience information, and inventories of all material should be kept during and after fieldwork. Inventory logs

should be kept with the collected material and transferred to the laboratory during analysis.

Cleaning

Following fieldwork, all material will be cleaned and stabilized by an archaeological laboratory. Some items may be washed or dry brushed, but each artifact type should be stabilized according to accepted laboratory procedures. Some examples of specimens that will not be cleaned, or require special treatment, include wood; fabric; bone, antler, or shell; groundstone selected for pollen or residue analysis; and lithic material selected for obsidian hydration testing or residue analysis. Bone may be either dry brushed or gently brushed with water. Bone specimens should not be immersed in water. All archaeological material from a single provenience should be cleaned as a lot separately from other proveniences to avoid cross contamination.

Following cleaning and stabilization, artifacts should be bagged and clearly labeled using archival materials. Radiocarbon samples will be placed in either aluminum foil pouches or in glass vials and bagged. Flotation, pollen, sediment, and other bulk samples will be stored in double polyethylene bags until they are processed.

Sorting and Cataloging

Sorting and cataloging methods will follow the requirements of the curation standards for a facility that will meet minimum federal requirements as published in 36 Code of Federal Regulations (CFR) Part 79.

Any recovered data will be separated into material class, artifact type, material, quantity, and weight. The material classes of artifacts include major categories such as stone, ceramic, bone, shell, glass, metal, etc. Artifact type separates artifacts into subcategories according to the material class (debitage, biface, mano, or awl).

All historic-period artifacts collected will be processed and catalogued according to currently accepted standards. Specifically, these will be cleaned, sorted by material type, and labeled with appropriate provenience information. They will be cross mended whenever possible and catalogued according to currently accepted functional categories consistent with other relevant projects in the Los Angeles County area. Classification of historic-period items according to function will be based on the model initially developed by South (1977) and subsequently modified for many sites in the west.

Catalog information should include a catalog number, artifact material class, type, material, count, and weight along with provenience information of locus, unit coordinates, depth/level, and unit. Modified lithics, bone, and shell material may be counted. However, unmodified shell, bone, and charcoal are usually weighed rather than counted. Soil samples should in labeled with the feature

number, sampling stratum designation, unit level or stratigraphy, and screening mesh size.

Identification tags will be attached or inserted with the bags. The identification tags will include, at a minimum, catalog number, artifact type, and provenance information. Each tag will show the catalog number along with other pertinent information (e.g., site number and selected provenance information). Artifact catalogs should be digitized data sharing, research, and data manipulation.

Artifact Analysis

Following stabilization and cataloging, artifact and other samples may undergo further analysis. Artifacts that may be subjected to analysis include chipped and groundstone lithic material, shell and faunal assemblages, bulk soil flotation samples, and some forms of geochemical analysis.

Lithics

Finished bifacial tools include items such as points, knives, and drills. The production of lithic tools through biface reduction progressively thins an object to a planned form. Tools are often the result of incomplete or broken bifaces, such as scrapers. Lithic reduction artifacts include flakes, cores, tools, etc. Bifaces are classified according to the stage of manufacture, including primary flakes, secondary flakes, tertiary flakes, and tools. Tools and other modified material are described by the type of modification, such as unifacial or bifacial edges.

Lithic analysis of artifacts should include the manufacturing stage; lithic material; color, condition, and portion present; overall shape; base shape; maximum dimensions (length, width, and thickness), and weight of lots. Projectile points and other diagnostic lithic tools should be analyzed for typology and chronological position in established regional chronologies, and should be analyzed for lithic material, condition and portion present, blade edge form, blade shape, base shape, shoulder form, stem form, presence of serration, presence of basal notching, presence of side notching, cross-section, actual maximum dimensions (length, width, and thickness), length at longitudinal axis, actual width, position of maximum width, maximum blade width, basal width, maximum stem width, position of maximum stem width, shoulder height, proximal shoulder angle, distal shoulder angle, notch opening, side notch width, basal notch width, side notch depth, and basal notch depth.

Groundstone artifact analysis should record the type, lithic material, number of ground surfaces, and maximum measurements (length, width, thickness, and weight) of each artifact. In addition, evidence of formal shaping, rejuvenation, secondary use, and the presence and distribution of peck marks, polish, and striations can be recorded. groundstone artifacts include milling stones or metates, handstones or manos, mortars, pestles, and ornamental pieces such as pendants and gorgets.

Hammerstone artifacts are similar to groundstone artifacts, typically composed of unmodified cobbles that exhibit battering on one or more edges. Hammerstone analysis should include descriptions of lithic material, number of modified surfaces, and maximum measurements (length, width, thickness, and weight) can be recorded.

Faunal

Faunal remains are important insights to the environment and subsistence of past populations. Faunal material should be to genus and species where possible, and examined for evidence of burning, calcination, butchering, and other modification.

Shell beads

Two type of shell beads (clam shell and *Olivella*) have been largely involved in both coastal and inland cultures of California. Their prominence in the archaeological record has encouraged numerous studies and efforts to classify the different types of beads in search of any temporal indicators to better understand native groups. Whole *Olivella* shells - should be classified by maximum diameter, maximum length, and maximum diameter of each perforation. Round and tube beads should be classified by maximum diameter or maximum length and width, maximum perforation diameter or length and width, thickness, and curvature (for *Olivella* beads).

Faunal and Botanical Remains

Faunal remains will be sorted by taxon, element, side, butchering cut, age, and weight. Meat weights will also be calculated for all faunal remains. Food bone will be used to study retail and home butchering, ethnic foodways, consumer behavior, and adaptive strategies within rural settings. Botanical remains will be analyzed to determine the most specific taxon, likely use, and abundance

6.4 Curation Procedures

Archaeological collections, final reports, field notes, photographs, and other standard documentation collected during Project implementation shall be permanently curated at a facility that meets the California Office of Historic Preservation's *Guidelines for the Curation of Archaeological Collections*.

The Caltrans archaeologist will secure a written agreement with a recognized museum repository regarding the final disposition and permanent storage and maintenance of any unique archaeological resources recovered as a result of the archaeological monitoring, as well as provenance data that might result from the specified monitoring program, and any evaluation and data recovery archaeological investigations conducted. The written agreement shall specify the

level of treatment (preparation, identification, curation, cataloging) required before the collection would be accepted for storage.

For cultural artifacts recovered from secondary/disturbed contexts, Caltrans will consult with interested Native American consulting parties on their final disposition. A possible option may be reburial of such archaeological collections within Caltrans right of way and in the site. Caltrans would consider options with consulting parties.

7. FINAL DOCUMENTATION AND REPORTING REQUIREMENTS

Caltrans shall notify CSO and SHPO upon completion of the monitoring work. A final technical memorandum detailing the results of the monitoring program will be completed according to the Secretary of Interior's Standards and Guidelines for Archaeological Documentation (Federal Register 1983:44734-44737) shall be submitted to CSO and SHPO. It shall summarize the field effort and results within six weeks of completion of monitoring describing methods used. If no potentially significant cultural resources were encountered during monitoring, the technical memorandum shall affirm the proposed Finding of No Adverse Effect. The Caltrans PQS shall submit the technical memorandum to CSO and SHPO as proof of the fulfillment of the responsibilities outlined in this plan.

Should the monitoring discover cultural materials, it would also identify whether significant artifacts or features were encountered and whether a formal technical report is necessary to document the results of the field effort. The report should follow the format according to Caltrans' Standard Environmental Reference handbook (Volume 2: Cultural Resources). The technical report will document the results of any fieldwork necessary to evaluate the finds, assess the effects of the Undertaking pursuant to 36 CFR § 800.5(a)(1), and propose a final finding of effect. If potentially significant cultural resources were encountered during monitoring, within six months of the completion of monitoring Caltrans PQS shall submit the final technical document to CSO and SHPO, pursuant to Stipulation X.B.2 of the Section 106 PA.

8. RESPONSIBLE PARTIES

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- E-mail:
- Phone:

Native American Monitor

- To be determined

County of Los Angeles Department of Medical Examiner-Coroner

- To be determined

Native American Heritage Commission

- Phone: (916) 373-3710

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