

APPENDIX E

PHASE I ARCHAEOLOGICAL INVESTIGATION OF LIMITED AREAS WITHIN THE TORRANCE REFINERY AND ATWOOD, SOUTHWESTERN MARINE AND VERNON TERMINALS, LOS ANGELES AND ORANGE COUNTIES, CALIFORNIA

1.0 INTRODUCTION

1.1 Management Summary

This report was prepared at the request of Ms. Vicki Holloway in support of ENSR's Draft Environmental Impact Report for the Mobil CARB Phase 3 Reformulated Gasoline Project at the Torrance Refinery and the Atwood, Southwestern Marine and Vernon Terminals (Figure 1). This archaeological study was conducted in compliance with the California Environmental Quality Act's (CEQA) cultural resource guidelines. The goal of the investigation was to determine if the project implementation would result in any potential significant impacts to cultural resources and if so present mitigation recommendations that would reduce any such impacts to a less than significant level.

The Phase I cultural resources investigation consisted of record searches at the South Central Coastal Information Center (SCCIC) and of the Native American Heritage Commission's (NAHC) sacred land files. Background research was conducted using historic maps housed at the Los Angeles County Central Library. In addition, an archaeological survey was conducted in those areas within the Atwood Terminal and Torrance Refinery where project related ground disturbance could occur. The Vernon Terminal was not surveyed as those areas where project related earth disturbance could occur are currently paved over. No archaeological survey was conducted at the

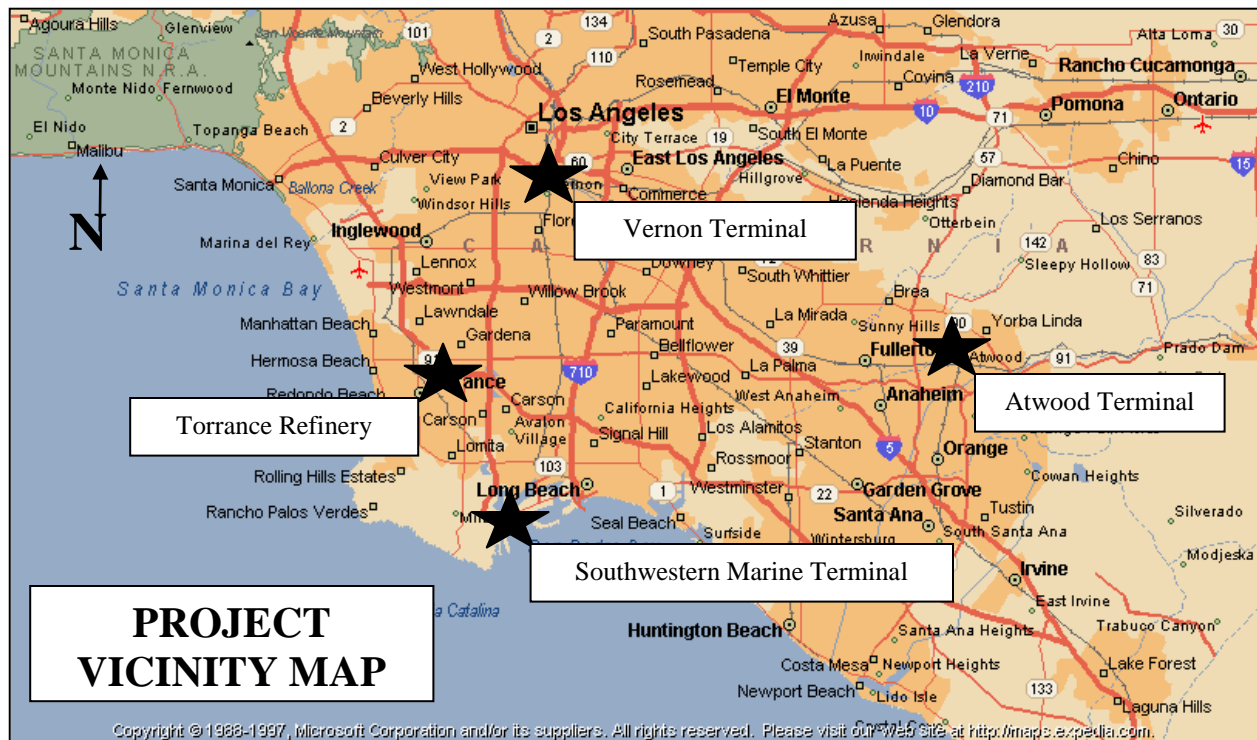


Figure 1

Southwestern Marine Terminal as it is built on fill.

The SCCIC record search identified no prehistoric or historic archaeological sites within a one-quarter mile radius of the Torrance Refinery, and the Vernon and Southwestern Marine Terminals. One archaeological site, CA-ORA-430, is located at the edge of a one-quarter mile radius of the Atwood Terminal. Site CA-ORA-430 will not be impacted by project implementation. The NAHC's sacred lands file identified no cultural resources within or adjacent to the refinery or three terminals.

The Torrance Refinery, and the Atwood and Vernon Terminals were not subject to previous archaeological reconnaissance. The Southwestern Marine Terminal falls within the boundaries of an archaeological investigation conducted for the Los Angeles- Long Beach Harbors in 1984. The Southwestern Marine Terminal is not considered an archaeologically sensitive area as it is built on fill (Anonymous 1984).

The archaeological survey of potential project impact areas within the Atwood Terminal and Torrance Refinery was conducted on November 29 and December 6, 2000. The survey identified no important/significant prehistoric or historic resources at the Atwood Terminal or Torrance Refinery. A concentration of marine shell was noted in soil that had been dumped near the new railroad line in the Torrance Refinery, but as the shell has no integral context it is not considered a significant archaeological resource.

Based on the record searches, background research, field survey, and extent of previous ground disturbance within the four Mobil facilities, the proposed project is expected to have no impact on archaeological resources. Therefore, no further archaeological investigations are warranted prior to project implementation as long as the recommendations detailed in Section 5.0 are incorporated as conditions of project approval. These recommendations include a limited archaeological monitoring program at the Vernon Terminal and temporary halt work orders in the event that archaeological resources and/or human remains are unearthed during project construction at any of the four Mobil facilities.

1.2 Project Characteristics

The proposed project includes replacing MTBE with fuel ethanol in reformulated gasoline to comply with the Governor's Executive Order. Fuel ethanol, which is denatured, typically contains 95 percent ethanol and up to 5 percent gasoline. To phase out MTBE and meet the CARB 3 fuel specifications, processing changes and equipment modifications will be required at the Mobil Torrance refinery and the three terminals. The majority of the equipment upgrades, changes and/or modifications at the four facilities will not require earth disturbing activity. These non-earth disturbing activities are not

expected to impact cultural resources as no structures or equipment over 50 years old will be impacted by project implementation (Holloway personal communication). Project activities that may require earth disturbance at the refinery and three terminals are described below.

Torrance Refinery, 3700 West 190th Street, Torrance

Project implementation at the Torrance Refinery will involve the construction of a new fuel ethanol off-loading rack and modifications to an existing vapor recovery unit and equipment to allow in-line blending. The proposed areas of ground disturbance at the refinery include the ethanol tank truck unloading areas, the new lane #2 loading rack, the relocation of the hazardous waste storage, and construction of two new tanks, a pump and new ethanol substation as shown in Figure 2. It is expected that the majority of the earth disturbance will be within previously disturbed soils.

Atwood Terminal, 1477 Jefferson St., Anaheim

Improvements required at the Atwood Terminal include modification of a truck rack, piping and metering, construction of two fuel ethanol truck off-loading areas and installation of an approximate 10,000-barrel aboveground storage tank. Pipelines would be installed to transfer fuel from the off loading area to the tank. The proposed areas of ground disturbance are at the new tank and ethanol tank truck unloading area as shown in Figure 3. It is expected that the earth disturbance associated with construction of the new unloading area will be within previously disturbed soils. Excavation for the tank foundation may extend into previously undisturbed soils.

Southwestern Marine Terminal, (Need Address)

The improvements at the Southwestern Marine Terminal include the installation of a new truck loading rack, a new vapor combustor, and piping and metering modifications for loading fuel ethanol. Fuel ethanol storage at the marine terminal would be accommodated by the conversion of two existing aboveground storage tanks. Pipelines and two pumps would be installed to transfer fuel ethanol from the tanks to the truck loading rack. The proposed areas of ground disturbance are at the new ethanol truck loading racks and new VCU (Figure 4). The Southwestern Marine Terminal is built on fill so ground disturbance will not impact any intact soils.

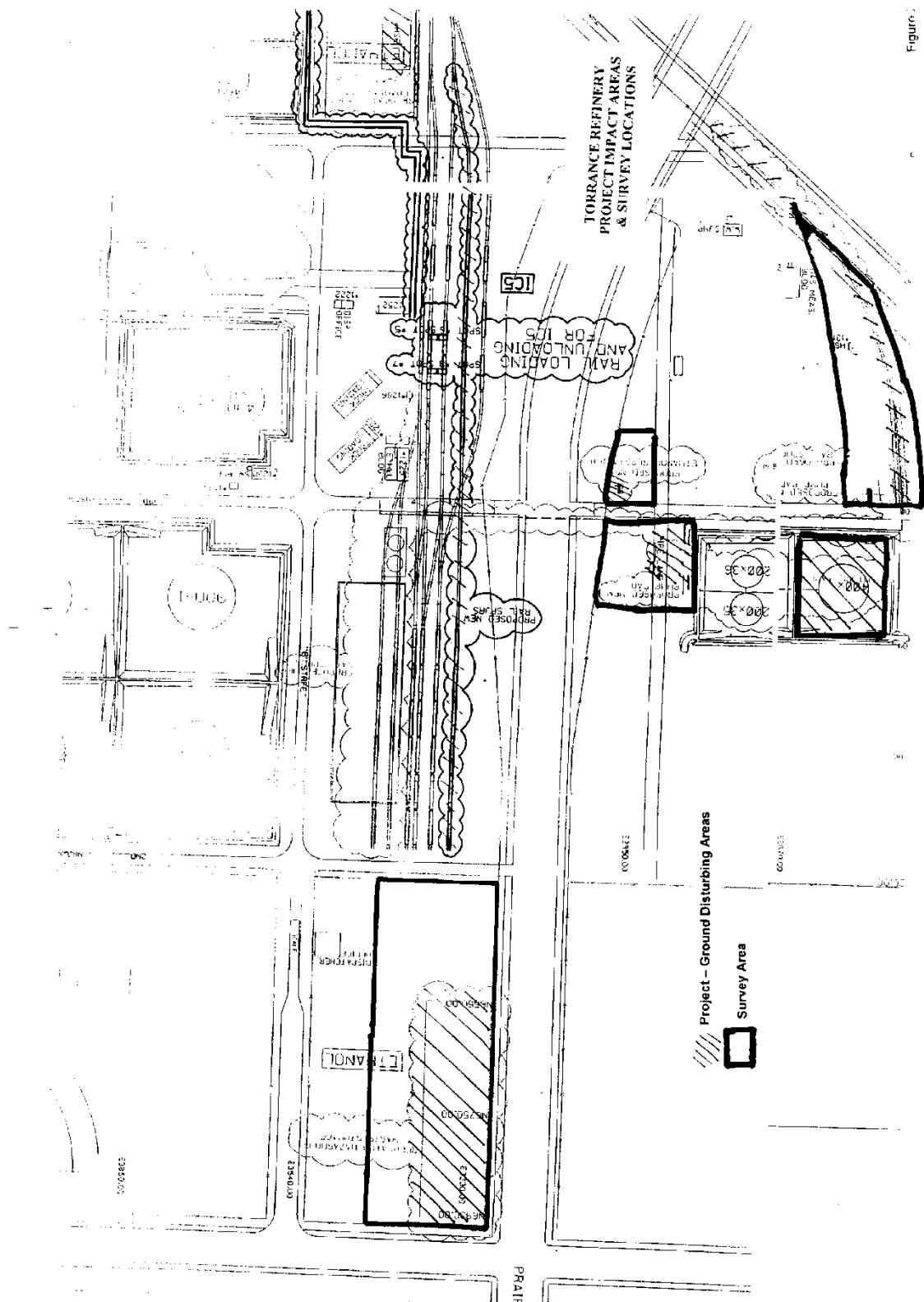
Vernon Terminal, 2707 East 37th Street, Los Angeles

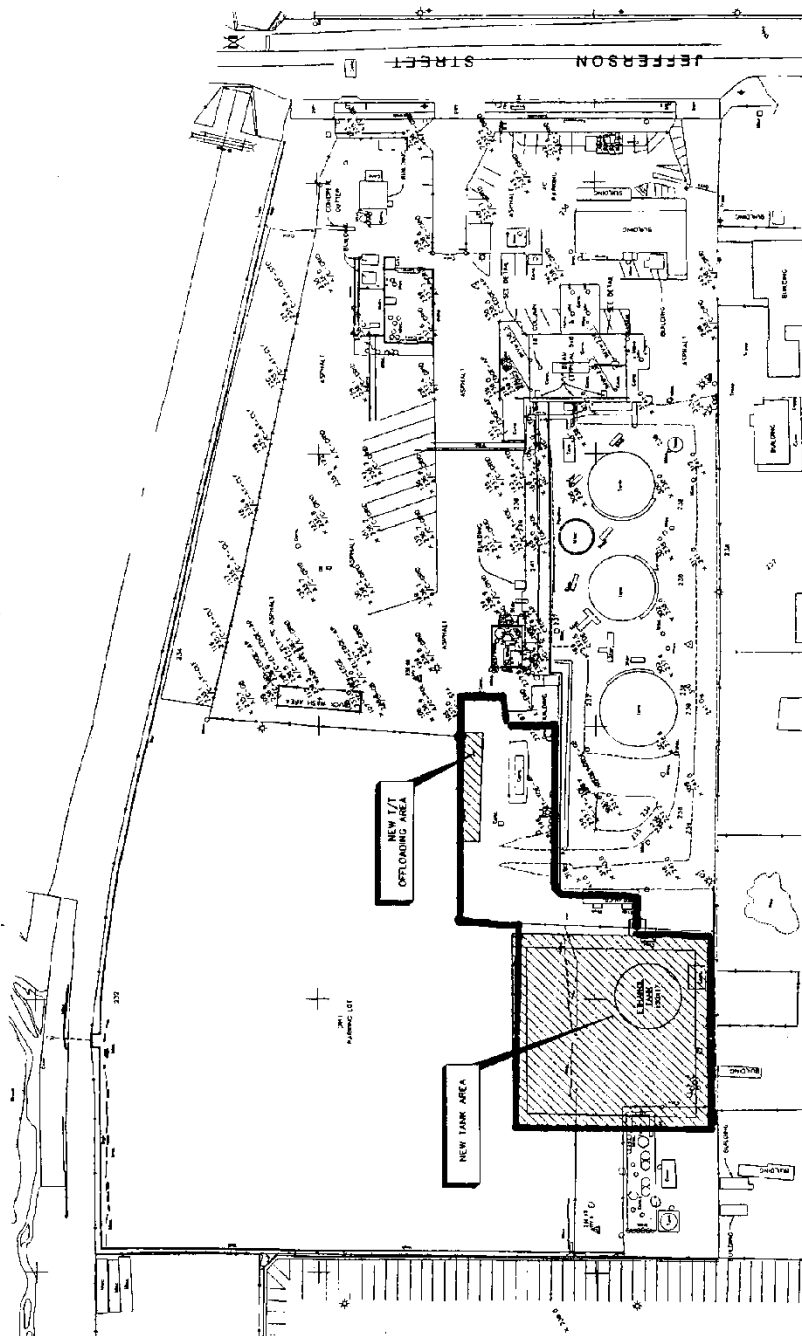
Improvements at the Vernon Terminal include modifying three existing railroad spurs to accommodate fuel ethanol off-loading and installing a new rail car off-loading system. Additional improvements include construction of two new truck off-loading areas, a truck on- and off-loading lane, a new 50,000-barrel above ground storage tank, and new piping. Lighting and drainage

improvements would also be made. Ground disturbance will be associated with construction of the new tank, above ground pipe supports, canopy foundations for the tank truck loading and unloading racks, foundations for two tank car unloading pumps, and two truck parking slabs at the loading and unloading rack (Figure 5). Virtually all the areas where ground disturbance will occur within the Vernon Terminal are currently paved over (Perez personal communication). It is expected that much of the earth disturbance associated with project implementation will be within previously disturbed soils. However, excavation for the two new tank foundations and pipe supports for elevated/overhead piping supports will be approximately eight feet, and the two tank car unloading pumps require foundations approximately 18 feet deep. These excavations will likely extend into previously undisturbed soils.

1.3 Project Personnel

Mary Maki, M.A., served as the Principal Investigator on this project and authored the report. Ms. Maki is certified by the Registry of Professional Archaeologists. Vicki Holloway served as the ENSR contact. Ben Perez and Mark Smittle were the ExxonMobil contacts.

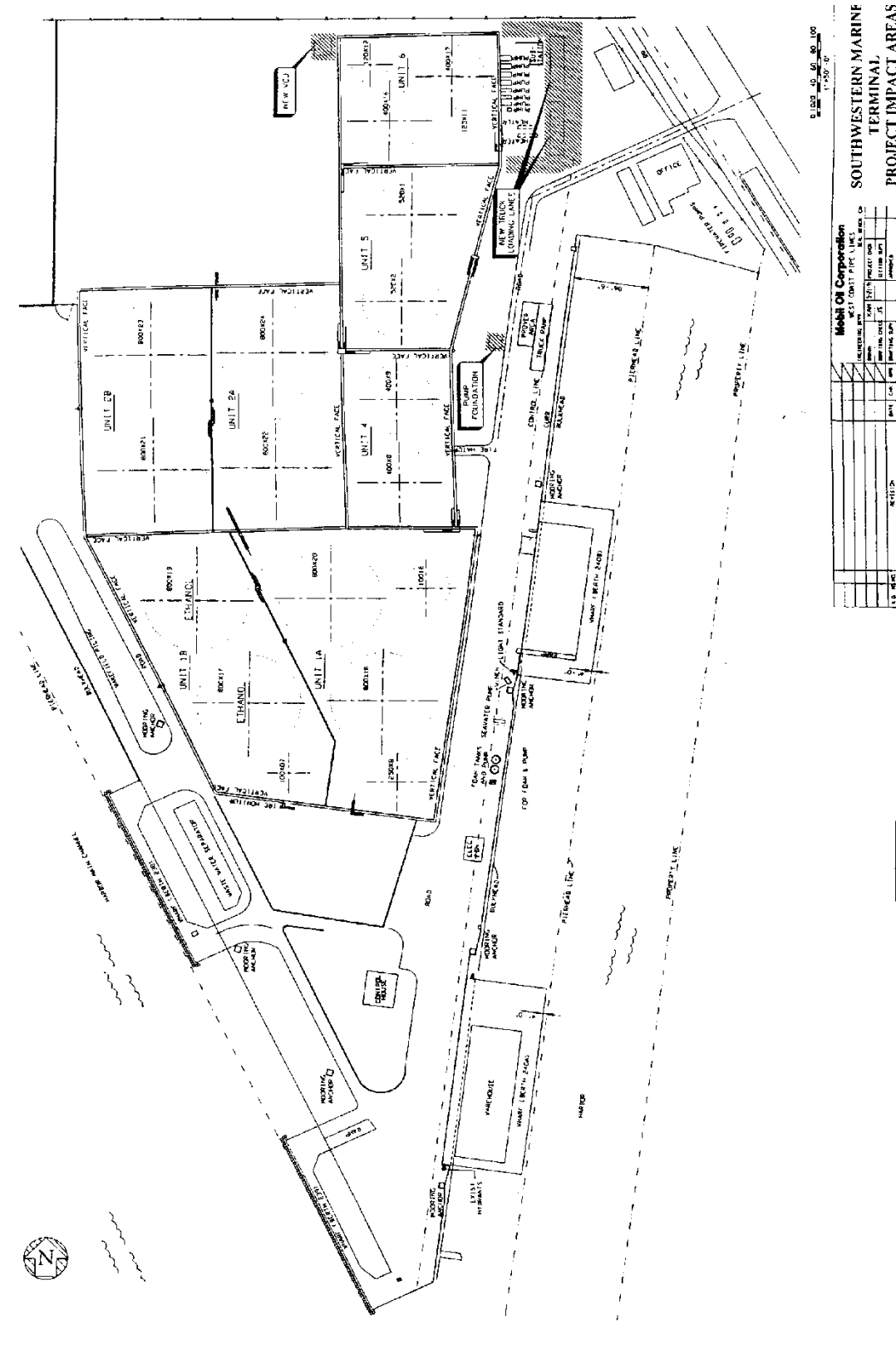


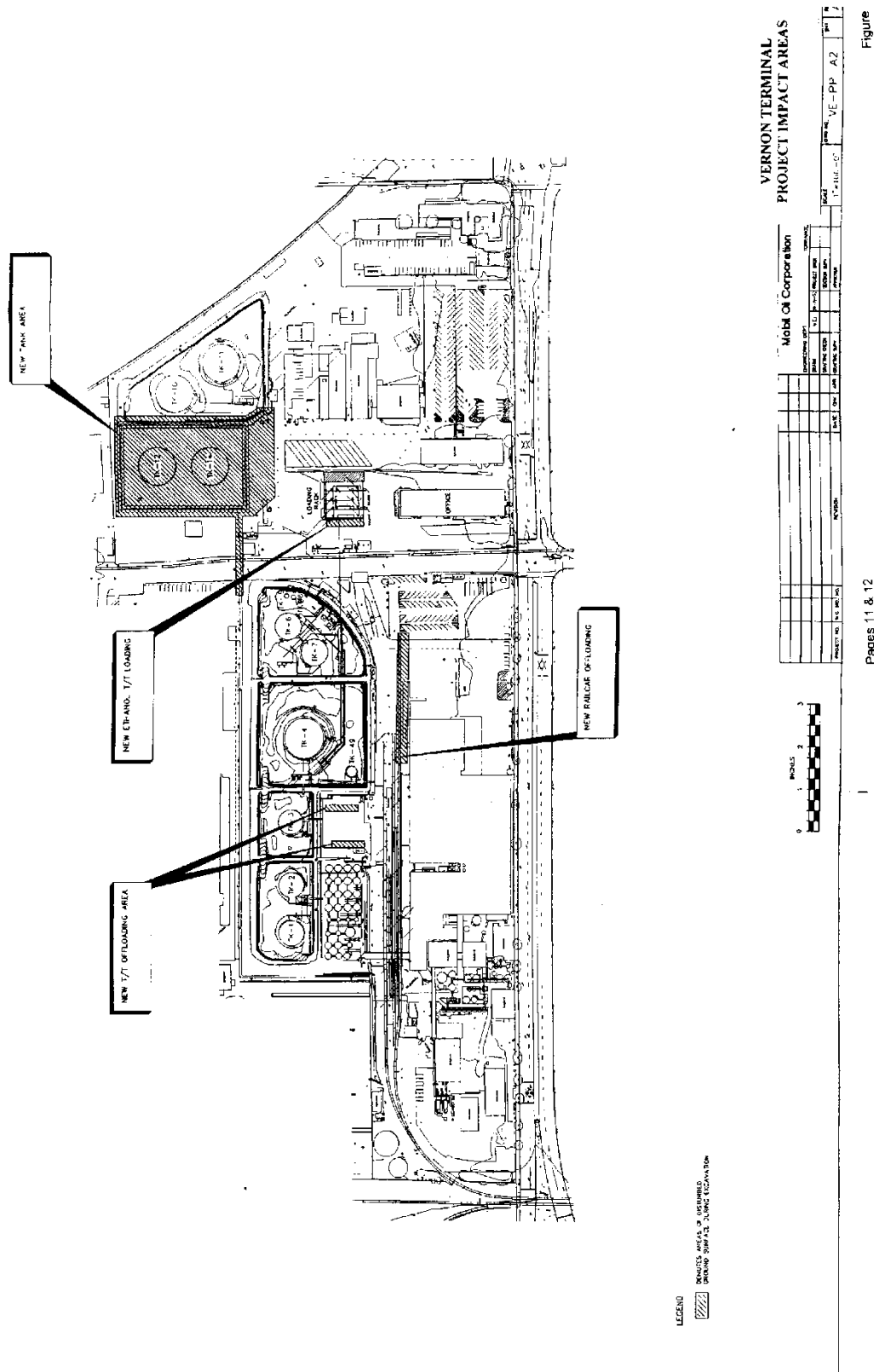
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LEGEND

Project – Ground Disturbing Areas

Survey Area





2.0 ENVIRONMENTAL SETTING

Torrance Refinery

The Torrance Refinery is located at 3700 West 190th Street, Torrance, Los Angeles County. Construction and operation of the refinery has resulted in extensive ground disturbance within the facility and there are no stands of native vegetation occurring within or adjacent to the various project sites within the refinery. The Torrance Refinery is bordered by residential uses to the north and south, and by similar “heavy industrial” facilities to the east, west and south. No major drainage is located within or adjacent to the refinery. The Pacific Ocean is located approximately three miles to the west. The Dominguez Channel is located approximately two miles to the east on the 1942 USGS Redondo Quadrangle.

Atwood Terminal

The Atwood Terminal is located at 1477 Jefferson Street, Anaheim, Orange County. Construction and operation of the terminal has resulted in extensive ground disturbance within the facility and there are no stands of native vegetation occurring within the terminal. The Santa Ana River is located approximately one mile to the south. Part of a former oil production field, the Atwood Terminal is bordered by Orangethorpe Avenue and residences to the north, Jefferson Street and industrial development to the east, and similar “heavy industrial” facilities to the south and west. On the 1942 USGS Anaheim Quadrangle, a small drainage (the now straightened, cement-lined Atwood Channel) ran just north of the northeastern edge of the terminal. The Santa Ana River is located slightly less than one mile to the south.

Southwestern Marine Terminal

The Southwestern Marine Terminal is located at 799 East 37th Street in the Long Beach Harbor, Los Angeles. The marine terminal occupies an irregularly shaped parcel of land bounded by water to the west and southeast, and a container terminal to the north. The Southwestern Marine Terminal is built on fill material.

Vernon Terminal

The Vernon Terminal is located at 2709 East 37th Street, Vernon, Los Angeles County. The rectangular shaped terminal borders the Los Angeles River at its northeast corner. The Vernon Terminal is surrounded by industrial properties. The terminal has been in operation for nearly 100 years and its ground surface has been disturbed to various depths across the property. The current

project impact areas within the terminal are currently paved over. The Vernon Terminal's northeast boundary borders the Los Angeles River right at a point where the river bends east. Based on its proximity to the Los Angeles River it is very highly probable that the current Vernon Terminal location has been historically subject to flooding and the deposition of sedimentary deposits, which in turn could bury archaeological sites should they be present at that location. Flooding and the associated deposition of sediment have resulted in the burial of archaeological sites in the Los Angeles Basin, such as CA-LAN-2682 at the ARCO Los Angeles Refinery.

3.0 CULTURAL SETTING

3.1 Regional Prehistoric Overview

The project site lies within the historic territory of the Native American group known as the Gabrielino or Tongva, one of the wealthiest, most populous, and most powerful ethnic nationalities in aboriginal southern California (Bean and Smith 1978). The native word Tongva has been used to designate what were previously call Gabrielino speakers and is a preferred designation by many people native to the area (King 1994). The Tongva/Gabrielino followed a sophisticated hunter-gatherer lifestyle, and were a deeply spiritual people (McCawley 1996). Their historic territory included the Los Angeles Basin (which includes the watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers), the coast from Aliso Creek in the south to Topanga Creek in the north, and the four southern Channel Islands. The Tongva/Gabrielino's ancestors were Shoshonean speakers, who migrated into the Los Angeles area around 500 B.C. from the Great Basin, slowly displacing the indigenous Hokan speakers. By 500 A.D. distinct dialects were forming among the Tongva/Gabrielino. For in depth information on the Tongva/Gabrielino, the reader is referred to McCawley's (1996).

Prior to the arrival of the Tongva/Gabrielino's Shoshonean speaking ancestors into southern California, the archaeological record indicates that sedentary populations occupied the coastal regions of California more than 9,000 years ago (Erlandson and Colten 1991). Several chronological frameworks have been developed for the Tongva/Gabrielino region including Wallace (1955) and Warren (1968), and the reader is referred to Padon (1992) for an excellent synopsis of these two theories.

The Tongva/Gabrielino aboriginal way of life ended with Spanish colonization. As neophytes brought into the mission system they were transformed from hunters and gatherers into agricultural laborers and exposed to diseases to which they had no resistance. By the end of the Mission Period in 1834, the Tongva/Gabrielino population had been decimated by disease and declining birthrates. Population loss as a result of disease and economic deprivation continued into the next century. Still today many people proudly claim Tongva/Gabrielino ancestry and take an active interest in promoting their culture and protecting archaeological evidence of their ancestors.

3.2 Regional Historic Overview

The history of oil in the Los Angeles area begins in 1892, when Edward L. Doheny and Charles A. Canfield hand excavated the first oil well in Los Angeles near the present corner of Second Street and Glendale Boulevard. Thus began Los Angeles' oil boom. By 1897 the Los Angeles

field was yielding 1.3 million barrels per year and “Big Oil” became the biggest and most powerful industry in the Los Angeles area. The first oil boom crashed in the early 1900’s due to falling prices and the oil industry turned its major exploration efforts towards the San Joaquin Valley. Following WWI, oil companies took another serious look at the Los Angeles area and big strikes were made in Santa Fe Springs, Huntington Beach, and Signal Hill. With the oil fields came the need for refineries and terminals to process and hold all of the oil being drilled.

Mobil’s roots date to the late 19th century when John D. Rockefeller purchased and then organized various petroleum interests into the Standard Oil Trust (www.exxon.mobil.com 2000). The Standard Oil Company of New York “Socony” was the chief predecessor of Mobil. In 1955, Socony-Vacuum became Socony Mobil Oil Co. and, in 1966, simply Mobil Oil Corp. The Torrance Refinery, and Atwood, Southwestern Marine and Vernon Terminals were constructed in 1929, 1963, in the 1920s and the early 1900s respectively (Perez, Smittle and Sakamoto personal communication).

4.0 CULTURAL RESOURCES INVESTIGATION

4.1 Background Research

South Central Coastal Information Center, June 21, 2000 (Appendix A)

- **Torrance Refinery** (Torrance Quadrangle): No prehistoric or historic archaeological sites have been identified within a one-quarter mile radius of the refinery. No surveys have been conducted within a one-quarter mile radius of the refinery.
- **Atwood Terminal** (Orange Quadrangle): One prehistoric site, CA-ORA-430, and no historic archaeological sites have been identified within a one-quarter mile radius of the terminal. Site CA-ORA-430 is located at the edge of the one-quarter mile radius and will not be impacted by project implementation. No surveys have been conducted within a one-quarter mile radius of the terminal.
- **Southwestern Marine Terminal** (San Pedro Quadrangle): No prehistoric or historic archaeological sites have been identified within a one-quarter mile radius of the terminal. Two surveys have been conducted within a one-quarter mile radius of the terminal, including one that covered the terminal (Anonymous 1984).
- **Vernon Terminal** (L.A. Quadrangle): No prehistoric or historic archaeological sites have been identified within a one-quarter mile radius of the terminal. No surveys have been conducted within a one-quarter mile radius of the terminal.

The listings of the National Register of Historic Places, California Points of Historical Interest (1992), and City of Los Angeles Historic Cultural Monuments include no properties with a one-quarter mile radius of the four Mobil facilities. The listings of the California Historical Landmarks (1996) lists one property, No. 384, Timms' Point and Landing, within a one-quarter mile radius of the Southwestern Marine Terminal. Timms' Point and Landing is not within or adjacent to the terminal and will not be impacted by project implementation. No other California Historical Landmarks (1996) are listed with a one-quarter mile radius of the above facilities.

Native American Heritage Commission – Sacred Lands File, September 27, 2000 (Appendix B)

A record search of the Native American Heritage Commission's sacred lands file did not indicate the presence of Native American cultural resources in the immediate project areas.

Los Angeles County Central Library – Maps Department

Background research was conducted at the Los Angeles County Central Library by Ms. Maki on December 10, 2000. Sanborn Maps and historic quadrangle maps were inspected in an attempt to identify any historic properties that may have existed within the project sites prior to the construction of the existing Mobil facilities. The results are summarized below:

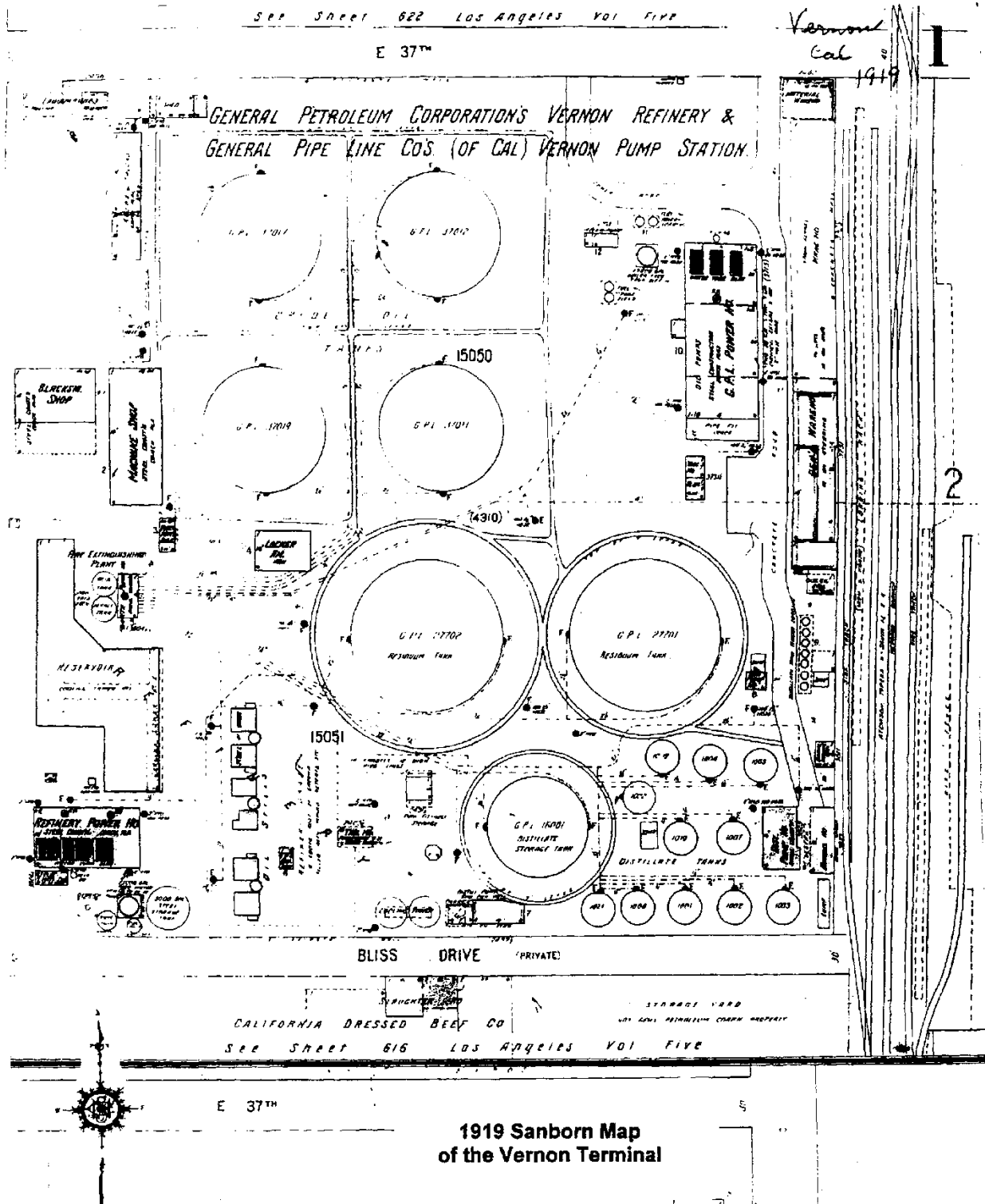
- **Torrance Refinery.** The Sanborn Maps up to 1929 do not cover the Torrance Refinery location. The 1942 USGS 15' Redondo Quadrangle does show oil wells and oil tanks on the property along with a few roads.
- **Atwood Terminal.** The Sanborn Maps up to 1929 do not cover the Atwood Terminal location. The 1943 USGS 15' Anaheim Quadrangle shows either one structure or oil well in the southeast corner of the current terminal; an area that will not be impacted by project implementation. The 1896 USGS Anaheim Quadrangle shows no development within the terminal.
- **Southwestern Marine Terminal.** An 1871 map of the San Pedro Bay shows the current Southwestern Marine Terminal location as being located within the bay (Anonymous 1984:23). The 1896 USGS San Pedro Sheet shows a road/bridge out to Deadman Island, but the terminal location is still under water. The 1942 USGS 15' San Pedro Quadrangle shows the project site, but it does not appear to be developed.
- **Vernon Terminal.** The 1919 Sanborn Map shows the Vernon Terminal as the "Plant of the General Petroleum Corporation" (Figure 6). The USGS 1928 Los Angeles Quadrangle shows several more tanks than are present on the photorevised 1981 USGS 7.5' Los Angeles Quadrangle.

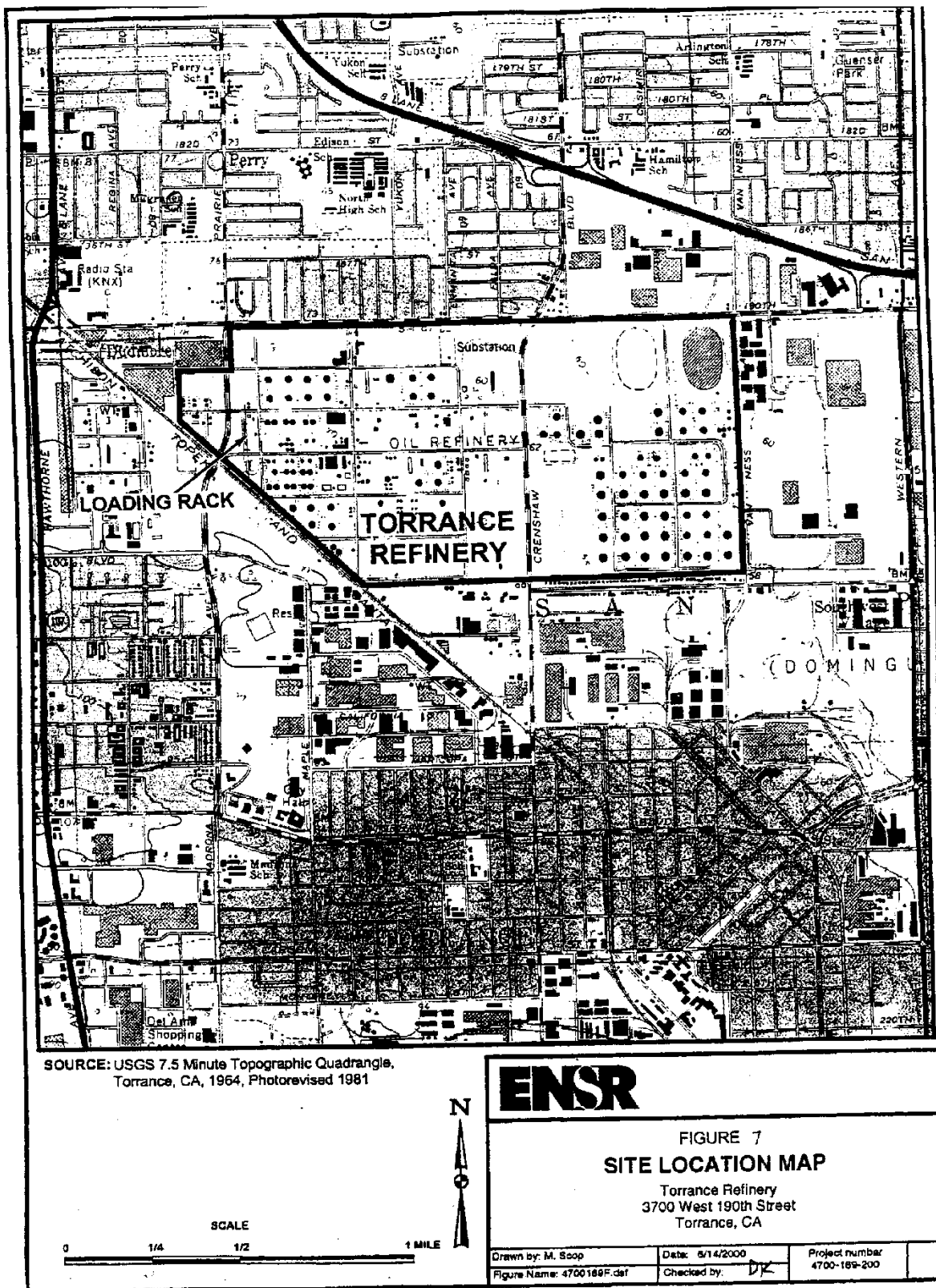
4.2 Field Methodology & Results

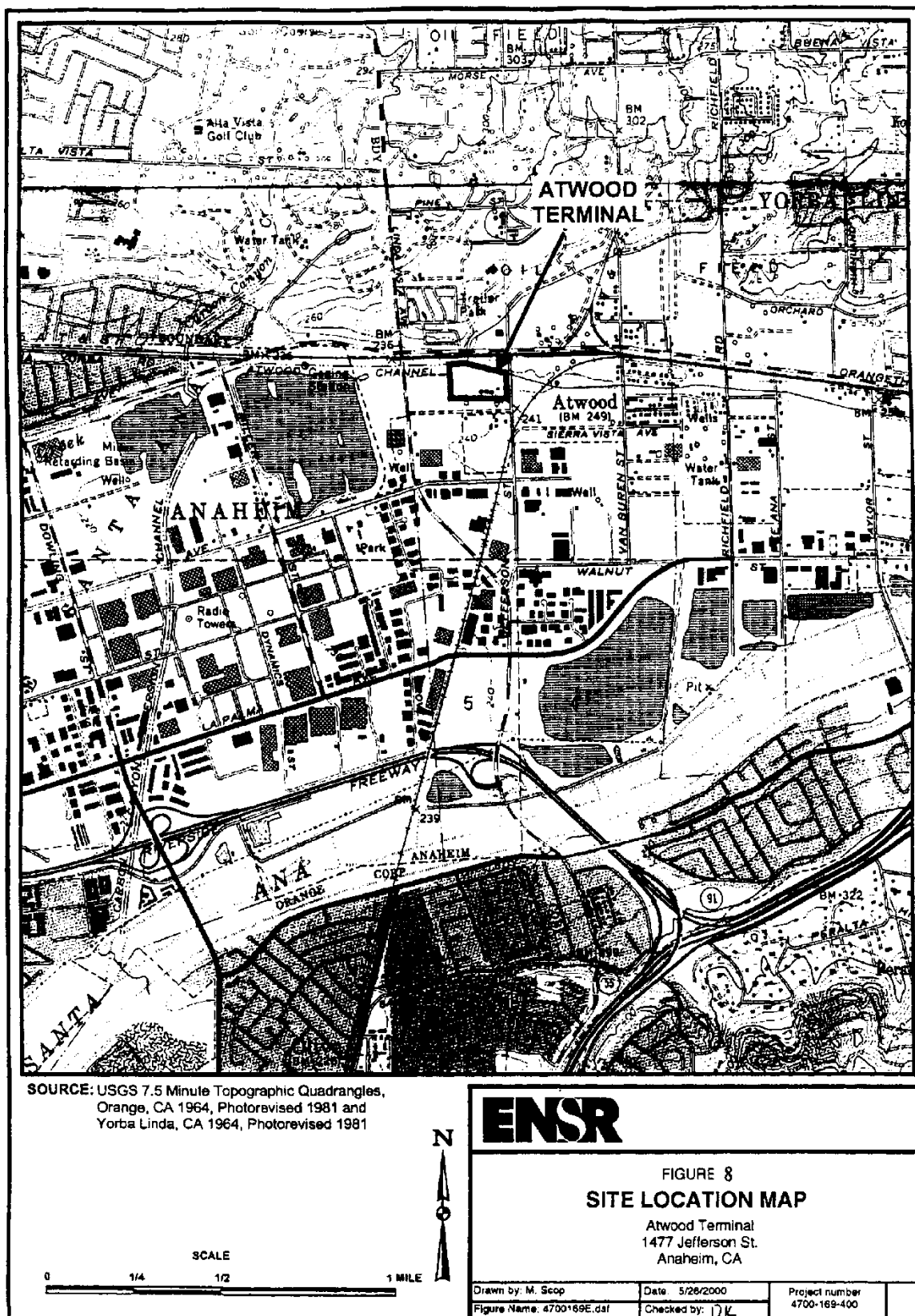
Field methodology and results are broken out by facility as described below. The location of each of the four Mobil facilities on USGS 7.5' quadrangle maps is shown on Figures 7-10. The areas that were subject to field survey are shown in Figures 2 and 3. No structures over 50 years old will be modified or replaced as part of the proposed upgrades (Holloway personal communication).

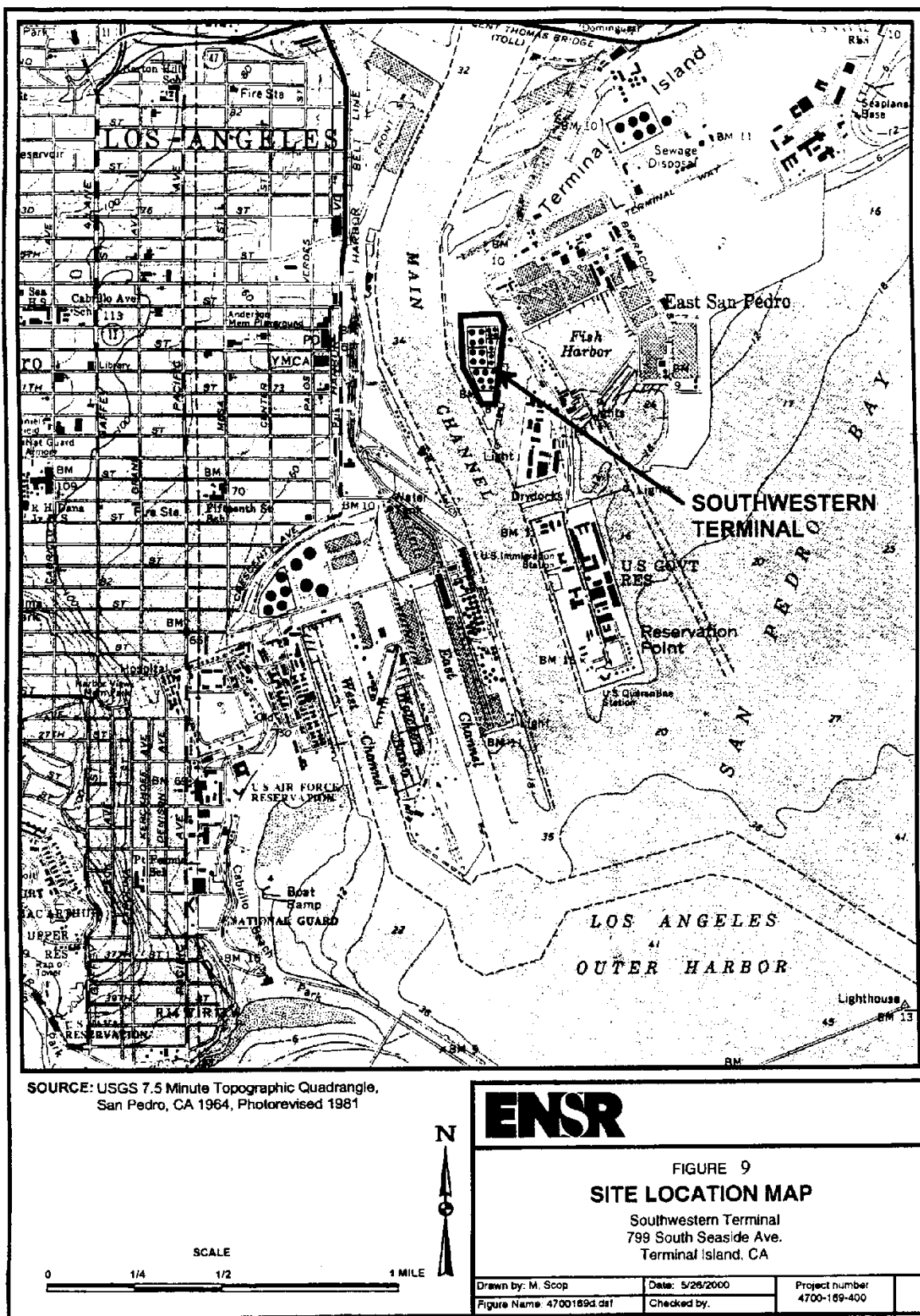
Torrance Refinery

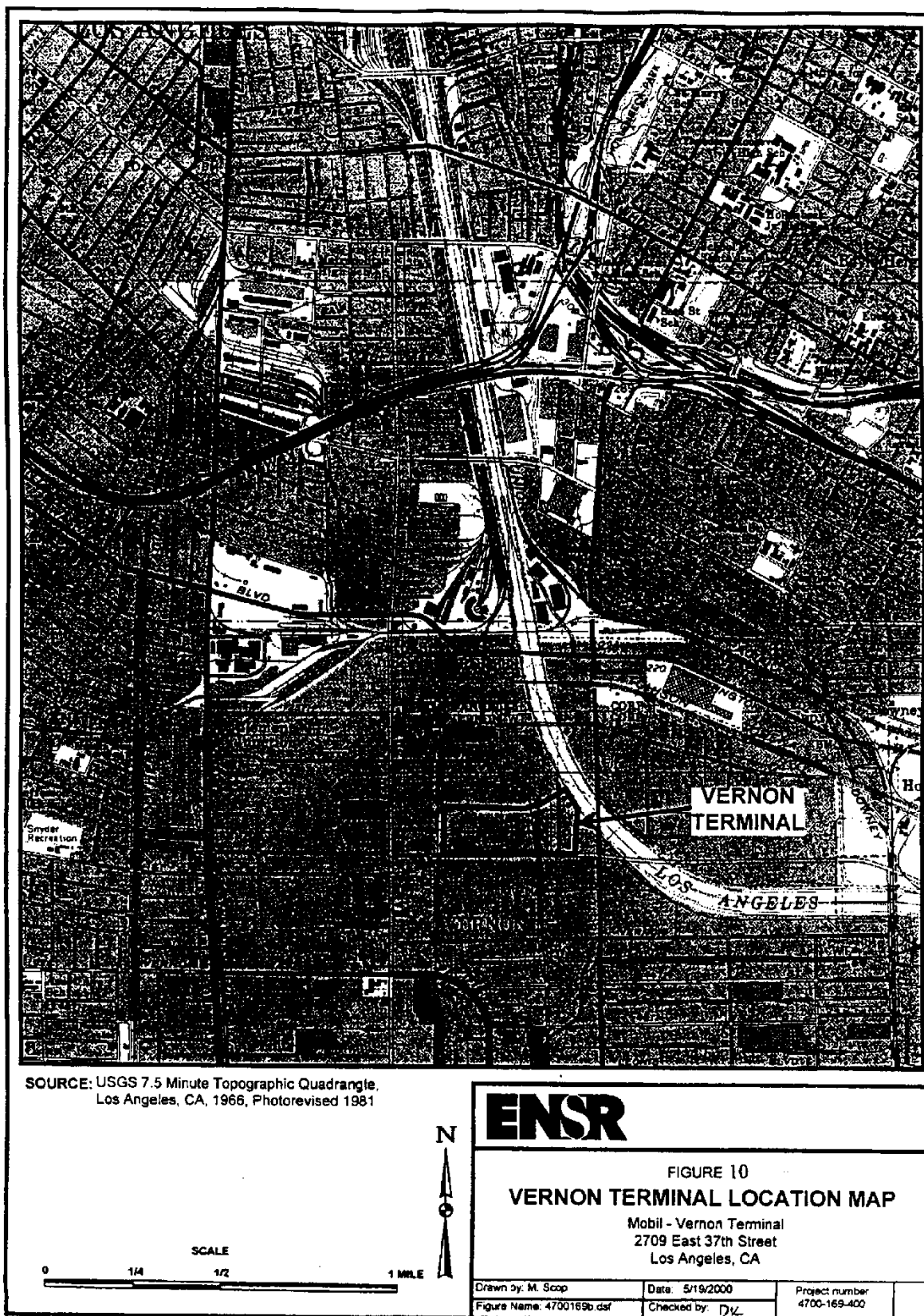
An archaeological reconnaissance survey of the Torrance Refinery was conducted by Ms. Maki on December 6, 2000. The field survey was limited to those areas where project implementation could











result in earth disturbance. The specific locations surveyed within the Torrance Refinery are shown in Figure 2. Mobil's Safety, Health and Environmental Advisor, Mark Smittle, pointed out the project impact areas and accompanied Ms. Maki in the field. Linear transects spaced 3 meters (10 feet) apart were used to survey the unpaved locations within the refinery where project related ground disturbance would occur. A description and the results of each area surveyed within the refinery is described below by location:

Relocated Hazardous Waste Storage Area.

Covering approximately 2.5 acres this project area is located in the southeast corner of 190th Street and Prairie Avenue, just west of Pegasus Park (Figure 11). Currently the area is used for storage of pipes and other refinery equipment. This area has been graded flat and there is some aggregate spread across it and scattered weeds growing. Ground surface visibility was fair. No prehistoric or historic resources were observed.

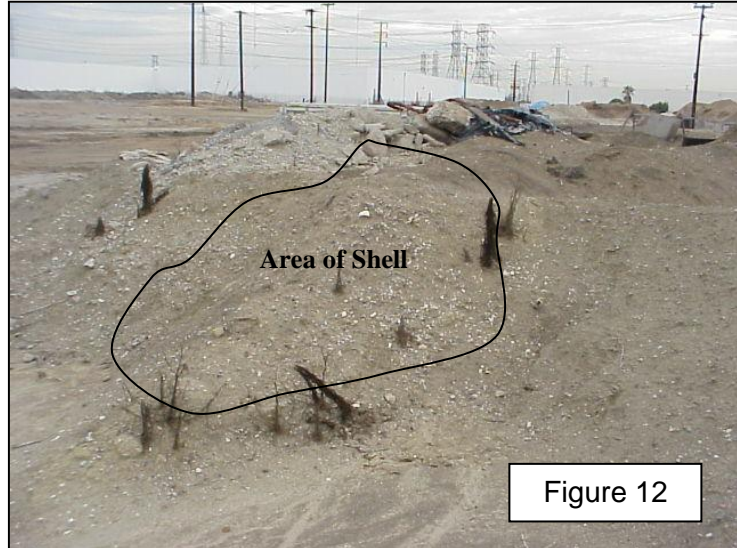


Figure 11

Future Tank Site. Covering approximately 0.6 acres this project area is located at the western end of the refinery. Two tanks formerly existed at this location, which is currently vacant and surrounded by a berm. Some aggregate is spread across the proposed new tank location and portions of the cement foundations from the earlier tanks still exist. Overall ground surface was visibility was fair at this location, which has been extensively disturbed by the previous construction and removal of the former tanks.

New Rail Spur and New Pump Pad. This project area is also located at the far western end of the refinery and covers approximately one acre, with just under half of the area within the A.T. & S.F. railroad right-of-way, which is built on fill. This entire area was graded and formerly housed a SO₂ Processing Unit. Ground surface visibility ranged from excellent to non-existent in the northern half where various loads of soil had been dumped. In one of the piles of dumped dirt located approximately 20 meters (66 ft.) northwest of Building 1612 a concentration of marine shell was observed. (Figure 12). Shell species noted included oyster (*Ostrea* sp.), scallop (*Pecten diegensis*), *Chione* sp., *Lucinia* (*Lucina approximata*), and at least two other unidentified species of clam. The shells were in silty sand that also contained several very small pieces of burnt, saw cut bone. One

piece of glazed white porcelain was noted at the bottom of the dumped soil pile with the shell, but it is unclear if it came from the same load or one of the nearby piles of dumped soil. The soil with the shell in it either came from an unknown location within the refinery or possibly from excavation of contaminated soils at a gas station off the refinery (Smittle personal communication). No evidence of chipped stone, ground stone or midden soil was noted with the shell. As the shell has obviously been redeposited to its current location it has no context and does not qualify as an important resource under California Register standards. No other evidence of cultural resources was observed within this section of the refinery.



New Pump Pad and Ethanol Substation by Pipeline Road. Covering less than 0.2 acres this project area is located adjacent to Pipeline Road in the western end of the refinery. Ground surface visibility was good and no cultural resources were observed.

Project implementation may also result in minor earth disturbance at the octalnitrate storage tank, new unloading areas, and current caustic loading station warehouse. Field inspection of these areas revealed they were paved over and not surveyable. However, all of these locations have been disturbed by past construction activity.

Atwood Terminal

An archaeological reconnaissance of the proposed project impact areas within the Atwood Terminal was conducted by Ms. Maki on November 29, 2000. The location of the survey area within the terminal is shown in Figure 3. Mobil employee Ben Perez pointed out the project impact areas and accompanied Ms. Maki in the field. Linear transects spaced 3 meters (10 feet) apart were used to survey the project site. The project site had been graded flat and there was some road aggregate scattered across the area. Ground surface visibility was fair. The area surveyed covered approximately 0.15 acre

Concurrent with the field survey, a drill rig was collecting soil samples from the project's proposed

new tank site (Figure 13). The soil was sand from ground surface to a 22.5-meter (75-ft.) depth. Examination of the drill cuttings showed no evidence of marine shell, chipped stone or bone. The ground surface survey also found no evidence of prehistoric or historic material.

Mr. Perez stated that the terminal had been constructed in 1963. Prior to that it was part of the Richfield Oil Production Field. Mr. Perez has worked for Mobil the past 25 years and indicated that he had never seen any evidence of prehistoric or historic materials at the Atwood Terminal during the various earth disturbing projects he has worked on, which included trenching and some grading.



Figure 13

Southwestern Marine Terminal

No archaeological survey was warranted for the Southwestern Marine Terminal as it is built on top of fill in the Long Beach Harbor.

Vernon Terminal

During the Atwood Terminal survey, Mr. Perez was shown the project map for the Vernon Terminal, which is Mr. Perez's main station. Mr. Perez indicated that all of the areas where earth disturbing will occur are currently paved over. Therefore, no archaeological survey was conducted at the Vernon Terminal, as there was no visible ground surface to inspect.

Mr. Perez also noted that the Vernon Terminal was built in the early 1900s and has been extensively disturbed over the past century by grading and trenching activities. Most of the current project's earth disturbing activities are expected to be within the limits of previous disturbance. During past excavation projects within the terminal some "old used bricks and a few old bottles" were observed by Tanks 10 and 11, which are located immediately to the east of the proposed new tank area (Perez personal communication). The proposed new tank area is currently paved over, but buildings formerly occupied the site (Perez personal communication).

5.0 SUMMARY AND RECOMMENDATIONS

5.1 Summary

Torrance Terminal, and Atwood and Southwest Marine Terminals

Based on the record searches, background research, field surveys, and extent of previous ground disturbance, project implementation at the Torrance Refinery, and the Atwood and Southwestern Marine Terminals is expected to result in no impacts to archaeological resources for the following reasons:

- Archaeological surveys conducted at the Torrance Refinery and Atwood Terminal identified no important cultural resources.
- The Southwestern Marine Terminal is not considered a sensitive location in terms of archaeological resources, because it is built on fill material.
- There has been extensive ground disturbance throughout the Torrance Refinery, and the Atwood and Southwestern Marine Terminals, which reduces the likelihood of intact cultural deposits occurring within the project sites.

The Vernon Terminal

The Vernon Terminal, which is the oldest facility in the study, was not surveyed due to pavement and lack of ground surface visibility. Some old bricks and glass have been unearthed at the Vernon Terminal during past earth disturbing projects by Tanks 10 and 11, which are adjacent to the new tank location (Perez personal communication). The Vernon Terminal is located next to the Los Angeles River. Because of its geographical setting, the Vernon Terminal has the most likely chance to have buried historic or prehistoric deposits out of the four Mobil facilities. However, it is also recognized that the Vernon Terminal has been extensively disturbed to varying, but unknown, depths over the past century by grading, excavation and trenching projects within the terminal.

Since a field survey of the project impact areas was unfeasible and because of the reported observation of historic materials (bricks and glass) unearthed within the terminal, a focused archaeological monitoring program is recommended to reduce potentially significant impacts to buried cultural deposits, should they occur, to a less than significant level.

5.2 Recommendations

General Conditions for all Four Mobil Facilities

1. In the event that archaeological resources are unearthed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A Gabrielino/Tongva representative should monitor any mitigation work associated with prehistoric cultural material.
2. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission.

Specific Condition for the Vernon Terminal

3. Excavation for the new tank foundation and two tank car unloading pumps at the Vernon Terminal should be monitored by an archaeologist trained in historic archaeology, along with any other project related excavation that has the potential to impact intact soils. Based on their observations, the archaeological monitor shall have the authority to refine the monitoring requirements during construction as appropriate (i.e., change to spot checks, reduce or increase the project areas to be monitored).

6.0 SOURCES CITED

Anonymous

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www.exxon.mobil.com

- 2000 ExxonMobil History.

Individuals and Institutions Contacted

Holloway, Vicki, ENSR, Project Manager, personal communication November and December 2000.

Perez, Ben, ExxonMobil, Maintenance Mechanic, field meeting November 29, 2000, telephone conversation December 11, 2000.

Sakamoto, Craig T., ExxonMobil, telephone conversation December 12, 2000.

Smittle, Mark, ExxonMobil Safety, Health & Environmental, Senior Staff Advisor, field meeting December 6, 2000.

APPENDIX A

South Central Coastal Information Center Record Search

South Central Coastal Information Center
California Historical Resources Information System
UCLA Institute of Archaeology
A163 Fowler Building
Los Angeles, California 90095-1510
(310) 825-1980 / FAX (310) 206-4723 / sccic@ucla.edu
www.sscnet.ucla.edu/iaa/labs/sccic.html

Los Angeles
Orange
Ventura

June 21, 2000

Mary K. Maki
Conejo Archaeological Consultants
2321 Goldsmith Avenue
Thousand Oaks, CA 91360

RE: Records Search for Mobil CARB 3 Reformulated Gasoline Project, Los Angeles and Orange County

Dear Ms. Maki,

As per your request received on June 19, 2000, we have conducted a records search for the above referenced project. This search includes a review of all recorded historic and prehistoric archaeological sites within a one-quarter mile radius of the project area as well as a review of all known cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the National Register of Historic Places, the California State Historic Resources Inventory, the California Points of Historical Interest, and the listing of California Historical Landmarks in the region. The following is a discussion of our findings.

PREHISTORIC RESOURCES:

Los Angeles Quadrangle

No prehistoric sites have been identified within a one-quarter mile radius of the project area (see enclosed map).

Orange Quadrangle

One prehistoric site (CA-Ora-430/30-000430) has been identified within a one-quarter mile radius of the project area (see enclosed map).

San Pedro Quadrangle

No prehistoric sites have been identified within a one-quarter mile radius of the project area (see enclosed map).

Torrance Quadrangle

No prehistoric sites have been identified within a one-quarter mile radius of the project area (see enclosed map).

HISTORIC RESOURCES:

Los Angeles Quadrangle

No historic archaeological sites have been identified within a one-quarter mile radius of the project area (see enclosed map).

Orange Quadrangle

No historic archaeological sites have been identified within a one-quarter mile radius of the project area (see enclosed map).

San Pedro Quadrangle

No historic archaeological sites have been identified within a one-quarter mile radius of the project area (see enclosed map).

Torrance Quadrangle

No historic archaeological sites have been identified within a one-quarter mile radius of the project area (see enclosed map).

Inspection of our historic maps – A copy of the 15' series map corresponding to the 7.5' USGS topograph has been included for your review. The copies are as follows:

Los Angeles Quadrangle - Los Angeles 15' 1928 and 1931 editions (2)
Orange Quadrangle - Anaheim 15' 1896 and 1942 editions (2)
San Pedro Quadrangle - San Pedro 15' 1896 and 1944 editions (2)
Torrance Quadrangle - Redondo 15' 1896 and 1944 editions (2)

The California State Historic Resources Inventory lists the following properties that have been evaluated for historical significance within a few blocks of the project area.

Los Angeles Quadrangle - 0 properties
Orange Quadrangle - 0 properties
San Pedro Quadrangle - 3 potential properties (see enclosed list)
Torrance Quadrangle - 3 potential properties (see enclosed list)

The National Register of Historic Places lists the following properties within a one-quarter mile radius of the project area.

Los Angeles Quadrangle - 0 properties
Orange Quadrangle - 0 properties

San Pedro Quadrangle - 0 properties
Torrance Quadrangle - 0 properties

The listings of the California Historical Landmarks (1990) of the Office of Historic Preservation, California Department of Parks and Recreation, indicate that the following properties are California Historical Landmarks within a one-quarter mile radius of the project area.

Los Angeles Quadrangle - 0 properties
Orange Quadrangle - 0 properties
San Pedro Quadrangle - 1 property

No. 384 Timms' Point and Landing
This was an early landing place for San Pedro. Diego Sepulveda built a wharf from this point and named it after A.W. Timms. Located at Fisherman's Dock, near Ports o' Call Village, Pier 73, off of Sampson Way, San Pedro

Torrance Quadrangle - 0 properties

The California Points of Historical Interest (1992) identifies the following properties within a one-quarter mile radius of the project area.

Los Angeles Quadrangle- 0 properties
Orange Quadrangle - 0 properties
San Pedro Quadrangle - 0 properties
Torrance Quadrangle - 0 properties

The listings of the City of Los Angeles Historic-Cultural Monuments indicated that there are landmarks within a one-mile radius of the project area.

Los Angeles Quadrangle- 0 properties
Orange Quadrangle - 0 properties
San Pedro Quadrangle - 0 properties
Torrance Quadrangle - 0 properties

PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:

Los Angeles Quadrangle

No surveys and/or excavations have been conducted within a one-quarter mile radius of the project area (see enclosed map). Twelve additional investigations are located within the quadrangle and are potentially within the project area. These investigations are not mapped due to insufficient locational information.

Orange Quadrangle

No surveys and/or excavations have been conducted within a one-quarter mile radius of the project area (see enclosed map). Two additional investigations are located within

the quadrangle and are potentially within the project area. These investigations are not mapped due to insufficient locational information.

San Pedro Quadrangle

Two surveys and/or excavations (LA4130 and LA4455) have been conducted within a one-quarter mile radius of the project area (see enclosed map and bibliography). Of these, one (LA4130) is located within the project area. Six additional investigations are located within the quadrangle and are potentially within the project area. These investigations are not mapped due to insufficient locational information.

Torrance

One survey and/or excavation (LA2904) has been conducted within a one-quarter mile radius of the project area (see enclosed map and bibliography). This report is located within the project area. Five additional investigations are located within the quadrangle and are potentially within the project area. These investigations are not mapped due to insufficient locational information.

Please forward a copy of any reports resulting from this project to our office as soon as possible. Due to the sensitive nature of site location data, we ask that you do not include record search maps in your report. If you have any questions regarding the results presented herein, please feel free to contact our office at (310) 825-1980.

Invoices are mailed approximately two weeks after records searches are completed. This enables your firm to request further information under the same invoice number. Please reference the invoice number listed below when making inquiries. Requests made after invoicing will result in the preparation of a separate invoice with a \$15.00 handling fee.

Sincerely,


Margaret Lopez
Assistant Coordinator

Enclosures:

- (X) Map- 1 records search map and 2 historic maps for the Los Angeles, Orange, San Pedro, and Torrance Quads each
- (X) Bibliography- San Pedro (1 pg.) and Torrance (1 pg.)
- () Site list
- (X) HRI - San Pedro (1 pg.) and Torrance (1 pg.)
- (X) Site records- CA-Ora-430/30-000430
- (X) Survey reports - LA2904 and LA4130
- (X) Confidentiality Form
- () Invoice # 8651

APPENDIX B

Native American Heritage Commission
Sacred Lands File Check

STATE OF CALIFORNIA

Gray Davis, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390



September 27, 2000

Mary Maki
Conejo Archaeological Consultants
2321 Goldsmith Avenue
Thousand Oaks, CA 91360

RE: Mobil California Air Resources Board Phase 3 Reformulated Gasoline 3 Project, Los Angeles and Orange Counties

Dear Ms. Maki:

A record search of the sacred lands file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend other with specific knowledge. A minimum of two weeks must be allowed for responses after notification.

If you receive notification of change of addresses and phone numbers from any these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4040.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Wood".

Rob Wood
Associate Governmental Program Analyst