

ATTACHMENT C:

HISTORICAL RESOURCES EVALUATION REPORT


**HISTORICAL RESOURCES EVALUATION REPORT FOR THE
STATE ROUTE 710 NORTH STUDY**

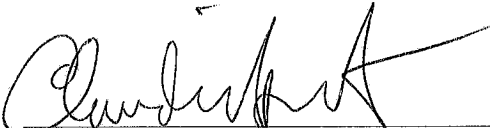
**CITIES OF LOS ANGELES, MONTEREY PARK, ALHAMBRA, SOUTH
PASADENA, PASADENA, SAN GABRIEL, ROSEMEAD, AND SAN MARINO
AND THE UNINCORPORATED COMMUNITY OF EAST LOS ANGELES**


LOS ANGELES COUNTY, CALIFORNIA

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DISTRICT 7**

**EA 187900
07-LA-710 (SR 710)
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SUMMARY OF FINDINGS

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority, proposes transportation improvements to improve mobility and relieve congestion in the area bounded by State Route 2 (SR 2) and Interstates 5, 10, 210, and 605 (I-5, I-10, I-210, and I-605, respectively) in east/northeast Los Angeles and the western San Gabriel Valley (Historic Property Survey Report [HPSR], Attachment A, Maps 1–3). To accomplish this, four build alternatives are proposed in addition to the No Build alternative. These include the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative, Bus Rapid Transit (BRT) Alternative; Light Rail Transit (LRT) Alternative; and Freeway Tunnel Alternative. The proposed action will include, but not be limited to, acquisition of right-of-way; temporary construction and permanent easements; construction of elevated roadways/railways, cut and cover tunnels, bored tunnels, sound walls, retaining walls, concrete barriers, drainage facilities, curbs, and gutters; installation of paving; relocation of utilities; and grading (HPSR, Attachment A, Maps 3A, 3B, and 3C).

This Historical Resources Evaluation Report (HRER) was prepared in compliance with the *Caltrans 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, as it Pertains to the Administration of the Federal-Aid Highway Program in California* executed January 1, 2004, and amendments (2014 Section 106 PA). Cultural resources were identified and evaluated for the National Register of Historic Places (National Register) as required by the 2014 Section 106 PA, using the National Register of Historic Places eligibility criteria found in 36 Code of Federal Regulations Part 800 and the regulations implementing Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA). These evaluations comply with California Environmental Quality Act (CEQA) requirements and evaluates identified cultural resources in accordance with California Public Resources Code (PRC) Section 15064.5(a)(2)–(3) using the criteria outlined in PRC Section 5024.1. The document was also prepared in compliance with PRC 5024 for state-owned historical resources. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and CEQA.

Archaeological field surveys of the areas of anticipated ground-disturbing activities within the project's direct Area of Potential Effects (APE) were conducted on various days between September 9 and October 25, 2013. As a result of these surveys, no archaeological resources were identified in the project APE.

Architectural surveys of the APE, which includes approximately 2,200 properties, were conducted for the entire APE (direct and indirect) on multiple days from August 26 through October 11, 2013, with follow-up surveys conducted on June 12 and 13, July 25, August 7 and 30, and November 8, 2014. As a result of these surveys, there are a total of 68 properties in the project APE that are either listed in or eligible for listing in the National Register. This includes 43 properties previously listed in or determined eligible for listing in the National Register (including 11 historic districts), 22 properties that were determined eligible for

listing in the National Register as a result of this study (including 2 historic districts and 1 park), and 3 properties (Route 66, 318 Fairview Avenue, and 2020 Fremont Avenue) that are being considered eligible for listing in the National Register for purposes of this study only. In addition to these 68 National Register properties, there are 9 properties (including 1 historic district) that are “historical resources” pursuant to CEQA, but are not eligible for listing in the National Register.

As stated in the paragraph above, pursuant to the 2014 Section 106 PA, Stipulation VIII.C.4, Caltrans is considering the various portions of Route 66 within the APE as eligible for the National Register for purposes of this project only.

Fifteen bridges were also identified in the APE (HPSR, Attachment B). Of these, the Fair Oaks Overcrossing Bridge #53 0440 is eligible for listing in the National Register as a contributing element of the Arroyo Seco Parkway Historic District.

Pursuant to PRC 5024, all the State-owned historical resources within the APE were previously evaluated and the California State Historic Preservation Officer (SHPO) has concurred with those conclusions.

For CEQA purposes, in compliance with PRC 15064.5(a), Caltrans, as the Lead Agency under CEQA, has determined that the 68 resources listed in Table 5 are historical resources pursuant to CEQA. Caltrans, however, is providing this information to the SHPO as a courtesy only and is not seeking the SHPO’s comments.

All other historic-period resources within the APE have been determined exempt from further evaluation per the 2014 Section 106 PA.

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I. PROJECT DESCRIPTION

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro) proposes transportation improvements to improve mobility and relieve congestion in the area bounded by State Route 2 (SR 2) and Interstates 5, 10, 210, and 605 (I-5, I-10, I-210, and I-605, respectively) in east/northeast Los Angeles and the western San Gabriel Valley (Historic Property Survey Report [HPSR], Attachment A, Maps 1–3). The study area for the State Route 710 (SR 710) North Study is approximately 100 square miles and generally bounded by I-210 on the north, I-605 on the east, I-10 on the south, and I-5 and SR 2 on the west. Caltrans is the Lead Agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

The purpose of the proposed action is to accommodate regional and local north-south travel demands in the study area of the western San Gabriel Valley and east/northeast Los Angeles effectively and efficiently, including the following considerations:

- Improve efficiency of the existing regional freeway and transit networks.
- Reduce congestion on local arterials adversely affected due to accommodating regional traffic volumes.
- Minimize environmental impacts related to mobile sources.

ALTERNATIVES

The proposed alternatives include the No Build Alternative, the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative, the Bus Rapid Transit (BRT) Alternative, the Light Rail Transit (LRT) Alternative, and the Freeway Tunnel Alternative. These alternatives are each discussed below.

No Build Alternative

The No Build Alternative includes projects/planned improvements through 2035 that are contained in the Federal Transportation Improvement Program, as listed in the Southern California Association of Governments 2012 Regional Transportation Plan/Sustainable Communities Strategy Measure R and the funded portion of Metro's 2009 Long Range Transportation Plan. The No Build Alternative does not include any planned improvements to the SR 710 Corridor.

Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative

The TSM/TDM Alternative consists of strategies and improvements to increase efficiency and capacity for all modes in the transportation system with lower capital cost investments and/or lower potential impacts. The TSM/TDM Alternative is designed to maximize the

efficiency of the existing transportation system by improving capacity and reducing the effects of bottlenecks and chokepoints. TSM strategies increase the efficiency of existing facilities (i.e., TSM strategies are actions that increase the number of vehicle trips that a facility can carry without increasing the number of through lanes).

Transportation System Management. TSM strategies include Intelligent Transportation Systems (ITS), local street and intersection improvements, and Active Traffic Management (ATM):

- **ITS Improvements:** ITS improvements include traffic signal upgrades, synchronization and transit prioritization, arterial changeable message signs (CMS), and arterial video and speed data collection systems. The TSM/TDM Alternative includes signal optimization on corridors with signal coordination hardware already installed by Metro’s Traffic Signal Synchronization Program (TSSP). These corridors include Del Mar Avenue, Rosemead Boulevard, Temple City Boulevard, Santa Anita Avenue, Fair Oaks Avenue, Fremont Avenue, and Peck Road. The only remaining major north-south corridor in the San Gabriel Valley in which TSSP has not been implemented is Garfield Avenue; therefore, TSSP on this corridor is included in the TSM/TDM Alternative. The following provide a further explanation of the ITS elements listed above:
 - Traffic signal upgrades include turn arrows, vehicle and/or bicycle detection, pedestrian countdown timers, incorporation into regional management traffic center for real-time monitoring of traffic and updating of signal timing.
 - Synchronization is accomplished through signal coordination to optimize travel times and reduce delay.
 - Transit signal prioritization includes adjusting signal times for transit vehicles to optimize travel times for public transit riders.
 - Arterial CMS are used to alert travelers about unusual road conditions, special event traffic, accident detours, and other incidents.
 - Video and speed data collection includes cameras and other vehicle detection systems that are connected to a central monitoring location, allowing for faster detection and response to traffic incidents and other unusual traffic conditions.
- **Local Street and Intersection Improvements:** The local street and intersection improvements are within the Cities of Los Angeles, Alhambra, South Pasadena, Pasadena, San Gabriel, Rosemead, and San Marino and include freeway ramps, as well as two new local roadways.
- **Active Traffic Management:** ATM technology and strategies are also included in the TSM/TDM Alternative. The major elements of ATM are arterial speed data collection and CMS. Data on arterial speeds would be collected and distributed through Los Angeles County’s Information Exchange Network. Many technologies are available for speed data collection or the data could be purchased from a third-party provider. Travel time data collected through this effort could be provided to navigation system providers for distribution to the traveling public. In addition, arterial CMS or “trailblazer” message

signs would be installed at key locations to make travel time and other traffic data available to the public.

Transportation Demand Management. TDM strategies focus on regional means of reducing the number of vehicle trips and vehicle miles traveled (VMT) as well as increasing vehicle occupancy. TDM strategies facilitate higher vehicle occupancy or reduce traffic congestion by expanding the traveler's transportation options in terms of travel method, travel time, travel route, travel costs, and the quality and convenience of the travel experience. The TDM strategies include reducing the demand for travel during peak periods, reducing the use of motor vehicles, shifting the use of motor vehicles to uncongested times of the day, encouraging rideshare and transit use, eliminating trips (i.e., telecommuting), and improved transportation options. The TDM strategies include expanded bus service, bus service improvements, and bicycle improvements:

- **Expanded Bus Service and Bus Service Improvements:** The transit service improvements enhance bus headways between 10 and 30 minutes during the peak hour and 15 to 60 minutes during the off-peak period. Bus headways are the amount of time between consecutive bus trips (traveling in the same direction) on the bus route. Some of the bus service enhancements almost double existing bus service.
- **Bicycle Facility Improvements:** The bicycle facility improvements include on-street Class III bicycle facilities that support access to transit facilities through the study area and expansion of bicycle parking facilities at existing Metro Gold Line stations.

Bus Rapid Transit (BRT) Alternative

The BRT Alternative would provide high-speed, high-frequency bus service through a combination of new, dedicated, and existing bus lanes, and mixed-flow traffic lanes to key destinations between East Los Angeles and Pasadena. The proposed route length is approximately 12 miles.

The BRT Alternative includes the BRT trunk line arterial street and station improvements, frequent bus service, new bus feeder services, and enhanced connecting bus services. The BRT Alternative also includes the active transportation and local street and intersection improvements that are part of the TSM/TDM Alternative. BRT includes bus enhancements identified in the TSM/TDM Alternative, except for improvements to Metro Route 762.

Buses are expected to operate every 10 minutes during peak hours and every 20 minutes during off-peak hours. The BRT service would generally replace, within the study area, the existing Metro Route 762 service. The 12-mile route would begin at Atlantic Boulevard and Whittier Boulevard to the south, follow Atlantic Boulevard, Huntington Drive, Fair Oaks Avenue, Del Mar Boulevard, and end with a terminal loop in Pasadena to the north. Buses operating in the corridor would be given transit signal priority from a baseline transit signal priority project that will be implemented separately by Metro.

Where feasible, buses would run in dedicated bus lanes adjacent to the curb, either in one direction or both directions, during peak periods. The new dedicated bus lanes would

generally be created within the existing street rights of way (ROW) through a variety of methods that include restriping the roadway, restricted on-street parking during peak periods, and narrowing medians, planted parkways, or sidewalks. Buses would share existing lanes with other traffic in cases where there is not enough ROW. The exclusive lanes would be exclusive to buses and right-turning traffic during a.m. and p.m. peak hours only. At other times of day, the exclusive lanes would be available for on-street parking use.

A total of 17 BRT stations with amenities would be placed on average, at approximately 0.8-mile intervals at major activity centers and cross-streets. Typical station amenities would include new shelters, branding elements, seating, wind screens, leaning rails, variable message signs (next bus information), lighting, bus waiting signals, trash receptacles, and stop markers. Some of these stops will be combined with existing stops, while in some cases new stops for BRT will be provided. The BRT service would include 60-foot articulated buses with three doors, and would have the latest fare collection technology such as onboard smart card (Transit Access Pass card) readers to reduce dwell times at stations.

Additionally, this alternative would include bus feeder routes that would connect additional destinations with the BRT mainline. Two bus feeder routes are proposed: one that would run along Colorado Boulevard, Rosemead Boulevard, and Valley Boulevard to the El Monte transit station; and another bus feeder route that would travel from Atlantic Boulevard near the Gold Line station to the Metrolink stations in the City of Commerce and Montebello via Beverly Boulevard and Garfield Avenue. In addition, other existing bus services in the study area would increase in frequency and/or span of service.

The TSM/TDM Alternative improvements would also be constructed as part of the BRT Alternative. These improvements would provide the additional enhancements to maximize the efficiency of the existing transportation system by improving capacity and reducing the effects of bottlenecks and chokepoints. The only components of the TSM/TDM Alternative improvements that would not be constructed with the BRT Alternative are improvements at the I-710 northbound off-ramp and southbound on-ramp at Valley Boulevard in the community of El Sereno.

Light Rail Transit (LRT) Alternative

The LRT Alternative would include passenger rail operated along a dedicated guideway, similar to other Metro light rail lines. The LRT alignment is approximately 7.5 miles long, with 3 miles of aerial segments and 4.5 miles of bored tunnel segments.

The LRT Alternative would begin at an aerial station on Mednik Avenue adjacent to the existing East Los Angeles Civic Center Station on the Metro Gold Line. The alignment would remain elevated as it travels north on Mednik Avenue, west on Floral Drive, north across Corporate Center Drive, and then along the west side of I-710, primarily in Caltrans ROW, to a station adjacent to the California State University, Los Angeles (Cal State LA). The alignment would descend into a tunnel south of Valley Boulevard and travel northeast to Fremont Avenue, north under Fremont Avenue, and easterly to Fair Oaks Avenue. The alignment would then cross under State Route 110 (SR 110) and end at an underground

station beneath Raymond Avenue adjacent to the existing Fillmore Station on the Metro Gold Line.

Two directional tunnels are proposed with tunnel diameters approximately 20 feet each, located approximately 60 feet below the ground surface. Other supporting tunnel systems include emergency evacuation cross passages for pedestrians, a ventilation system consisting of exhaust fans at each portal and an exhaust duct along the entire length of the tunnel, fire detection and suppression systems, communications and surveillance systems, and 24-hour monitoring, similar to the existing LRT system.

Trains would operate at speeds of up to 65 miles per hour approximately every 5 minutes during peak hours and 10 minutes during off-peak hours.

Seven stations would be located along the LRT alignment at Mednik Avenue in East Los Angeles, Floral Drive in Monterey Park, Cal State LA, Fremont Avenue in Alhambra, Huntington Drive in South Pasadena, Mission Street in South Pasadena, and Fillmore Street in Pasadena. The Fremont Avenue Station, the Huntington Drive Station, the Mission Street Station, and the Fillmore Street Station would be underground stations. New Park-and-Ride facilities would be provided at all of the proposed stations except for the Mednik Avenue, Cal State LA, and Fillmore Street stations.

A maintenance yard to clean, maintain, and store light rail vehicles would be located on both sides of Valley Boulevard at the terminus of SR 710. A track spur from the LRT mainline to the maintenance yard would cross above Valley Boulevard.

Two bus feeder services would be provided. One would travel from the Commerce Station on the Orange County Metrolink line and the Montebello Station on the Riverside Metrolink line to the Floral Station, via East Los Angeles College. The other would travel from the El Monte Bus Station to the Fillmore Station via Rosemead and Colorado Boulevards. In addition, other existing bus services in the study area would increase in frequency and/or span of service.

The TSM/TDM Alternative improvements would also be constructed as part of the LRT Alternative. These improvements would provide the additional enhancements to maximize the efficiency of the existing transportation system by improving capacity and reducing the effects of bottlenecks and chokepoints. The only components of the TSM/TDM Alternative improvements that would not be constructed with the LRT Alternative are those at the I-710 northbound off-ramp and southbound on-ramp at Valley Boulevard.

Freeway Tunnel Alternative

The alignment for the Freeway Tunnel Alternative starts at the existing southern stub of SR 710 in Alhambra, just north of I-10, and connects to the existing northern stub of SR 710, south of the I-210/State Route 134 (SR 134) interchange in Pasadena. The Freeway Tunnel Alternative has two design variations: a dual-bore tunnel and a single-bore tunnel. Both tunnel design variations would include the following tunnel support systems: emergency evacuation for pedestrians and vehicles, air scrubbers, a ventilation system consisting of

exhaust fans at each portal, an exhaust duct along the entire length of the tunnel and jet fans within the traffic area of the tunnel, fire detection and suppression systems, communications and surveillance systems, and 24-hour monitoring. Operations and maintenance buildings would be constructed at the northern and southern ends of the tunnel. There would be no operational restrictions for the tunnel, with the exception of vehicles carrying flammable or hazardous materials.

The TSM/TDM Alternative improvements would also be constructed as part of the Freeway Tunnel Alternative, including either the dual-bore or single-bore design variations. These improvements would provide the additional enhancements to maximize the efficiency of the existing transportation system by improving capacity and reducing the effects of bottlenecks and chokepoints. The only component of the TSM/TDM Alternative improvements that would not be constructed with the Freeway Tunnel Alternative is T-1 (Valley Boulevard to Mission Road Connector Road). The geometric design configuration of Intersection Improvement I-4 (I-710 southbound on-ramp/Valley Boulevard) and Intersection Improvement I-5 (I-710 northbound off-ramp/Valley Boulevard) are compatible with the design of the Freeway Tunnel Alternative. The design and construction of the southern portal for the tunnel (for either design variation) would conflict with the design and construction of the West Broadway/Colorado Boulevard improvement.

Design Variations. The Freeway Tunnel Alternative includes two design variations related to the number of tunnels constructed. The dual-bore design variation includes two tunnels that independently convey northbound and southbound vehicles. The single-bore design variation includes one tunnel that carries both northbound and southbound vehicles. These design variations are described below.

- **Dual-Bore Tunnel:** The dual-bore tunnel variation is approximately 6.3 miles long, with 4.2 miles of bored tunnel, 0.7 mile of cut-and-cover tunnel, and 1.4 miles of at-grade segments. The dual-bore tunnel variation would consist of two side-by-side tunnels (one northbound, one southbound). Each tunnel would have two levels and would consist of two lanes of traffic on each level, traveling in one direction, for a total of four lanes in each tunnel. Each bored tunnel would have an outside diameter of approximately 60 feet and would be located approximately 120 to 160 feet below the ground surface. Vehicle cross passages would be provided throughout this tunnel variation that would connect one tunnel to the other tunnel for use in an emergency situation.

Short segments of cut-and-cover tunnels would be located at the south and north termini to provide access via portals to the bored tunnels. The portal at the southern terminus would be located south of Valley Boulevard. The portal at the northern terminus would be located north of Del Mar Boulevard. No intermediate interchanges are planned for the tunnel.

- **Single-Bore Tunnel:** The single-bore tunnel design variation is also approximately 6.3 miles long, with 4.2 mile of bored tunnel, 0.7 mile of cut-and-cover tunnel, and 1.4 miles of at-grade segments. The single-bore tunnel variation would consist of one tunnel with two levels. Each level would have two lanes of traffic traveling in one direction. The northbound traffic would traverse the upper level and the southbound traffic would traverse the lower level. The single-bore tunnel would provide a total of four lanes. The

single-bore tunnel would also have an outside diameter of approximately 60 feet and would be located approximately 120 to 160 feet below the ground surface. The single-bore tunnel would be in the same location as the northbound tunnel in the dual-bore tunnel design variation.

Operational Variations. Operational variations have been identified for the Freeway Tunnel Alternative, as described below:

- **Freeway Tunnel Alternative without Tolls:** The facility would operate as a conventional freeway with lanes open to all vehicles. This operational variation would be considered for only the dual-bore tunnel design variation.
- **Freeway Tunnel Alternative with Trucks Excluded:** The facility would operate as a conventional freeway; however, trucks would be excluded from using the tunnel. This operational variation would be considered for the dual-bore tunnel only. Signs would be provided along I-210, SR 134, I-710, and I-10 to provide advance notice of the truck restriction.
- **Freeway Tunnel Alternative with Tolls:** This operational variation would be considered for both the dual- and single-bore tunnels described above. All vehicles, including trucks, using the tunnel would be tolled.
- **Freeway Tunnel Alternative with Tolls and Trucks Excluded:** The facility would operate as a conventional freeway; however, trucks would be excluded from using the tunnel. This operational variation would be considered for the single-bore tunnel only. All automobiles would be tolled; however, trucks would be excluded from using the tunnel. Signs would be provided along I-210, SR 134, I-710, and I-10 to provide advance notice of the truck restriction.
- **Freeway Tunnel Alternative with Toll and Express Bus:** This operational variation would be considered for the single-bore tunnel only. The single-bore freeway tunnel would operate as a tolled facility and include an Express Bus component. The Express Bus would be allowed in any of the travel lanes in the tunnel; no bus-restricted lanes would be provided. The Express Bus route would start at the Commerce Station on the Orange County Metrolink line, and then serve the Montebello Station on the Riverside Metrolink line and East Los Angeles College before entering I-710 at Floral Drive. The bus would travel north to Pasadena via the proposed freeway tunnel, making a loop serving Pasadena City College, the California Institute of Technology, and downtown Pasadena before reentering the freeway and making the reverse trip.

AREA OF POTENTIAL EFFECTS

The SR 710 North Study has the potential to affect numerous historic-period properties both directly and indirectly. For purposes of this study, the historic period is defined as pre-1971. This is in order to account for lead time between preparation of Section 106 compliance and actual project construction and is consistent with general cultural resources practices.

Properties that may be affected have been included within the Area of Potential Effects (APE) for the proposed project. The mapped APE (HPSR, Attachment A, Maps 3A, 3B, and 3C) was established in consultation with Caltrans District 7 PQS for Architectural History, Claudia Harbert, and is the combination of the areas of direct and indirect effects including, but not limited to, existing and proposed ROW, temporary construction easements, staging areas, and areas where there are potential visual/setting impacts.

Due to the diversity of Build Alternatives and geographic locations, the APE includes several discontinuous areas. The APE for the Freeway Tunnel and LRT Alternatives, which overlap in some areas and are only a few miles apart in others, are shown on Map 3A. The APE for the BRT Alternative is shown on Map 3B. The APE for the TSM/TDM Alternative, which as discussed above consists of numerous intersection improvements over a wide geographic area, includes several small discontinuous areas shown on Map 3C. Some parcels are within more than one alternative; however, in order to minimize confusion and avoid duplication, each evaluated parcel has been assigned only one APE Map Reference Number (Ref #) and is shown on only one APE map.

The areas of direct effects are generally limited to the proposed and existing ROW and include the horizontal and vertical areas associated with ground-disturbing activities. In this case, the vertical impact area ranges from a maximum height of 74 feet (bridge construction) to a maximum depth of 173 feet. All areas that may experience ground settling related to the proposed tunnels are also included in the direct APE.

As discussed above, there are several alternatives being considered and, of those, the Freeway and LRT alternatives involve tunnels and underground elements for substantial distances over their alignments. The Freeway and LRT tunnel alternatives would consist of the following major elements that could result in excavation-induced ground movements: bored tunnels, cross passages, construction portals, and station excavation (LRT alternative only).

The impacts of tunnel, portal, and station excavations on existing buildings/structures are typically evaluated in several stages. The preliminary assessment includes the estimates of free-field settlements caused by the underground construction without considering the presence of the existing buildings/structures. The purpose of this preliminary stage is to screen out buildings/structures that will have no or negligible impact risk and to identify the higher risk buildings/structures for the next assessment stage. In this preliminary assessment, a zone of potential disturbance or zone of anticipated settlement is established and then it is known that no further assessment is required for buildings/structures outside this zone.

As part of the environmental documentation in this study, the design team was tasked with determining zones of potential influence resulting from excavation-induced ground movements. The determination of these zones for both the bored tunnels and the open-cut excavations are presented in Evaluation and Control of Ground Movements (Jacobs Associates 2014). These zones were determined using industry-standard empirical relationships with project-specific input parameters assuming the use of tunnel boring machines to excavate the bored tunnels and have been included in the direct APE. These zones could be further reduced by site- and structure-specific engineering techniques, which would be explored in subsequent phases of the design. Observation of buildings and structures during excavation may extend beyond the zones identified as a precautionary

measure; the monitoring and survey requirements would be developed through subsequent stages of design and construction.

The areas of indirect effects extend beyond those of the direct effects and incorporate areas that may be indirectly affected by visual, noise, vibration, and/or other effects. The areas of indirect effects generally include all properties that are adjacent to the proposed ROW unless they are undeveloped or have no buildings closer than 200 feet to the proposed improvements. In most cases, the APE includes only the properties adjacent to the proposed ROW and/or temporary construction easements, but additional parcels may be included where there are small (typically less than 0.15 acre/6,500 square feet) residential properties that may experience indirect impacts. In some cases, parcels adjacent to potential ground settlement areas have been included. Parcels with buildings that are within 200 feet of a proposed bridge or a bridge that is being widened by more than 30 feet are also included in the APE. Exceptions include properties that are buffered by topographic features, large parking and/or landscaped areas, or buildings on other properties. Aside from the exceptions listed above, the APE extends around the entirety of those parcels where the built environment may be indirectly affected.

While the APE for all Build Alternatives was defined using consistent methodology, it is important to note that the potential indirect effects associated with the BRT and TSM/TDM Alternatives are much more limited than those associated with the Freeway Tunnel and LRT Alternatives. The primary reason for this is that the BRT and TSM/TDM Alternatives generally propose only minor changes to existing roadways and relatively few encroachments onto private property. More specifically, most of the improvements associated with the TSM/TDM Alternative are completely within the existing right-of-way and away from buildings. As a result, the APE typically does not include adjacent properties. The BRT Alternative is also primarily within existing ROW, but includes changes to sidewalks and other features that are adjacent to buildings; therefore, the APE in those areas includes adjacent properties. However, for both of these alternatives, the indirect impacts would be extremely limited.

The area within the APE that may be subject to direct impacts—except for developed properties above the proposed tunnels—was surveyed for archaeological resources. The entire APE was surveyed for historic-period (pre-1971) built environment resources.

As noted above, each property evaluated within the project APE has been assigned an APE Map Ref. #. However, there are some gaps in the numbering. These resulted from evaluated properties dropping out based on additional field visits, research, and/or changes to the APE.

II. RESEARCH METHODS

RECORDS SEARCH

As part of the pre-field research, on August 29, 2013, an archaeological resources records search was conducted by the South Central Coastal Information Center (SCCIC), which maintains the California Historical Resources Information System (CHRIS) cultural resources database for Los Angeles, Orange, and Ventura Counties, and is located at California State University, Fullerton. The records search included a review of all recorded historic and prehistoric archaeological sites within a 0.5-mile radius of the APE, as well as a review of all archaeological resource survey and excavation reports within the APE. SCCIC staff did not review documentation for built-environment resources at this time (refer to HPSR Attachment D, Archaeological Survey Report [ASR], for a discussion of the records search methods and results and HPSR Attachment F for the Records Search letter).

In May 2014, the SCCIC conducted a records search specifically for built environment resources was conducted by the SCCIC. The search included a review of the database, resource, and report files at the SCCIC to provide site record forms and other associated information and mapping for all built environment resources previously recorded within the project APE (refer to HPSR Attachment F for the Records Search letter for built environment resources). For both records searches, no local inventories were searched, but the following inventories were examined:

- National Register of Historic Places (National Register);
- California Register of Historical Resources (California Register);
- California Historical Landmarks (CHL); and
- Points of Historic Interest (PHI).

Data from the SCCIC indicate that 63 cultural resource studies have been conducted within the APEs of the project. There have been 154 individual resources and portions of 14 historic districts (which include some of the individual resources) previously documented within the project APEs (see records search summary spreadsheet in HPSR Attachment F). Of these individual resources, 90 are residential (single-family homes and apartment buildings), 43 are commercial (including buildings and signage), 16 are institutional (government, energy and ecclesiastical properties), 3 are transportation infrastructure (roads), 1 is a landscape feature (a tree), and 1 is an indeterminate building (no specific information available). Of the total (168 resources including districts), 10 are listed in the National Register, 75 have been evaluated as eligible for the National Register, 76 have been evaluated as ineligible, and 7 were not evaluated.

As a follow-up to the records search, the Office of Historic Preservation (OHP) Directory of Properties in the Historic Property Data (HPD) File for Los Angeles County (April 2012) was

reviewed for properties for which documentation was not found at the SCCIC. A list of properties found in the HPD was submitted to the SCCIC so that documentation can be requested from the OHP.

In addition to the records searches, available local inventories and previous survey reports for built environment resources were examined. Background research was conducted on the APE and surrounding areas using a variety of primary and secondary sources including published literature regarding the history and development of Los Angeles County, the Cities of Los Angeles, Monterey Park, Alhambra, South Pasadena, Pasadena, and the surrounding areas; historic aerial photographs and maps of the project area and vicinity; previous cultural resources studies for the area completed by Caltrans; and numerous online sources. On the basis of this research, the primary historic themes in the APE were developed.

OUTREACH AND ARCHIVAL RESEARCH

From February 2012 through November 2014, numerous repositories and resources were contacted and utilized to access historical information pertinent to the properties within the APE and vicinity. Formal outreach was conducted beginning on June 18, 2013 (see list of contacts below). This consisted of mailing and/or emailing a letter and map regarding the project to a wide variety of groups, organizations, individuals, and public agencies. Follow-up was conducted when a response was received or when specific information was sought. A list of the outreach contacts is provided below and detailed information regarding the outreach, including sample letters and a map, can be found in HPSR Attachment G.

In addition, several repositories were visited either in person or online in an effort to obtain historical information regarding the project APE and specific resources within or intersecting the project APE (see list below under Archival Research). Information regarding these repositories is also provided below. (Some of these repositories, such as the city departments, also received the formal outreach letter.)

A complete listing of all references used in this HRER is included in Section VIII.

Formal Outreach

- Alhambra Chamber of Commerce.
- Alhambra Historical Society Museum.
- Alhambra Preservation Group.
- Arroyo Seco Foundation.
- Bill Pascarella, Pasadena Power Plant Shift Supervisor.
- Bungalow Heaven Neighborhood Association (Pasadena).
- California African American Museum.
- California Historic Route 66 Association.
- California Preservation Foundation (Route 66).

- Chinese American Museum.
- Claire W. Bogaard.
- El Sereno Historical Society.
- Friends of the Gamble House (Pasadena).
- Garfield Heights Neighborhood Association (Pasadena).
- Garvanza Improvement Association.
- Getty Research Institute.
- Highland Park Heritage Trust.
- Historic Highland Park Neighborhood Council.
- Historic Highlands Neighborhood Association (Pasadena).
- Historical Society of Southern California.
- J. Paul Getty Trust.
- Japanese American National Museum.
- Jewish Historical Society of Southern California.
- La Cañada Flintridge Chamber of Commerce and Community Association.
- La Cañada Flintridge Community Development Department Planning Division, Historic Preservation.
- Lanterman House/La Cañada Flintridge Historical Society.
- Los Angeles City Historical Society.
- Los Angeles Conservancy.
- Los Angeles Fire Department Historical Society.
- Los Angeles Police Historical Society.
- Los Angeles Railroad Heritage Foundation.
- Modern Committee of the Los Angeles Conservancy (ModCom).
- Montebello Historical Society.
- Montebello Planning Department.
- Montecito Heights Improvement Association.
- Monterey Park Historical Society Museum.
- Monterey Park, Recreation and Parks Department.
- National Historic Route 66 Federation.
- Old Pasadena Management District.
- Orange Heights Neighborhood Association (Pasadena).
- *Our Town El Sereno* (community awareness newsletter).

- Pasadena Chamber of Commerce.
- Pasadena Heritage.
- Pasadena Museum of History.
- Railway and Locomotive Historical Society, Inc., Southern California Chapter.
- Route 66 Corridor Preservation Program, Federal Advisory Council.
- Route 66 Preservation Foundation.
- Route 66 Territory Visitors Bureau.
- San Marino Historical Society.
- San Rafael Neighborhoods Association (Pasadena).
- Society of Architectural Historians Southern California Chapter.
- South Pasadena Chamber of Commerce.
- South Pasadena Preservation Foundation, Inc.
- The Electric Railway Historical Association of Southern California.
- West Pasadena Residents' Association.

Archival Research

- Historic aerial photographs accessed at various times in 2013 and 2014 online at: <http://www.historicaerials.com/aerials.php?code=404>. Information was obtained regarding general changes over time (typically 1938–2005) for large areas as well as individual properties.
- Historic *Los Angeles Times* news articles accessed at various times in 2013 and 2014 online via the Los Angeles Public Library at <http://www.lapl.org/>.
- Historic news articles accessed at various times in 2013 and 2014 online via <http://www.genealogybank.com/>.
- Caltrans Historic Highway Bridge Inventory accessed in 2013 online at http://www.dot.ca.gov/hq/structur/strmaint/hs_local.pdf and http://www.dot.ca.gov/hq/structur/strmaint/hs_state.pdf.
- City of Alhambra Development Services Planning Division located at 111 South First Street in Alhambra (various times in 2013 and 2014). Information accessed included building permits, tract and parcel maps, the 2009 residential design guidelines, and portions of the City's 1984–85 cultural resources survey (refer to HPSR, Attachment G).
- City of Los Angeles Department of Building and Safety located at 201 North Figueroa Street in Los Angeles was visited at various times in June 2014. Researchers attended a training session for reviewing high-volume permits on June 17, 2014.
- City of Monterey Park Building and Safety Division located at 320 West Newmark Avenue in Monterey Park. Copies of building permits were received in June 2014.

- City of Pasadena Planning and Community Development Department located at 175 North Garfield Avenue in Pasadena. Information accessed included City directories for properties in Pasadena (January 14, 2014). Building permit information was obtained for approximately 70 properties during the last full week of June 2014.
- City of South Pasadena Planning and Building Department located at 1414 Mission Street in South Pasadena. Obtained scanned copy of the City's Cultural Heritage Inventory (approximately 2,500 properties), confirmed that the list of historic districts on the City's website is current and accurate, and obtained scanned copies of Department of Parks and Recreation Series 523 (DPR) forms (February 18, 2013). Obtained building permit files for approximately 80 properties between June 12 and June 20, 2014.
- City of San Gabriel Building and Safety Division located at 425 South Mission Drive in San Gabriel was contacted in June 2014 for permits for one property.
- City of San Marino Planning and Building Department located a 2200 Huntington Drive in San Marino was contacted in June 2014 for permits for one property.
- County of Los Angeles Building and Safety Department (East Los Angeles) located at 4801 East 3rd Street in Los Angeles. Information accessed consisted of building permits for properties in unincorporated areas within the County of Los Angeles (June 13, 2014).
- Los Angeles Office of Historic Resources accessed at various times in 2013 and 2014 online at <http://preservation.lacity.org/survey>. Information regarding designated properties, HPOZs, and SurveyLA.
- South Pasadena Public Library located at 1100 Oxley Street in South Pasadena. Utilized City directories obtained from the Reference Desk (January 23, March 24, and May 29, 2014).
- South Pasadena Historical Museum located at 913 Meridian Avenue in South Pasadena. Telephone conversation with Bill Hillard on July 31, 2014 regarding the property at 1020 El Centro Street.
- University of California, Riverside, Rivera Library. Visited in person in July 2014 to obtain information about various architects, builders, building materials, and building types.
- Los Angeles Central Library located at 630 West 5th Street in Los Angeles. Contacted via telephone several times in March 2014 regarding hard copy City directories, but was directed to online sources.
- Pasadena Central Library located at 285 East Walnut Street in Pasadena. Utilized City directories located in the Local History Room/Reference Room (January 13 and 16, 2014)
- Crowell Public Library located at 1890 Huntington Drive in San Marino. Obtained local history information primarily regarding Los Angeles and Pasadena (December 5, 2013 and January 14, 2014).
- Norwalk Public Library 12350 Imperial Highway in Norwalk. Contacted the library via telephone in March 2014 regarding City directories, but was directed to online sources.

- Glendora Public Library located at 140 South Glendora Avenue in Glendora. Contacted the library via telephone in March 2014 regarding City directories, but was directed to online sources.
- Rosemead Library located at 8800 Valley Boulevard in Rosemead. Contacted the library via telephone in March 2014 regarding City directories, but was directed to online sources.
- Claremont Library located at 208 North Harvard Avenue in Claremont. Contacted the library via telephone in March 2014 regarding City directories, but was directed to online sources.
- Caltrans reports relative to earlier iterations of proposed SR 710 alignments/alternatives and for the more recent preparations for sale of Caltrans-owned properties within former proposed SR 710 alignments were reviewed.
- Kevin Johnson, City of Pasadena, was contacted by telephone and email on November 4, 2014, regarding alterations to the Norton Simon Museum and its association with the firm of Ladd & Kelsey. Also, on November 4, 2014, the DPR forms for the Ambassador West Cultural Landscape Historic District were requested via email. In-person visit to City Hall on November 13, 2014.
- Professor Brian Tichenor, USC School of Architecture and Tichenor & Thorp Architects, was contacted via email on November 18, 2014, regarding Ralph Cornell in conjunction with Jardin del Encanto and Cascades Park.

III. FIELD METHODS

ARCHITECTURAL SURVEY METHODS

A reconnaissance-level survey of the BRT Alternative APE was conducted on August 20, 2013. During the reconnaissance-level survey, buildings in the APE were briefly observed in order to identify general property types, architectural styles, and common alterations and to develop a field survey strategy. Photographs were taken of various properties and some notations were made regarding integrity, condition, and areas that might represent specific contexts.

Intensive-level field surveys of the APEs for each alternative (TSM/TDM, BRT, LRT, and Freeway Tunnel) were conducted on August 26, September 4, 10–12, 16, 18, and 24–26, and October 1–3, 7, 10 and 11, 2013, with follow-up surveys conducted on June 12 and 13, July 25, August 7 and 30, and November 8, 2014. During these surveys, buildings constructed prior to 1971 were photographed and detailed notations were made of each of the buildings' structural and architectural characteristics and current conditions, as well as their settings and associated features. In some cases, the property owner allowed the architectural historian access to the property so a more thorough survey could be completed. When possible, owners and area residents were interviewed to ascertain more detailed information about the buildings and the development of the area. As a result of the surveys, approximately 475 properties were evaluated.

Based on the surveys and basic property-specific research, the remainder of the buildings in the APE were determined to meet the criteria for classification under Property Types 2–4 and 6, as defined in Attachment 4 (Properties Exempt from Evaluation) in the Caltrans Section 106 Programmatic Agreement, and therefore were not further documented. Most of the buildings that were found to be exempt are modern (post-1970) or significantly altered. For purposes of this study, in order to account for lead time between preparation of Section 106 compliance and actual project construction, buildings constructed prior to 1971 are being considered for this project.

Potential Historic Districts

A combination of pedestrian and windshield reconnaissance surveys of the above-noted neighborhoods was conducted by Architectural Historian Judith Marvin between May 26 and May 30, 2014. All streets within the potential historic districts were driven, as were any adjoining and/or nearby listed or locally designated historic districts. Once the survey areas had been defined, the buildings within the APE and immediately adjacent were individually recorded and photographed. A few examples of other properties outside the APE, but within the proposed historic districts, were photographed and described as examples of those district resources. Based upon their locations, access, and safety considerations, pedestrian surveys were conducted of certain neighborhoods, while others were recorded in a windshield survey.

The buildings were surveyed, addresses and architectural styles noted, photographs taken with a digital camera, and a preliminary evaluation of integrity and context was made. All observations were made from public roads or sidewalks. Attempts were made to ascertain all street addresses, but due to a variety of factors—no visible street numbers, tented property, and interference from property owners—a few addresses were not obtained. No primary research was conducted on any of the properties outside the project APE.

A listing was then made of all the properties surveyed, and entered into a table with four fields: address, architectural style, photo number, and notes on integrity or other considerations. Notes were also taken on the integrity of the district in its entirety, and the possible inclusion in a historic district of all the properties within the APE.

ARCHAEOLOGICAL SURVEY METHODS

Archaeological field surveys were conducted on various days between September 9 and October 25, 2013. No archaeological resources were identified within or adjacent to the Archaeological Survey Area (ASA), which consists of the horizontal extent of anticipated ground-disturbing activities and is within the direct APE. Constraints to the archaeological survey included restricted access and the presence of built environment and engineering fill over much of the ASA. Permission to access portions of nine parcels to conduct the archaeological survey was not obtained. The portions of these nine parcels, Assessor's Identification Numbers (AINs) 5317-030-902, 5310-030-002, 5310-030-008, 5310-030-019, 5310-030-023, 5310-030-024, and 5310-030-915 and Caltrans Parcel Numbers 30542 and 47616, encompass an area of approximately 3.71 acres. While these parcels could not be directly accessed, they were examined from adjacent parcels to determine whether archaeological resources would likely be present. Despite the disturbed condition of the APE, ethnographic accounts and archival research indicate there is potential for archaeological resources to be present in native soil within the APE. The archaeological field surveys are discussed in detail in the related ASR (HPSR Attachment D).

IV. HISTORICAL OVERVIEW

The APE is densely developed with a wide range of primarily historic-period (pre-1971) property types including single-family and multiple-family residences, commercial businesses, offices, medical facilities, religious and educational institutions, industrial facilities, government and quasi-public facilities, and parks. In addition, the APE is intersected by SR 710, SR 60, I-10, SR 110, Route 66, a 0.6-mile segment of the Tournament of Roses Parade route, and the Arroyo Seco (HPSR Attachment A, Maps 3A–3C).

In California, the historic era is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present). Discussions of these periods are followed by more focused discussions of historic themes that pertain specifically to the historic-period (pre-1971) resources that were evaluated in the APE as part of this study.

SPANISH/MISSION PERIOD (1769–1821)¹

The first European contact with local Gabrielino occurred in 1769, when Gaspar de Portolá's Spanish expedition, seeking to establish a Spanish presence in a region long claimed but ignored by Spain, encountered the Gabrielino at a village known as Hahamog-na, adjacent to the present-day Arroyo Seco in South Pasadena (Reid 1895; Zack 2004). Two years later, in 1771, Spaniards of the Franciscan order established the fourth Alta California mission, Mission San Gabriel Arcángel, at a location near the Rio de los Temblores (at a native site known as Shevaanga near the present confluence of the Rio Hondo and San Gabriel Rivers [Historic American Engineering n.d.]) (Engelhardt 1927). One firsthand account described the site of the Mission as “on the edge of a rising ground ... having in front of it [the] said plain which is very extensive. It has good soil and an abundance of water that runs through said plain in ditches that form the river” (Engelhardt 1927). Although the Franciscans were met with resistance from the Tongva people who occupied the area, the Indians were made responsible for the labor required to construct the mission. According to an account published by the mission, “The greater part of the timber for the buildings was cut and dragged to the spot by the savages themselves, who assisted also in the construction of the little houses which, together with a corral for the cattle and horses, were finished in a few days” (Engelhardt 1927).

Flooding of mission fields and the destruction of crops and structures led to the reestablishment of the Mission five miles to the northwest at its present site on higher ground in San Gabriel in 1775, and the former site became known as Misión Vieja (Engelhardt

¹ The information provided under the Spanish/Mission, Mexican/Rancho, and American Period headings was excerpted from the related ASR (HPSR Attachment D) for this project, which was prepared by Sapphos Environmental, Inc.

1927). In 1787, Pedro Fages, the Spanish governor of Alta California based in Monterey, wrote of the new mission lands: "Mission San Gabriel ... occupies a beautiful plain, with facilities for establishing a populous settlement for which purpose only stones and timbers are wanting. Though not impossible it is as yet very difficult. The present establishment had land and water in abundance, the former of middling quality, the latter likewise constant all the year round. With these good qualities correspond the harvests of all grains" (Engelhardt 1927).

By any account, the mission holdings were enormous, although boundaries were sometimes vague. The mission site was described as having "a vast stretch" of fertile pastures expanding to the east and "at least six leagues" (approximately 16 miles) to the south to accommodate thousands of cattle and horses with an abundance of water and soil. To the north, along the base of the sierra, were the ranchos for pasturing and tending sheep (Engelhardt 1927). In 1827, the territorial government ordered an account of the extent of the mission lands. In response, on October 7, Fr. José Sanchez of San Gabriel reported:

"This Mission of San Gabriel the Archangel is situated 34 degrees north latitude and it is distant from Monterey 128 leagues [a Spanish league was approximately 2.6 miles], a little more or less. It is distant from the limits of the Rancho Verdugo about one and one-half leagues; from the limits of the Pueblo of Los Angeles about one and one-half leagues, that is to say, from the limits of the Mission to Los Angeles; from the Mission to the limits of the rancho of the late Dominguez about six leagues. In that direction, on the lower San Gabriel River, intervene two ranchos or sites, the one designated as belonging to the widow of the deceased Sotelo, and the other to Antonio Maria Lugo. [The Lugo family owned several major ranchos in the APE. It is unclear to which rancho Sanchez refers here.] These sites or ranchos were granted without the knowledge of the Mission, because the last-named belongs partly to the Pueblo of Los Angeles and partly to the Mission, while the first is where the Mission cattle farm begins, as also that of the sheep. It is distant from the limits of Rancho Santa Gertrudis, otherwise Los Nietos, three leagues; but it is to be observed that in 1815, Don José Argüello, the temporary governor, granted the whole valley of the Rio San Gabriel, besides the Cañada Verde with Los Coyotes, to the Mission. This district is occupied by the cattle and, at certain times, by the sheep, and even by the pigs. Likewise, it is to be observed that by permission of the rancho, Juan José Nieto, the Mission uses for cattle the localities called Serritos and Bolsa, belonging to said rancho.

"Toward the southeast, the (Mission) land extends through the cañon in the direction of the Colorado River for over twenty leagues. On this tract are the two sites La Puente, about four leagues, and Santa Ana, about ten leagues. At a distance of about fifteen leagues is another called Jorupet, while the distance to San Bernardino is about twenty leagues. In the same direction is the place called San Gorgonio, about twenty-seven leagues distant.

"Since the government so far as not assigned any boundaries, except to the adjacent ranchos of Verdugo and Nieto, nothing more is to be said, because, although the rancho of the late Sergeant Antonio Yorba is contiguous to the lands of the Mission, the Mission does not know what boundaries it has and how far his rancho extends.

“The number of cattle which the Mission possesses, according to the reports it annually transmits to the government, will reach more or less 18,000 head: of horses, 2,400 in all; of mules, 130; of sheep, 14,000; of pigs, 150; of goats, 50; all very adapted to the country or lands, as experience has demonstrated.” (Engelhardt 1927)

As with the Gabrielino settlements that preceded the missions, access to water was essential to survival. The early Spanish settlers took water directly from the river and small creeks and springs in the plains surrounding the Misión Vieja (Engelhardt 1927). At the later mission site, water for domestic and agricultural uses was directed into an earthen ditch from a spring to the north. The ditch passed among the residences of the padres and the neophytes before being directed into the adjacent agricultural fields. As the mission continued to grow, a need for additional water sources led to tapping the resources in hills to the north where water flowed abundantly. A system of brush and dirt dams and earthen ditches was built to direct water from Mission Canyon and Wilson Lake in the northern hills to the mission settlement (Reid 1895).

Mission San Gabriel, the primary European influence in the APE during the 18th century, became one of the most prosperous and powerful of the 21 missions, providing a base for the establishment of the nearby Pueblo of Los Angeles and ultimately the City of Los Angeles (Bean and Smith 1978). Its 24 associated ranchos and ranchitos, granted to individuals as a reward for service to the mission, laid a framework for the initial European settlement in the APE.

MEXICAN/RANCHO PERIOD (1821–1848)

After Mexico gained independence from Spain in 1821, the Mexican government expanded its land grants to individual citizens on a limited basis. When Mexico secularized the missions in the mid-1830s, the Catholic Church retained control of only the small parcels in the vicinity of the missions. This opened up large tracts of land in the APE. Although the land grants in Los Angeles County were much smaller on average than grants elsewhere in the Los Angeles basin because of the desirability of their proximity to the Pueblo, exceptional grants such as Rancho San Pascual at the heart of the APE were 30,000 acres or more in size (Clay and Troesken 2005). In 1834, the land that now encompasses large portions of Pasadena, Altadena, and San Marino was granted by the governor to Juan Mariné, husband of Eulalia Pérez de Guillén, in compensation for his wife’s long service at Mission San Gabriel. Mariné named his land, originally referred to as El Rincón de San Pascual, Rancho San Pascual. After Mariné failed to build an improvement on the land as required by Mexican law to retain a land grant, Rancho San Pascual was granted in 1843 to Manuel Garfias (Sapphos Environmental, Inc. 2007).

Rancho San Rafael, which includes portions of present-day Pasadena, Highland Park, Glendale, and Burbank, was granted to José Maria Verdugo, a Spanish soldier in 1784 by Governor Pedra Fages, making the rancho the oldest of the California land grants and among the first settled (Kane 1994b:II-6). Following his death, the rancho was divided between his two children, Julio and Catalina, and later among several creditors in 1871: Prudent Beaudry, Benjamin Dreyfus, the Glassells and Chapmans, and Captain Hunter (Kane 1994b:II-6).

Another important rancho in the APE, Rancho Rosa de Castilla (Rose of Castile Ranch), was located near a creek later called Arroyo Rosa de Castilla, in present-day El Sereno. The land was granted in 1831, three years preceding finalization of secularization of Mission San Gabriel, to Juan Ballesteros, even though he had taken the side of the church against secularization (Chavez 1998). Governor Manuel Victoria in Mexico City, who opposed secularization because it would deprive the Indians of their property, had claimed Rancho Rosa de Castilla for himself, and it is likely he gave it to Ballesteros to reward him for supporting him in the controversy over secularization (Chavez 1998).

According to historic maps, Rancho Santa Anita was located northeast of Rancho Rosa de Castilla (Solano-Reeve Collection, n.d.). The rancho lands were granted by Governor Pio Pico in 1845 to Hugo Reid, a Scottish immigrant Reid who became a Mexican citizen when he arrived in California and therefore became eligible to own Mexican land. To comply with Mexican law for the land grant, he built an adobe house on the land, although he lived there for only a few years with his wife, Victoria (“Hugo Reid Adobe” 2013). Reid is known for his series of letters to the *Los Angeles Star* newspaper in 1852 describing the customs and culture of the Gabrielino Indians.

AMERICAN PERIOD (1848–PRESENT)

In 1845, local Californians ousted the Mexican-appointed governor and elected Pio Pico to administer the Pueblo of Los Angeles, which by then, was California’s largest city of perhaps 1,250 *gente de razón* (a Spanish term for culturally Hispanic people) and 600 laborers and Native Americans. Rebellion against Mexico spread to California from Texas, and U.S. troops landed on the coast, where both local help and opposition were found. In January 1847, Pico surrendered to Colonel Fremont and Los Angeles became American.

With the discovery of gold in Northern California bringing waves of immigrants throughout California, Los Angeles grew as a mercantile center and its ranches prospered by supplying beef to the miners and immigrants. The immigrants were hungry for land, but titles were clouded by the Spanish and Mexican political upheaval. Ownerships were confirmed by 1859, and the APE largely maintained its Mexican agrarian character until after the American Civil War. The war and natural disasters like the San Gabriel River floods of the 1862–1864 period lowered land values and depressed cattle prices.

After the 1848 conclusion of the U.S.–Mexican War and the gaining of California statehood in 1850, owners of many ranchos were required to establish the validity of their property titles following the 1851 creation of the U.S. Land Commission (Clay and Troesken 2005). As an example, Manuel Garfias’s claim to Rancho Pascual was confirmed by the U.S. Board of Land Commissioners in 1854. However, by 1858, Garfias’s cattle ranch had gone into debt and he ceded ownership of Rancho San Pascual to Benjamin D. Wilson, also commonly referred to as “Don Benito.” Wilson, a trapper and trader from Tennessee who traveled to California in 1841 as part of the Workman-Rowland Party, became an important figure in the early settlement of Southern California, serving as the first clerk of Los Angeles County and, in 1852, Los Angeles’s second elected mayor.

From 1859 and the following decade, roughly half the acreage of Rancho San Pascual was divided and sold by Wilson and his partner, John S. Griffin. In 1859, attorney Joseph Lancaster Brent purchased approximately 800 acres, which spanned much of what is now South Pasadena, and named the tract Marengo Ranch. In early 1873, the area attracted the attention of a group of Midwesterners searching for a suitable location for a new settlement. Drawn to Southern California for its climate and fertile soil, the group, calling itself the California Colony of Indiana, purchased 4,000 acres of Rancho San Pascual from Griffin in 1873 with the intention of establishing citrus groves. By 1874, the group had renamed itself the San Gabriel Orange Grove Association and subdivided a 1,500-acre tract bordering the Arroyo Seco. In 1875, the San Gabriel Orange Grove Association stockholders voted to name their new town "Pasadena."

In 1885, passenger service began on the Los Angeles–San Gabriel Valley Railway linking Pasadena to Los Angeles. In 1886, a rate war between the Santa Fe and Southern Pacific Railroads lowered transit fares and brought an influx of tourists, new settlers, and land speculators to Southern California, creating real estate booms (and subsequent busts) throughout many developing cities, including those in the APE (Apostol 2008). In the rapidly growing cities in Southern California, the 1890s brought economic decline following the real estate boom of the late 1880s, resulting in a slowdown in commercial development and residential growth.

The area did not experience complete revitalization until the turn of the century, when residential and commercial development and the establishment of infrastructure increased substantially in growing communities throughout the San Gabriel Valley. The construction of the Arroyo Seco Bridge, a reinforced concrete bridge spanning Arroyo Seco in Pasadena, was an important contribution to local infrastructure. During the first half of the 20th century, most of the ranch eventually was subdivided into residential lots, although the developers generally favored the flat areas over the more difficult to develop hills (Chavez 1998).

In the early part of the new century, populations again increased dramatically stimulating expanded commercial development in the region. By 1906, the suburbs of Los Angeles had expanded to the former ranch lands of the APE. That year, in a sign of the times, Rancho Rosa de Castilla was sold to real estate developers Grider and Hamilton for approximately \$90,000, although it was not subdivided for many years (Chavez 1998). In 1917, the country as a whole experienced a lull in development associated with the effects of World War I (WWI), but by 1919 things began to return to normal. Throughout most of the 1920s, growth and prosperity, some of which was spurred by the growing popularity of the automobile, continued in Southern California and the APE.

With the advent of the Depression in the 1930s, construction in the APE drew to a halt. Los Angeles County was fortunate to secure federal funds to support public works projects. Under the Works Progress Administration (WPA), civic projects such as post offices and schools and infrastructure improvements such as road and sidewalk repairs gave local economies a much needed boost. In the APE, the period from 1930 to 1940 also brought the transition from the railway to the automobile, as the Pacific Electric Railway ended service along Mission Street in 1932 and the Arroyo Seco Parkway (Pasadena Freeway) opened December 30, 1940. As automobile travel became the norm, commercial development shifted away

from areas near railways to the major roadways. Fair Oaks Avenue served as the main automobile connector to communities located along the Arroyo Seco.

In the first half of the 1940s, privately funded construction and commercial development languished. This was primarily due to the entry of the United States into World War II (WWII), which ended federally funded public works projects and created widespread shortages in building materials. However, the wartime effort fostered establishment of light manufacturing plants, which produced all manner of military-related items.

In the post-WWII era, housing shortages became critical as veterans returned home seeking to start families. The housing demand coupled with changes in zoning laws led to a boom in construction of both single-family houses and apartment buildings in the early post-war period as populations continued to grow exponentially.

Community Development

Alhambra. The area that would become Alhambra was originally part of the Rancho San Antonio granted to Hugo Reid during the Mexican Period. Landowner and politician Benjamin D. Wilson acquired a portion of the rancho from the widow of Hugo Reid that would become known as the “Gateway to the San Gabriel Valley.” The City of Alhambra is named after the Moorish citadel and fortress in Granada, Spain that Washington Irving made famous in his book *The Alhambra*. Wilson’s youngest daughter read the book and suggested the name (City of Alhambra 2013; Pitt and Pitt 1997:12). Platted by George Hanson for “Don Benito” Wilson and James de Barth Shorb (his son-in-law) in 1874, the ‘colony’ community’s first post office opened the following year (Bowman 1974; Salley 1977).

An engineer from Baltimore, Shorb invested in substantial irrigation infrastructure that guaranteed reliable water delivery to each lot and ensured the initial success of the town. After Wilson’s death in 1878, Shorb continued to expand development, and the original tract of 250 acres became an expanse of orchards and flowers, with streets lined with pepper trees. The first tract was so successful that an additional 2,500 acres (referred to on city maps as the “Alhambra Addition Tract”) were added, continuing to attract many prominent settlers from back east. Notable figures and families included Dr. T.D. Kellog and Dr. Hayden (who established a sanitarium on the east bank of the Arroyo and tended patients from Los Angeles to San Bernardino); the Halstead family; Edward Mayberry; and Captain F. Edward Gray.

West of the new Alhambra Addition was the extensive San Gabriel Valley Vineyard (approximately 800 acres) of the San Gabriel Wine Company, owned by the Shorb family. Reportedly the largest vineyard in the state at one time, blight disease struck during the 1890s, leading to financial woes and the eventual selling of the property to Henry Huntington in 1900. The economic base of Alhambra was agriculture, with vineyards and citrus orchards from the 1870s into the early 1900s. The Shorb’s vineyards supported the community’s first business—their San Gabriel Winery—until the mid-1890s, after which it could no longer compete with other nearby wineries and became a felt factory in the early years of the 20th century (City of Alhambra 2013).

In the early years of the 20th century, citrus groves and vineyards were subdivided, and the community was incorporated by its 600 residents in 1903 (Pitt and Pitt 1997:12). The City's economic base had diversified to include industry, and its population had grown to 8,000 in the years prior to WWI (Salley 1977:4; McGroarty 1914:6-7). By 1914, the City included mercantile stores, schools, churches, a hotel, a theater, and a library (McGroarty 1914:6). After the war, the population quickly grew to nearly 40,000 by the end of the 1930s.

Established in 1930, the Alhambra Airport initially serviced private aircraft prior to the establishment of commercial airlines (*Davis-Monthan Airfield Register* 2013). It nonetheless had the largest airplane hangar in the world during the Depression Era and became the official shipping point for Lockheed's military aircraft in 1938. After the Second World War, the airport was sold to real estate developers who subdivided the property.

Residential development continued to consume agriculture lands, and this accelerated after WWII. The areas along Valley Boulevard and the intersection of Main Street and Garfield Avenue saw a resurgence in commercial development during the 1950s.

El Sereno. El Sereno was originally a part of the Rancho Rosa de Castilla, granted to Juan Ballesteros in 1831 and subsequently owned by Francisco (Chico) Lopez (Caltrans 1994:IV-6). The land was primarily used for grazing cattle. During the American Period, the rancho again changed ownership in approximately 1850; the priest of Our Lady of the Angels Church on the Plaza, Anaclet Lestrade, acquired the property. Two years later, a couple from Argentina, Jean-Baptiste and Catalina Batz, acquired the adobe ranch house on the property and engaged in farming and sheep ranching. Jean-Baptiste died in December of 1859; under the Homestead Act his widow received official title to the 160 acres upon which the adobe stood in 1876. Over the years, she purchased surrounding lands and eventually held close to 3,300 acres. Within this plot of land are what would become Alhambra and El Sereno (Caltrans 1994:IV-6).

After Catalina Batz' death in 1882, the land was divided among six of her eight children; portions of the ranch changed hands numerous times in the years following her death. Several of the Batz children sold portions of their inherited land during the next twenty years. The portions were subsequently partitioned and subdivided; some parcels remained farm and ranch lands while others were developed for a variety of uses. Ranching gradually was replaced by farming and stock raising. Agricultural crops included hay and barley; livestock included pigs, chickens and dairy cows (Caltrans 1994:IV-7).

A large portion of Catalina Batz' real estate holdings included excess lands adjacent to the Southern Pacific Railroad tracks; the railroad had been completed through El Sereno in 1876. Unlike many towns along the railroad route, El Sereno did not experience growth. This was due to the high rates imposed by the railroad. In 1887, however, the Southern Pacific Railroad had competition; the Santa Fe Railroad completed its rail lines into Los Angeles. A rate war between the two railroad lines resulted in rates low enough that immigrants from the Midwest and East moved to Los Angeles, which sparked a short but dramatic real estate boom. Several new housing tracts were developed in and around El Sereno in the late 1880s and early 1890s. By 1888, the boom had turned to bust, but the population of El Sereno had grown substantially to include the Yorba, Paige, and the Omaha Heights Tracts.

Up until 1881, the area that is presently El Sereno south to Twining Street had been within the City of South Pasadena during incorporation on February 29, 1888. A vote was taken six months later to exclude from South Pasadena all land south of West Alhambra Road. Most of the citizens within the revised City limits were prohibitionists and chose to prohibit businesses serving alcohol within the new City limits. Fortunately, the voters outside of these new limits were in agreement with the revised boundary as they did not want their town to be “dry” (Caltrans 1994:IV-8).

The town of El Sereno was unique in its lack of urban development during the years between the 1870s and the turn of the century. The town had adequate water and local transportation, was surrounded by dynamic cities with commercial and industrial growth, and even was home to many of the powerful men of the area such as John S. Griffin, W.H. Workman, Benjamin D. Wilson, and James de Barth Shorb. Adjacent communities were actively subdividing and developing their lands. Yet the successful sheepherding and farming business operated by Catalina Batz and her family provided an affluent lifestyle for them. Neighboring landowners depended on agriculture and stock-raising for their livelihood until the Pacific Electric Railway came through town (Caltrans 1994:IV-8).

The development of the rail transportation lines through El Sereno to Pasadena changed the peaceful farming community. Electric trolleys were first used in Los Angeles in 1887 and, by 1895, the first interurban rail route connected Los Angeles and Pasadena along the Arroyo Seco. The merger between the Pasadena and Los Angeles Railway and the Los Angeles Pacific Railway became known as the Pasadena and Pacific; this line provided an economic boost after the real estate bust of the 1890s. In 1901, Henry Huntington purchased the line between Pasadena and Los Angeles and started constructing the Pacific Electric interurban railway network. In 1902, the Pasadena Short Line was opened along what is now Huntington Drive (Caltrans 1994:IV-9).

The railway brought new growth to the cities which it serviced; new subdivisions were developed along the routes. The interurban rail lines allowed people to live in outlying cities such as El Sereno and other developing suburbs while working and transacting business in the central City. By 1915, close to a dozen tracts had been subdivided in an area centered at the current Eastern Avenue and Huntington Drive. One tract, located in the far eastern end of modern-day El Sereno, was known as the Short Line Villa Tract. This subdivision was recorded in August 1906.

Between the years of 1900 and 1915, the area that would become El Sereno was not well planned or organized. Individual property owners would plat their own parcels within haphazard subdivisions, each centered around a school. These small subsections of the town—known as Rose Hill, Bairdstown (named for Llewellyn Baird, a local commercial and industrial booster), Farmdale, and Sierra Vista—were grouped collectively under the name “Bairdstown,” but with no true sense of community until after the annexation to Los Angeles in 1915 (Caltrans 1994:IV-11). In February of 1912, several tracts of land were annexed to the City of Los Angeles as part of the Arroyo Seco Annexation. These were the Short Line Villa Tract, the Pasadena Villa Tract, the Yorba and Paige Tract, and Grider and Hamilton’s Rose Hill Tracts. The Los Angeles City school system provided funds for the construction of the Sierra Vista School, a Craftsman style design, within the Short Line Villa Tract in 1913 (Caltrans 1994:IV-12). Bairdstown changed its name twice after it was annexed to the City of

Los Angeles; in 1915 it was named the Northeast Los Angeles Improvement Association and a year later changed again to the current name of “El Sereno,” which translates to “serene-quiet, unruffled place.” In addition to a new name, annexation also brought increased development and population growth. During the 1920s, new community facilities were established such as schools, churches, theaters and banks. A popular architectural style for homes in the new subdivisions was the Period Revival style (Caltrans 1994:IV-12).

Development came to a halt during the Depression years; no subdivisions were recorded between 1930 and 1939. Very few buildings were completed during this time period; the All Saints Catholic Church was funded largely by parishioners and El Sereno’s first high school was completed in 1936 (Caltrans 1994:IV-13). As the country prepared for war, many of the aircraft and munitions factory workers moved to El Sereno; the Pacific Electric routes allowed workers to live in neighboring communities along the route. Industrial growth also increased markedly during this period; El Sereno saw an influx of Italian-American residents. After the war ended, the restrictive covenants that had prevented Mexican-American families from living in El Sereno were lifted by a Supreme Court decision in 1948. Post-war housing demands prompted major residential construction in El Sereno as in other suburban areas outside of Los Angeles; many new neighborhoods were developed (Caltrans 1994:IV-13).

Monterey Park. Monterey Park was originally part of Mission San Gabriel de Archangel lands and subsequently Rancho San Antonio during the Mexican Period (Beck and Haase 1974). Alessandro Repetto purchased 5,000 acres of the rancho and built his home, which became known as the Repetto Ranch (Gudde 1998).

Former U.S. Army mail rider Richard Garvey acquired the Repetto Ranch and settled in the King’s Hills in the late 19th century. Garvey began selling portions of his property for the first subdivision in the area, Ramona Acres, which was laid out in 1906 (Gudde 1998).

In order to protect itself from the proposed construction of a large sewage treatment facility in the area by adjacent cities (Alhambra, Pasadena, and South Pasadena), the community incorporated in 1916. Among the City’s first actions were outlawing sewage plants within City limits and taking the name Monterey Park from an old government map with Monterey Hills given for local geography. The post office was established in 1922 (Salley 1977).

After WWI, an influx of Asian immigrants cultivated flowers and established potato farms and nurseries in the Monterey Highlands area and improved the Monterey Pass Trail with a road to facilitate shipping their produce to Los Angeles.

By 1926, Laura Scudder had established a potato chip making factory near the northeast corner of Atlantic Boulevard and Garvey Avenue, outside the APE (Sanborn Fire Insurance Map 1925/1949; Wikipedia 2013a). In order to preserve the quality and freshness of its product, Laura Scudder’s company developed the innovation of heat-closure wax paper bags, which were the beginnings of an industry standard (Wikipedia 2013a).

The local real estate boom of the 1920s attracted investors with the many subdivisions under development. One of the most ambitious was Peter N. Snyder’s Midwick View Estates, a garden community on a grand scale designed to rival Bel-Air and Beverly Hills. Known as

the “Father of the East Side,” Mr. Snyder was a central figure in making the area part of the industrial base of Los Angeles, and his efforts to bring residential and commercial development to Atlantic Boulevard (Gardens Square, Golden Gate Square, and the Midwick View Estates) were a major influence on the surrounding communities during the 1920s.

The focal point of the Midwick View Estates was Jardin del Encanto, otherwise known as “El Encanto,” a Spanish-style building that was to serve as the administrative and community center for Midwick View Estates. “At the west end of El Portal Place, a small hill rises on which has been constructed ...” an observation terrace and an elaborate tile fountain with water cascading down the hillside in stepped pools to De La Fuente Street (Gebhard and Winter 1994:302). This feature is now known as Heritage Falls Park (APE Map Ref # 21-3B), Cascades Park, or simply “the Cascades.” At the other end of the park is a small Spanish Eclectic building that faces El Mercado Avenue where a commercial district was planned, but never developed (Ibid.). The Depression brought an end to the real estate boom and the Midwick development. The City would see little additional development for nearly two decades, and much of the APE within Monterey Park (particularly the east side of Atlantic Avenue) was sparsely developed until the late 1940s (Sanborn Fire Insurance Map 1925/1949).

The post-WWII years were characterized by renewed growth and a sustained increase in the population of Monterey Park. New subdivisions utilized the previously undeveloped central area of the City, and a series of annexations allowed the expansion of development into surrounding areas.

Beginning in the 1970s, well-educated and affluent Asian Americans began moving to the west San Gabriel Valley, primarily to Monterey Park (Wikipedia 2013a). The City council subsequently tried and failed to pass English-only ordinances, but in 1985 approved a proposal that would require all businesses in Monterey Park to display English language identification on business signs (Wikipedia 2013a).

In the 1980s, Monterey Park became known as “Little Taipei” or “Chinese Beverly Hills” and many businesses from Los Angeles’ Chinatown began to open stores in the City. In the 1970s and 1980s, part of the diaspora of affluent *waisheng ren* Taiwanese ended up in Monterey Park, and by the end of the decade, immigrants from Mainland China and Vietnam began moving into the City. By 1990, Monterey Park became the first American city with an Asian descent majority population in the continental United States, earning the town another nickname: the “First Suburban Chinatown” (Wikipedia 2013a).

Pasadena. As previously discussed, by 1875 a group of Indiana investors had purchased 4,000 acres of Rancho San Pasqual, subdivided 1,500 of those acres, and named their new town Pasadena, which was roughly translated from an Indian phrase meaning crown or peak of the valley (Apostol 2008:21).

In 1885, Pasadena and nearby communities experienced a surge in development with the beginning of passenger service on the Los Angeles–San Gabriel Valley Railway linking Pasadena to Los Angeles. That same year, the first subdivision into town lots was made by O.R. Dougherty (Gudde 1998: 371). In 1886, a rate war between the Santa Fe and Southern

Pacific Railroads resulted in an influx of people to the City. The population in the City exploded from 392 in 1880 to approximately 13,000 in the mid-1880s (Kane 1994a:I-22). Bolstered by this population boom, the City officially incorporated in 1886. By the turn of the century, Pasadena boasted an opera house, university, schools, social and cultural clubs, and churches. One tourist attraction in this period was the grand 200-room resort hotel, the Royal Raymond, which served as a winter refuge for tourists from the East Coast (Kane 1994a:I-22). The hotel was located on Raymond Hill on land that previously belonged to Rancho San Pascual. The railway had a depot adjacent to the hill, and after Santa Fe Railroad acquired the depot in 1887, travelers had direct service from the East Coast to Pasadena.

In response to the economic decline in the 1890s, the Valley Hunt Club came up with a plan to promote Pasadena as a midwinter holiday location to their former East Coast neighbors (Pasadena Tournament of Roses 2013). The “holiday” included various games such as jousting, chariot races, foot races, polo, and tug-of-war, as well as a parade showcasing the abundance of fresh flowers available thanks to the region’s warm winter climate (Ibid.). This was the beginning of what is known today as the Tournament of Roses. “During the next few years, the festival expanded to include marching bands and motorized floats”... and the games “included ostrich races, bronco busting demonstrations and a race between a camel and an elephant (the elephant won). Reviewing stands were built along the Parade route, and Eastern newspapers began to take note. In 1895, the Tournament of Roses Association was formed to take charge of the festival, which had grown too large for the Valley Hunt Club to handle” (Ibid.). Needless to say, the festival has been a huge success in its more than 125-year history and has brought millions of visitors and new residents to Pasadena and the surrounding area.

By the turn of the century, Pasadena was a community of wealthy easterners with sophisticated tastes, leisure time, and money (Kane 1994a:I-22). A community of artisans lived along the slopes of the Arroyo Seco, forming a colony known as the “Arroyo Culture,” the local version of the English Arts and Crafts Movement (Kane 1994a:I-22). Architects in this culture included Charles and Henry Greene, Frederick Louis Roehrig, Louis B. Easton, Sylvanus Marston, and Alfred and Arthur Heineman. Together they transformed the bungalow into a high art form, incorporating Swiss, Scandinavian, English cottage, and Japanese styles. An extension of the bungalow was the bungalow court, which first appeared in Pasadena around 1910. First planned as housing for tourists, these courts became communal living quarters (Kane 1994a:I-23).

The first decade of the 20th century also brought two large residential subdivisions to the City and the APE: the Raymond Villa Tract, offered by the Raymond Improvement Company with sales beginning in 1901, and the Oneonta Tract, offered by the Huntington Land and Improvement Company beginning in 1903. During this decade, the City’s prosperity and population growth resulted in major annexations: North Pasadena in 1904 and East Pasadena in 1906. These annexations doubled the size of the City (Kane 1994a:I-23). In addition, this period saw greatly expanded commercial development in Pasadena and South Pasadena. One development hastening the eastward shift of the business district was the five-block expansion of the Los Angeles–Pasadena Railway, which had been purchased in 1902 by Henry Huntington and integrated into his Pacific Electric Railway lines.

The effects of WWI resulted in a brief lull in development in 1917, but by 1919 economies were recovering and populations again increased. In the decade following WWI, Pasadena's population exploded from 45,000 to 76,000 (Kane 1994a:I-23). While the City had a substantial number of wealthy residents, Pasadena now maintained a large middle class employed by hotels, retail establishments, and industrial plants (Kane 1994a:I-23). By 1930, most residential areas in the City were built out and multifamily residential units, mostly along the main thoroughfares such as Huntington Drive, Monterey Road, and Fremont Avenue, were in development. As previously noted, the 1930s also brought a transition from street cars to automobiles, resulting in changes in commercial development along major driving thoroughfares and the opening of the Arroyo Seco Parkway (Pasadena Freeway) in 1940.

As with many cities across the country, the WWII years were somewhat lean and the first decades following the war saw booms in population and construction. In the 1950s, Pasadena continued to grow exponentially, accommodated by the trend toward multifamily residential construction as available land became increasingly scarce.

Rosemead. During the Mexican Period, the southern part of what would become Rosemead was part of Rancho Potrero Grande (Large Pasture), which was originally granted to a Native American man named Manuel Antonio, who was a "mayordomo" (overseer) at the San Gabriel Mission (Hoffman 1862). The 4,431-acre ranch was later transferred to Juan Matias Sánchez (Jones 2013).

In 1855 John Guess and his wife, Harriet, established a 100-acre ranch near the site of the Savannah Elementary School (in what is now south-central Rosemead). Other settlers followed, including Leonard J. and Amanda Rose from Bavaria, who purchased approximately 600 acres to established their Sunny Slope Ranch in the early 1860s (Gudde 1998). Well-known for its citrus, olive and nut orchards as well as wine and brandy, the ranch was one of the most successful farming operations in the region (Thompson 2013). The Roses also bred some of the most successful racehorses of their time, and they called the equestrian portion of their ranch Rose's Meadow, which gave the community of Rosemead its name (City of Rosemead 2013).

Originally pasturage between the Los Angeles River and Pomona, the Rosemead area was hospitable to fruit, vegetable, grain, and feed crops, as well as small truck farms and chicken and rabbit ranches, which thrived there during the late 19th and early 20th centuries (City of Rosemead 2013). The community grew up around the Sunny Slope Ranch, and a post office was opened in 1924. After WWII, the former pastoral lands were transformed by industrial, commercial, and residential development, and the community was incorporated in 1959 (City of Rosemead 2013).

Asian immigrants (particularly Chinese and Vietnamese) changed the demographics of the City when they started arriving in large numbers and opening ethnic restaurants and shops during the 1990s. The community became more of an urban suburb than the small town it had been (Wikipedia 2013b).

San Gabriel. Named for the Archangel St. Gabriel ‘of the earthquakes,’ the community was created when Father Junipero Serra directed the Gabrielino-Tongva Indians to establish the fourth California Mission in 1771 (Gudde 1998). San Gabriel thus became the center of the Los Angeles region and the valley that bears its name at the beginning of the Spanish Period (City of San Gabriel 2013). The Mission became the ‘mother of agriculture’ giving rise to the agricultural cornerstone of the state’s economic base in the last quarter of the 18th century (*Los Angeles Times* 2013).

In 1831, during the middle of the Mexican Period, John Rowland, William Wolfskill, and their families arrived in the area. They would be central in the community’s later development (Pitt and Pitt 1997).

During the early American Period, San Gabriel had become one of the first townships in the County of Los Angeles and a post office was opened in 1854 (Salley 1977). When the 1860 census was taken, there were only 586 people in the community (City of San Gabriel 2013). At the turn of the 20th century, the continuing agricultural boom drew immigrants from Asia and the Philippines and the first wave of local Chinese immigration was laborers who serviced the citrus groves in the 1890s (*Los Angeles Times* 2006; Pitt and Pitt 1997). At the time of incorporation in 1913, the City included a hotel, bank, several schools and stores, law enforcement, and a population of around 1,500 (McGroarty 1914; City of San Gabriel 2013). Ultimately, population growth and industrial expansion caused a shift in the economic base of the City and region away from agriculture and, by the middle of the 20th century, San Gabriel had become another bustling suburb of Los Angeles (*Los Angeles Times* 2013).

Residential development in the City was in the portion north of Las Tunas Boulevard, starting in the 1930s and continuing in the following decade. This area became known as North San Gabriel (Pitt and Pitt 1997).

San Gabriel has seen a dramatic increase in new immigration from China in the last few years, along with a corresponding expansion of Chinese commercial development, attracting second and third generation Chinese Americans to its diverse array of stores and restaurants.

The City’s Hilton Hotel was configured to serve a community where half the 40,000 residents are Asian, with menus and floor plans in English and Chinese. It may be the only Hilton in the continental United States with a fully equipped Chinese kitchen—catering to the half dozen Chinese weddings that take place there each weekend.

With its boutiques, supermarkets, and restaurants representing many aspects of current Chinese culture, San Gabriel has superseded neighboring communities as the prime destination for local and visiting Chinese and has supplanted the San Gabriel Valley’s traditional Chinese epicenters of Monterey Park and Alhambra. Chinese, Taiwanese, and Hong Kong immigrants previously transformed the strip malls of those two suburbs into Chinatown East (*Los Angeles Times* 2006).

The 12-acre “San Gabriel Square” mall is sometimes referred to as the “Chinese Disneyland” (Wikipedia 2013c). It was also nicknamed by the *Los Angeles Times* as “the Great Mall of China” (Wikipedia 2013c). This stretch of exotic Chinese shops and bold architecture is the model for the new “ethnoburbs” in cities such as Las Vegas and Houston (Wikipedia 2013c).

The conglomeration of restaurants and cafes, shops, markets, hair and nail salons, Asian video stores, health services, department stores, plus an extensive jewelry mart, provides “something for everyone” (Wikipedia 2013c).

San Marino. San Marino was originally part of ten different land grants during the Mexican Period, the two largest of which were Rancho San Pasqual and Rancho Santa Anita. The other land grants within the future City were Cuati, Prospero, Sexton, White, and Rancho San Franciscuito (Dorland 1947:40). During the Mission years, a two-story gristmill, known as El Molino Viejo, was built of masonry and adobe in 1816 at the south end of Mission Lake (Pomeroy 2012:15). A second dam was built in 1821 by Joseph Chapman to begin his new gristmill near the mission. Water was funneled to the mills through ditches, supplying water for a tannery, a sawmill, and a wool washery in addition to the gristmills (Pomeroy 2012:16). The ditches were eventually lined with clay tiles (Pomeroy 2012:17).

After the mission system was desecularized in the 1830s, this area was home to a thriving cattle industry owned and operated by the Mexican rancheros. Two decades after California became a state in 1850, American settlers began buying up rancho land. These new ranchers included Michael White, Benjamin D. Wilson, James DeBarth Shorb, General Stoneman, and Leonard Rose (Pomeroy 2012:19).

Wilson bought 700 acres of Rancho San Pasacualito; later, in 1872, he would sell 400 acres to General George Stoneman who created Los Robles (Pomeroy 2012:28). Wilson also purchased the Rancho Huerta de Cuati in 1854 from Victoria Reid as well as the Prospero Tract, which he gave to his daughter Maria, wife of James DeBarth Shorb, and the Orizaba Tract (Pomeroy 2012:24-25). This final property would eventually be sold to W.H. Winston, who created the Winston Farm. Henry Dalton purchased a portion of Rancho Santa Anita in 1847 (Pomeroy 2012:25). Michael White was granted the Rancho San Ysidro in 1845. Michael White’s house, built of adobe near a swamp and stream, stands today (Pomeroy 2012:26).

Michael White, arriving in Los Angeles in 1829 from Kent, England, was one of the first English-speaking men in the area. He obtained a land grant from Governor Pio Pico in 1845. His land would encompass only 77 acres and would be lost to mortgage debt and eventually subdivided in 1902. Yet his small adobe stood the test of time (Pomeroy 2012:26). The White property would be sold several times between 1860 and 1902, at which point it was subdivided to form a residential area within San Marino (Dorland 1947:54).

General George Stoneman arrived in California with the Mormon Battalion Wagon Train in 1847, then served as a Union officer in the Civil War. Upon his return, he purchased 400 acres from Benjamin Wilson and named his ranch Los Robles (Pomeroy 2012:28). Stoneman intended his ranch to be a model with 400 acres planted in vines and the remainder used in pasture and fruit trees (Dorland 1947:55). His was one of the most productive ranches; he cultivated grapevines, hundreds of orange and walnut trees, as well as fruit such as cherries, figs, nuts, apricots and bananas. Stoneman became the state railway commissioner in 1879 and was elected governor of California in 1883. The general’s lands are now occupied by the Mission District of San Marino (Pomeroy 2012:29). After his death in 1894, his widow sold the majority of the ranch in small tracts, which are in what is now the western section of San

Marino. One 20-acre parcel of the ranch was sold to H.C. Allen; this area was developed into an artistic and choice residential area (Dorland 1947:56).

Benjamin D. Wilson and his son-in-law James DeBarth Shorb owned much of what would become the heart of San Marino. Arriving in the area in 1841, he traveled overland with the Rowland-Workman party from New Mexico. He married Ramona Yorba, of the Orange County landowner family and took the name Don Benito. Besides being a major landowner of the area, Wilson was a prominent leader, serving in local government and as a California State Senator for two terms. Wilson planted 100,000 vines, 1,650 citrus trees, and also grew fruit trees; in addition to his political and agricultural activities, he was active in mining, oil, and the railroad industries. Mount Wilson is named for him (Pomeroy 2012:33-34).

James DeBarth Shorb married one of Don Benito's daughters and became an associate in real estate and business with Don Benito for many years (Pomeroy 2012:38). Together they started the Alhambra Tract, a subdivision of 1,000 acres into 20-acre lots. Wilson gave the Shorbs a large property near his own home, and Shorb would build his elegant two-story Victoria home on what he called his San Marino Ranch. The Shorb and the Wilson properties equaled over 1,800 acres, much of which was planted in vineyards, citrus, grain and a productive winery. The winery, known as the San Gabriel Winery, was in present-day Alhambra. Shorb eventually over-invested in the winery and was ultimately bankrupted and foreclosed on this and his home property (Pomeroy 2012:41).

The vineyards were gradually replaced by orange groves by the turn of the 20th century. Relatives of Benjamin Wilson owned much of the groves in the south central portion of San Marino. The previous owner of their property had planted two palm trees obtained in Palm Canyon; these trees had been planted along the banks of a stream and still stand at the site of the Pacific Electric Palms station on Huntington Drive (Dorland 1947).

The building of the Pacific Electric Railway in 1903, routed through San Marino on its way between Monrovia and Los Angeles, provided the opportunity for the City's businessmen to commute to Los Angeles. Three years later, an additional line was constructed to Pasadena, known as the Oak Knoll line. This line brought accessibility of rail transportation closer to more of the City residents. Access to transportation and the ability to commute to downtown resulted in an increase in land value. Although the residents resisted any change to their beautiful city and higher-class residential community, the neighboring communities, especially Alhambra, expressed desire to merge with San Marino. In order to remain autonomous, San Marino incorporated in 1913 (Dorland 1947:99). The first City Hall was located in the Mayberry House on the corner of Oak Knoll Avenue and Monterey Road. In 1920, the current City Hall was built on land given to the City by H.E. Huntington on the corner of San Marino Avenue and Huntington Road (Dorland 1947:102). The City yard, garages, and the main hall were finished by 1923 completing the new civic center.

When the new City of San Marino was established in 1913, it did not contain any stores nor did it have a business district. The City consisted of large ranches and private estates, remaining semi-rural among the neighboring cities. The residents, living in about 210 homes along largely unimproved dirt roads, wanted to remain rural and independent. The vision of this small group, numbering less than 500, was to keep San Marino a small residential community and limited commerce (Pomeroy 2012:75).

By the 1920s, the City's population began to grow beyond 500 residents and, in keeping with surrounding communities, the land values increased to the point that land was more important for residential development than crops (Pomeroy 2012:93). The orange groves began to disappear, subdivisions appeared. Residents of the City included the presidents of the Los Angeles Realty Board and the Automobile Club of America, both of whom promoted their city (Pomeroy 2012:94). The early ranches began to be subdivided and sold for tracts, such as Huntington's ranch and other early settler's properties.

Only single-family homes were allowed in town, with no apartments and no manufacturing districts (Pomeroy 2012:75). One business district was established next to city hall; slowly, more commerce developed in four distinct business districts. These were the Mission District, West, Central, and East Huntington Drive Districts.

Some of the rail lines carried more than passengers; the Pacific Electric also transported citrus, cargo, mail, and rocks from local quarries. Citrus was taken to downtown at night and mail was brought back when the trains returned. Freight typically was carried during the night with daytime use primarily for passengers traveling to and from downtown Los Angeles (Pomeroy 2012:150). In 1924, more than 100,000 commuters traveled to work and back home. Tourists and pleasure-seekers also used the lines to visit the Ostrich Farm in South Pasadena as well as the Mission San Gabriel, Los Angeles Harbor, and the fairgrounds in Pomona and San Bernardino (Pomeroy 2012:155).

After the automobile became affordable to the working class, travel on the Pacific Electric gradually diminished and buses replaced some of the trains. Shortages of rubber and gasoline during the Great Depression further reduced the local use of the rail lines in and around Los Angeles. During the 1940s and 1950s, California began a major freeway program. To accommodate routes for automobile travel, many rails were removed. In 1954, the City and the San Marino Garden Club created grassy medians lined with trees where the tracks had once been. Many of these park-like boulevards are still present within the City (Pomeroy 2012:161).

South Pasadena. As early as 1878, residents living in the southern portion of Pasadena considered themselves a separate community, referring to themselves as South Pasadenans. When Pasadena moved toward incorporation, most South Pasadenans were in favor of remaining separate from any new city that was formed. "All we want is to be let alone," said businessman and first subdivider of the town O.R. Dougherty, "[We] have a post office, a school, and want to govern them ourselves, and don't want any outside interference" (Apostol 2008:21). In February of 1888, in order to control their own territory, South Pasadenans voted for incorporation and South Pasadena officially became its own city on March 2 (City of South Pasadena 2011). In March 1888, the City passed Ordinance 4, an exact copy of Pasadena's anti-saloon law and soon after succeeded in ridding most of the City of the offending establishments (Apostol 2008). However there was one area that persisted in breaking the new law, so in 1889 the City de-annexed all territory south of West Alhambra Road (Kendall Avenue/Moffat Street; Apostol 2008).

For years, there had been talk of linking Los Angeles and Pasadena via a route alongside the Arroyo Seco through South Pasadena (Apostol 2008). In 1895, a route was surveyed and a

scenic boulevard was proposed with an electric railway down the center and sidewalks, but in 1897 the plans were shelved (Apostol 2008:109). In the late 19th and early 20th centuries, in large part due to the establishment of the Raymond Hotel (1886, rebuilt 1901) and the Cawston Ostrich Farm (located at Sycamore Avenue and Pasadena Avenue just east of project area, no longer extant by 1949), South Pasadena was able to attract tourists and increasingly large waves of new residents (City of South Pasadena 2011). Although in the first decade of the 20th century, South Pasadena's population increased at an unprecedented rate—from 1,001 in 1900 to 4,649 in 1910 and a projected population of 7,000 in 1915. The only annexation in City history occurred in 1909 when the Arroyo Seco Park was added (Guinn 1915:441; City of South Pasadena 2011). “Unlike most cities, which desire growth and accommodate it by annexing adjacent unincorporated land, South Pasadena has chosen to retain its small-town atmosphere by respecting its scaled down 1889 boundaries” (Kane, et al. 1996:4).

The City experienced building booms in the 1890s, 1910s, and to a lesser extent in the 1920s (Kane, et al. 1996). “The development during these periods established the tone and character of the City pre-WWI era land-use patterns and late Victorian and Craftsman building stock. ... By the 1920s there was little land left within the City to subdivide. Approximately 25 percent of the total land area was platted into small tracts scattered about the periphery of the City, or as infill in already established neighborhoods. ... The doubling of South Pasadena's population from approximately 7,000 to 14,000 during the 1920s was, by and large, accommodated by new construction in existing neighborhoods, as well as by the creation of some smaller new subdivisions. ... The 1920s ‘building boom’ represents the waning years of South Pasadena's residential development during the City's historic period. Most of the City was substantially built out by 1930. Major post-1945 development was concentrated in the Monterey Hills, an area in the southwestern corner of the City, where massive earthmoving equipment allowed hillside areas that were previously unsuitable for building to be graded for housing pads” (Kane et al. 1996:4).

Other Physical Features

Arroyo Seco. The project area is located adjacent to and east of the Arroyo Seco, which has long been an important feature not only in South Pasadena but the larger region. The Arroyo Seco extends approximately 10.5 miles from a point near today's Rose Bowl in Pasadena to the Los Angeles River and is one of the three distinctive geographical features that, along with the Monterey Hills and Raymond Hill, define the borders of South Pasadena (Fisher 2013; Apostol 2008).

The first written accounts of the Arroyo Seco date to 1769 when the colonizing expedition of Gaspar de Portolá passed through the area on its way north from San Diego to Monterey (Apostol 2008). In April 1770, Portolá is rumored to have stopped to worship under a large oak tree on the east bank of the Arroyo Seco in what is now South Pasadena (Ibid.). The spot where the “Cathedral Oak” is thought to have been located is south of Hermosa Street, less than 0.5 mile north of the project area.

As early as 1894, George W. Glover had proposed that all cities bordering the Arroyo Seco should band together to create a park, with winding roads, fountains, and beautiful gardens,

from Los Angeles to the mountains (Apostol 2008:66). This coincided with the popular desire for construction of a road connecting Pasadena to Los Angeles through South Pasadena, and in 1895 a route was surveyed (Apostol 2008). Plans included a scenic boulevard with sidewalks, bicycle paths, and roadways on either side, as well as an electric railway down the center, but in 1897 the plans were shelved (Apostol 2008:109). That same year (1897), Horace Dobbins purchased approximately six miles of right-of-way for an elevated cycleway, which was planned to extend from Pasadena to Los Angeles. However, only a short segment was ever constructed from Pasadena to South Pasadena, and the elevated wooden structure was reportedly dismantled by 1910 (Waltarrrr 2010).

In 1910, South Pasadena passed its first bond initiative to authorize funds for construction of a bridge across the arroyo from Los Angeles to South Pasadena (Apostol 2008:63). Although the City of South Pasadena reportedly was in favor of a basic design that included dirt fill at either end, the City of Los Angeles argued for a design that would not mar the beauty of the Arroyo (Ibid.). The County Supervisors eventually agreed on a six-span concrete design, and the cost was shared equally by the two Cities, the County, and the railroad, with the Cawston Ostrich Farm, which was located near the proposed bridge, contributing \$1,500 to South Pasadena's share (Ibid.). Completed in 1912 and known today as the York Boulevard Overcrossing, this bridge was the first important concrete span across the Arroyo Seco (Calpo and Lee 2008:8). A small segment of the east end of the bridge is within the APE.

The same year the bridge was completed (1912), the Arroyo Seco Parkway Association was organized (Apostol 2008). Taking a cue from Glover, the Association advocated "a graceful boulevard winding through an ever-changing park" (Apostol 2008:66). However, much of the community felt that City funds would be better spent elsewhere. In 1921, an event was held in the Arroyo to celebrate its beauty and increase support for the park (Apostol 2008:87). More than 1,000 people attended, and in 1922 the City finally passed the Arroyo Seco bond issue and started acquiring land (Apostol 2008:69, 87). By 1926–1927, the City had acquired most of the land in the Arroyo (within city limits) and was allowing various youth organizations to establish camps and volunteers to plant hundreds of trees in the Arroyo Seco parkland (Apostol 2008:93, 98). Today, the Arroyo Seco Park in South Pasadena consists of approximately 74 acres of land and includes the project area, as well as athletic fields, playground equipment, picnic areas, parking areas, undeveloped lands, and the flood channel (City of South Pasadena 2011).

Similar to the park idea, the desire for an Arroyo Seco highway also persisted from the 1890s into the 1920s. Finally, in 1924 the City of Los Angeles approved plans for a dual highway through the Arroyo (Apostol 2008:109; Fisher 2013). During the next few years, bridges spanning the Arroyo and the proposed 80-foot wide divided highway were constructed by the City of Los Angeles, but the highway never materialized "due to the lack of funds during the Great Depression and controversies regarding the building of a roadway through park land" (Fisher 2013:1).

Despite the tough economic times, highway design advanced substantially between 1929 and 1937. That year (1937), the Automobile Club of Southern California published a report discussing the futility of constructing more at-grade roadways and recommending a new design that included "total grade separation, no local property access, the division of travel paths and inlets and outlets [on and off ramps]" (Fisher 2013:3). Shortly after the devastating

1938 flood in Southern California, construction started on a flood control channel and the Arroyo Seco Parkway (Ibid.). With WPA assistance, the first segment of the Parkway opened in January 1939 and the remainder of “the first freeway in the West” opened on December 30, 1940 (Calpo and Lee 2008; Fisher 2013). This original six-mile stretch extended from Broadway (now Arroyo Parkway) at Glenarm Street in Pasadena to Figueroa Street at Avenue 22 in Los Angeles. During the same period, a flood control project that involved lining the Arroyo Seco channel with concrete was also completed.

Since then, additional improvements and extensions have been made to the Arroyo Seco Parkway. In 1942, the City of South Pasadena barred trucks weighing more than 4,000 pounds from using the Arroyo Seco Parkway through South Pasadena (Apostol 2008:139). The City approved a heliport in Arroyo Seco Park for mail service in 1947 (Ibid.). In 1953, trucks were banned altogether from the Arroyo Seco Parkway, which was renamed the Pasadena Freeway in 1954 (Apostol 2008:160). In 1955, the Arroyo Seco Golf Course opened in Arroyo Seco Park (Ibid.).

According to Caltrans, the Arroyo Seco Parkway was designated a National Historic Civil Engineering Landmark in 1999 and a National Scenic Byway by the United States Secretary of Transportation in 2002 (Caltrans n.d.). After being determined eligible for listing in the National Register in 1983, it was formally listed as part of the Arroyo Seco Historic District in February 2011. The Historic District is adjacent to the project area and includes the Arroyo Seco Parkway, related bridges including the York Boulevard Bridge, landscaping, and the flood control channel.

Route 66. In the original 1926 United States Highway Plan, the well-known Route 66 began life as U.S. 60. It entered California at Topock, Arizona, and extended westward through Needles, Barstow, and San Bernardino to Los Angeles. The highway was officially renumbered as U.S. 66 in 1928, and defined as the route from Los Angeles through San Bernardino, Victorville, Barstow, Ludlow, Daggett, to the Arizona-California state line at Topock (Faigin 2013). Route 66 was extended from Sunset Boulevard in Los Angeles via Santa Monica Boulevard to Santa Monica in 1935 (Faigin 2013). “The original routing of U.S. 66 through Pasadena was part of Local Road Network (LRN) 9, which was defined in 1909 as one of the very early state highways in California resulting from the first State Highway Bond Act, for \$18,000,000, issued in 1909 to establish a State Highway system” (Faigin 2013). Prior to the construction of the Pasadena Freeway, U.S. 66 ran westward through Pasadena along Colorado Boulevard before turning south along Figueroa Street to U.S. 101. After the completion of the freeway in 1940, the former route was re-signed as Alternate U.S. 66 and U.S. 66 was re-signed to run south on Fair Oaks Avenue and then south along the Arroyo Seco Parkway (Faigin 2013). A small segment of Route 66 in Pasadena is within the APE.

The Pacific Electric Railway and the Big Red Cars. The transcontinental railroad was completed in 1869 providing the connection between the East and West Coasts. By 1876, the Southern Pacific Railroad completed its route from northern California to Los Angeles. Rate wars ensued between competing rail lines; low fares, in addition to a publicity campaign directed toward the East Coast, caused an influx to Southern California. As was typical of the

development along railways in the late 19th century, land speculators purchased large plots of land adjacent to the expanded interurban lines. Many fledgling towns exploded with residential and commercial growth during the ‘Great Boom’ of 1887; new towns were established all along the newly-laid tracks. Urban settlement began to replace the tranquil farm and agricultural areas (Nadeau 1965:154-155). Residential development along the lines provided the growth in the Los Angeles neighborhoods and suburbs.

Electric trolleys were first used in Los Angeles in 1887 and the trend soon spread. Henry Huntington’s electric cars were paramount to the onset of the real estate boom during the late 1880s in Southern California. Collis P. Huntington was president of the Southern Pacific Railroad, and his nephew Henry would eventually leave his mark in the greater Los Angeles area in the footsteps of Uncle Collis. The elder Huntington had made his fortune in rail transportation in the San Francisco Bay area. Henry worked his way up within the company, and in 1898 he and Collis expanded their interests to Southern California with the purchase of their first electric railway. This railway consisted of two small lines servicing Pasadena and Santa Monica (Bowman 1974:260).

In 1898, the Los Angeles Railway Company electrified the old cable lines and thus became the largest of the suburban electric railways operating out of downtown Los Angeles. This very extensive railway ran streetcar lines through Hollywood and suburban trolley lines to Santa Monica, Brentwood, and down the coast to Redondo Beach. In 1901, after the death of his uncle a year prior, Henry Huntington formed the Pacific Electric Railway Company, which offered trolley transportation to the Los Angeles area. The Pacific Electric system was known for its “Big Red Cars,” a cable car system that began in 1885 (Bowman 1974:260).

Henry Huntington, now co-owner and president of the company, added this rail line to his real estate development and railroad empire. The Pacific Electric was divided into three main divisions: the Northern, Southern, and Western Districts, all of which were semi-independent systems. The Northern District was the largest of the three and served the San Gabriel Valley; within this district, shorter local lines were assembled that crisscrossed the Valley (Bowman 1974:260). The Pasadena Short line was one such local line; this segment connected Pasadena to downtown Los Angeles (Caltrans 1994).

The merger between the Pasadena and Los Angeles Railway and the Los Angeles Pacific Railway became known as the Pasadena and Pacific; this line provided an economic boost after the real estate bust of the 1890s. The Pasadena and Pacific boosted Southern California tourism by living up to its motto “from the mountains to the sea.” In 1901, Henry Huntington purchased the line between Pasadena and Los Angeles, consolidated many smaller railroads and started constructing the Pacific Electric interurban railway network. In 1902, the Pasadena Short Line was opened along what is now Huntington Drive.

The railway brought new growth to the cities it serviced; new subdivisions were developed along the routes. The Pacific Electric line connected Long Beach, Alhambra, Santa Monica, Monrovia, and San Pedro to areas east and outside of downtown. Real estate speculation followed the trolley tracks as the line expanded east to Redlands, south to Newport Beach and north to the San Fernando Valley. The track opened these areas to transportation and the establishment of residential as well as commercial development (Bowman 1974:261). Early suburban development thrived in proximity to the railway that “connected all the dots on the

map and was a leading player itself in developing all the real estate that lay in between the dots.” This had been Huntington’s intention; large profits from land development were generated by the *Pacific Electric Land Company*, which was linked to the railway (Metro Transportation Library 2013).

Only a few years after the company’s formation, most of Pacific Electric stock was purchased by the Southern Pacific Railroad. In 1911, Southern Pacific bought out Huntington except for the Los Angeles Railway. Southern Pacific also purchased several other passenger railways that Huntington owned in the Los Angeles area, including the Pasadena and Pacific. This resulted in what was called the ‘Great Merger of 1911.’ By this time, Pacific Electric became the largest operator of interurban electric railway passenger service in the world with over 1,100 miles of track (Metro Transportation Library 2013).

The red car line offered transportation to commuters between the suburbs and downtown Los Angeles, as well as the local residents and tourist visiting places such as the rose gardens of Paul de Longpre, the Cawston Ostrich Farm, the network of canals in the beachside community of Venice, and to Mount Lowe above Alta Dena (Caltrans 1994). On weekends, extra service beyond the normal schedules was provided, particularly in the late afternoon when everyone wanted to return at the same time. The Pacific Electric also ran frequent freight trains under electric power throughout its extensive service area (Metro Transportation Library 2013). The interurban rail lines allowed people to live in outlying cities such as El Sereno and other developing suburbs while working and transacting business in the central city. Huntington sold his trolley lines to the Southern Pacific shortly during the first decade of the 20th century, but the rail lines continued to provide service to Southern California (Bowman 1974:260).

Although the railway owned extensive private rights-of-way, much of the Pacific Electric trackage in urban areas such as downtown Los Angeles was in streets shared with automobiles and trucks. By the late 1930s, traffic congestion had become a great concern to the local residents and commuters using the red cars. The Automobile Club of Southern California, a very influential organization, devised the concept of an elevated freeway-type transportation system using express roads it called the ‘Motorway System.’ An important aspect of this system was to be the dismantling of the streetcar lines, which would be replaced by buses using both local streets and the new express roads (Metro Transportation Library 2013).

Pacific Electric carried increased passenger loads during WWII, as war industries that were concentrated in the region attracted millions of workers. The population in Los Angeles and the surrounding areas exploded to more than double its pre-war size. Local municipal governments, Los Angeles County, and the State decided that a massive infrastructure improvement program was necessary and agreed to construct a web of freeways across the region. This improvement program was a better solution than an upgrade of the Pacific Electric. Large-scale land acquisition and destruction of neighborhoods for new freeway construction began in earnest in 1951. The original four freeways of the area—the Hollywood (101), Pasadena (110), Harbor (110), and San Bernardino (10)—were already in use or being completed. By 1954, the Pacific Electric red cars were no longer in use and the tracks were removed throughout the region (Metro Transportation Library 2013).

Historic Districts and Neighborhoods

With such rich histories and a vast number of buildings that date to the historic period (pre-1971), as might be expected, several of the cities and the communities in the APE have active preservation programs. As a result, a number of areas have been identified and/or formally evaluated within these areas for historic district potential. Each potential historic district is considered an individual resource, and the buildings and features that make up the district are either contributing or non-contributing elements of the district. Historic Districts that intersect the APE are listed below and discussed in more detail in the DPR forms in Section IX. Maps of the districts and the areas evaluated for historic district potential are also included in Section IX.

Alhambra. Although the City of Alhambra does not have a cultural resources ordinance or any formally designated historic districts, it has identified more than 20 historic-period neighborhoods that are important to the community (Downtown Solutions 2009). The City has adopted design guidelines for these neighborhoods that encourage preservation, but “offer alternative methods that are both affordable and historically sensitive” (Downtown Solutions 2009:1-1). The APE intersects three of these neighborhoods.

- Alhambra Hills Tract;
- Midwick Park/Granada Place; and
- West Shorb.

Los Angeles/El Sereno Community. El Sereno, a community within the City of Los Angeles, is located south of South Pasadena. There is one previously identified historic district within this community. As part of the 1994 Caltrans Third Supplemental Historical Architectural Survey Report 710 Freeway Gap Closure Project (07-LA-710, 26.5/R32.7 EA 07-020090), Volume 1: Overview, prepared by Diane Kane, Ph.D., “the Los Angeles Conservancy requested that the Berkshire Craftsman and Revival Bungalow District be formally evaluated. This area had been suggested as a potential HPOZ [Historic Preservation Overlay Zone] by Mayra L. Frank & Associates, Inc. and Leslie Heumann & Associates as a result of the 1990 overview survey of the Northeast Los Angeles District Plan Area for the City of Los Angeles. ... Because [the plan was to have been completed by the end of 1994 and had no official standing] ... an in-depth survey was agreed to by all interested parties.” Caltrans conducted the survey of the potential Berkshire Craftsman and Revival Bungalow District in 1994, using both the National Register and the California Register eligibility criteria. As a result of that survey and subsequent documentation sent to the National Register of Historic Places, the Keeper of the National Register, only the Short Line Villa Tract Historic District is eligible for the National Register. The majority of the properties along Maycrest Avenue had been altered such that they qualified at the time under the Caltrans Post-1945 Memorandum of Understanding for properties exempted from evaluation. Most recently, in February 2014, Los Angeles City Councilmember Jose Huizar introduced a motion that would direct the City’s planning department to initiate the process of establishing boundaries for and creating an HPOZ for this neighborhood, but the HPOZ has no official designation to date. As a result of its most recent survey of the area, Caltrans reviewed the

area included in the proposed HPOZ—Short Line Villa Tract Historic District meets the criteria for the National Register and the California Register. Tract 3188, which includes Maycrest Avenue, does not retain integrity due to the substantial number of alterations to the properties, and therefore does not meet either National Register or California Register criteria. Individual properties in these areas that are within the APE were recorded on DPR 523 forms and evaluated. See Section IX.

- Short Line Villa Tract Historic District (APE Map Ref # 5-HD-3A).

Monterey Park. The City of Monterey Park has one historic district that intersects the project APE. It is the California Register-listed Jardin Del Encanto and Cascades Park Historic District. As part of the current study, this resource was determined eligible for listing in the National Register.

- Jardin Del Encanto and Cascades Park Historic District (APE Map Ref # 21-3B).

Pasadena. The City of Pasadena has more than 20 historic districts (City of Pasadena 2009). Five of these districts are within the APE.

- Markham Place Historic District (APE Map Ref # 20-HD-3A) listed in the National Register;
- Old Pasadena Historic District (APE Map Ref # 22-HD-3A) listed in the National Register;
- Pasadena Avenue Historic District (APE Map Ref # 19-HD-3A) determined eligible for listing in the National Register;
- Raymond-Summit Historic District (APE Map Ref # 23-HD-3A) listed in the National Register; and
- Ambassador West Cultural Landscape (APE Map Ref # 21-HD-3A) determined eligible for listing in the National Register by Caltrans as a result of this study.

South Pasadena. There are seven historic districts within the City of South Pasadena, six of which either have been listed in or previously determined eligible for listing in the National Register and one that has been determined eligible for listing in the National Register as a result of this study. In addition, there is one district that is locally designated but Caltrans determined it does not meet National Register or California Register eligibility criteria as a result of this survey.

- Arroyo Seco Parkway Historic District (APE Map Ref # 16-HD-3A) listed in the National Register;
- Mission West Historic District (APE Map Ref # 11-HD-3A) determined not eligible for listing in the National Register as a result of this study, but is a locally designated historic district under the City of South Pasadena's historic preservation ordinance;

- North of Mission Historic District (APE Map Ref # 14-HD-3A) determined eligible for listing in the National Register;
- Oaklawn Historic District (APE Map Ref # 18-HD-3A) determined eligible for listing in the National Register;
- Pasadena Avenue Historic District (APE Map Ref # 19-HD-3A) determined eligible for listing in the National Register;
- South of Mission Historic District (APE Map Ref # 10-HD-3A) determined eligible for listing in the National Register;
- South Pasadena Historic Business District (APE Map Ref # 13-HD-3A) listed in the National Register; and
- El Cerrito Circle Historic District (APE Map Ref # 8-HD-3A) determined eligible for listing in the National Register as a result of this study.

In 2002, the PCR Corporation surveyed an area that includes the APE for this project and identified nine areas that intersect the APE, which might have historic district potential. These areas, listed below, were evaluated as part of this study, and Caltrans has determined that the areas do not meet National Register or California Register eligibility criteria and there are no historic districts or individually eligible historic properties in these areas.

- Valley View Heights Neighborhood previously determined ineligible for listing in the National Register and does not meet the California Register eligibility criteria;
- Gillette Crescent Neighborhood previously determined ineligible for the National Register and does not meet the California Register eligibility criteria;
- 1500 Block Mission;
- Buena Vista/Prospect Addition;
- Library Neighborhood;
- North of Mission District Addition;
- 1000 Block Fair Oaks;
- 1100 Block Fair Oaks; and
- La Senda/Garfield Grouping.

Other Historic Districts and Neighborhoods. There are no designated historic districts in the remaining cities and communities in the APE and none were identified as part of the current study.

Architects and Builders

Information was obtained about the original architects and builders for many of the buildings being evaluated in the project APE. The vast majority of this information came from building permits that were provided by or on file at the various city and county building departments.

The architects and builders were researched using a variety of sources including online databases, newspaper archives, and books. In addition, Jesse Lattig with Pasadena Heritage and independent researcher Tim Gregory were contacted regarding the architects and builders. Mr. Gregory specializes in researching buildings in the San Gabriel Valley. Pasadena Heritage provided no specific information regarding the individual architects and builders, but it did provide a list of properties grouped by architect. Mr. Gregory provided brief comments on the architects and builders with which he was familiar. Information that could be found on the architects and builders is provided in the appropriate DPR forms (refer to Section IX). In addition, the following information regarding the building industry and residential development is provided as context for the builders.

Prior to 1945, the house building industry consisted of a large number of independent, small-scale contractors, typically carpenters with a modest amount of capital and some talent for the organization and oversight of a building project. These contractors provided building services for a lot owner. They had no ownership of the finished product (Hope 2011:4). On the other hand, some builders purchased lots on speculation, constructing and selling houses for profit. Either way, the typical contractor built no more than four houses per year as late as 1938 and only a small number built ten or more houses in a single year (Weiss 1997:38).

It is also worth noting that many houses were built by the homeowners themselves using plans from a magazine, such as *The Craftsman*, employing day laborers and tradesmen to assist with the work and purchasing materials from the neighborhood lumber yard and hardware store. House kits delivered to the site from Sears, Aladdin or other catalog vendors were another option for the homeowner who acted as his own general contractor.

During the post-WWII period (1945-1973) the industry saw rapid change in terms of both the level of capitalization of the construction companies and the introduction of mass-production building techniques. Based on the scale their operations, builders of the postwar era may be divided into three groups: custom home builders, merchant builders, and community builders. These categories are not rigid; a company could start out as a small operation, grow into a large but localized merchant builder and finish by merging with a larger corporation, enabling it to construct projects in many distant markets (Hope 2011:120). Also, many companies began building houses and went on to specialize in commercial or industrial buildings. Most builders were anonymous, constructing either modest or high-end custom homes, sometimes together with an architect. Merchant builders were a small fraction of the total number of builders, but they account for the great majority of the houses that were constructed. They were prominent and usually worked in a single metropolitan area, although in Southern California a few worked in both Los Angeles and San Diego (Hope 2011:106). Important Southern California merchant builders George and Robert Alexander, for example, worked in the San Fernando Valley and later in Palm Springs. Agricultural land was transformed into housing tracts at an unprecedented pace by a small subset of merchant builders, who became the community builders, such as Kaiser Community Homes and Fritz Burns. Further consolidation of the industry occurred toward the end of the 1960s, as when Larwin Company, a major developer of homes, townhouses, apartments, condominiums and shopping centers, was acquired by CNA Financial Corporation of Chicago in 1969. Only a small number of California's merchant builder companies completed projects outside the

state, or continued after the retirement or death of their founder (Hope 2011:120). It appears that the majority of builders associated with the evaluated properties are homeowner/builders.

V. DESCRIPTION OF CULTURAL RESOURCES

The study area for the SR 710 North Study is located in Los Angeles County and includes approximately 100 square miles generally bounded by I-210 on the north, I-605 on the east, I-10 on the south, and I-5 and SR 2 on the west. The APE includes unincorporated areas of Los Angeles County, as well as portions of the following cities: Los Angeles, Monterey Park, Alhambra, South Pasadena, Pasadena, San Gabriel, Rosemead, and San Marino. The APE is characterized by predominantly historic-period (pre-1971) suburban development encompassing most common property types. These include detached single-family residences, bungalow courts, apartment buildings, condominiums, fast-food restaurants, service stations, medical facilities, commercial buildings, offices, high rises, public buildings, educational buildings, industrial buildings, churches, and parks. Similarly, there is a wide variety of architectural styles represented by resources evaluated in the APE. Residential and commercial architecture followed prevailing trends, but also reflected the realities of a working class population and the gradual development of forms appropriate to the ideals of the California lifestyle, transitioning from the Victorian styles of the late 1800s to Revival and Craftsman styles in the 1910s and 1920s and the Art Deco and Minimal Traditional styles in the 1930s and early 1940s. These were followed by the California Ranch style, which gained huge popularity during the post-WWII period and by Modern, Contemporary, and Brutalist styles in the 1950s and 1960s.

In addition to numerous vernacular or utilitarian buildings, approximately 25 architectural styles or variations of styles are represented by the resources evaluated in the APE. Where appropriate, the history and character-defining features of specific architectural styles and property types are discussed in the evaluations of specific resources (refer to the DPR forms in Section IX).

As a result of these surveys, there are a total of 68 properties in the project APE that are either listed in or eligible for listing in the National Register. This includes 43 properties previously listed in or determined eligible for listing in the National Register (including 11 historic districts), 22 properties that were determined eligible for listing in the National Register as a result of this study (including 2 historic districts and 1 park), and 3 properties (Route 66, 318 Fairview Avenue, and 2020 Fremont Avenue) that are being considered eligible for listing in the National Register for purposes of this study only. In addition to these 68 National Register properties, there are 9 properties (including 1 historic district) that are “historical resources” pursuant to CEQA, but are not eligible for listing in the National Register.

All of the resources evaluated as part of this study and all of the previously evaluated resources within the APE are listed in section “VI. Findings and Conclusions,” and where appropriate, discussed in more detail in the DPR forms included in Section IX. In addition, brief descriptions of the resources in the project APE that have been evaluated as eligible for or listed in the National Register or California Register are discussed below.

NATIONAL REGISTER PROPERTIES

Alhambra

- **100 N. Fremont Avenue (APE Map Ref # 117-3A):** As a result of this study, this 1940 Streamline Moderne style small apartment complex has been determined eligible for listing in the National Register at the local level of significance under Criterion C as an increasingly rare example of a Streamline Moderne small apartment complex. Its period of significance is 1940.

Los Angeles County (Unincorporated Area)

- **Golden Gate Theater, 909 S. Atlantic Boulevard (aka 5170–5188 E. Whittier Boulevard (APE Map Ref # 1-3B):** The 1928 Spanish Baroque Revival Churrigueresque-style Golden Gate Theater (now CVS) is located in Los Angeles. This property was listed in the National Register on February 23, 1982, at the local level of significance under Criterion C for its Spanish Baroque Revival Churrigueresque architecture. Its period of significance is 1927. It is also listed in the California Register.
- **St. Alphonsus Church, 532 S. Atlantic Boulevard (APE Map Ref # 12-3B):** As a result of this study, this Spanish Eclectic style church has been determined eligible for listing in the National Register at the local level of significance under Criterion C as a representative work of the Albert C. Martin & Assoc. architectural firm. Its period of significance is 1951.

Los Angeles (City)

- **4777 E Cesar Chavez Avenue (aka 411 Mednik; APE Map Ref # 8-3A):** As a result of this study, this 1935 Art Deco commercial building has been determined eligible for listing in the National Register at the local level under Criterion C as an increasingly rare example of a small, free-standing Art Deco style commercial building. Its period of significance is 1935.
- **3937 Lowell Avenue (APE Map Ref # 108-3A):** As a result of this study, this 1927 Spanish Eclectic style bungalow court has been determined eligible for listing in the National Register under Criterion C as an increasingly rare property type. Its period of significance is 1927.
- **Short Line Villa Tract Historic District (APE Map Ref # 5-HD-3A):** The Short Line Villa Tract, in the El Sereno neighborhood, was determined eligible for inclusion in the National Register of Historic Places by the Keeper of the National Register on November 20, 1995, and automatically listed in the California Register at the local level of significance under Criterion A for significance in community planning and development and under Criterion C for its architecture. The district is an intact example of the residential patterns of the 1900–1940 period in the San Gabriel Valley that resulted from the expansion of interurban electric railway service. It is a well-preserved suburban tract development. According to the Keeper of the National Register, the district retains “integrity of plat/plan, layout, architectural design, scale, and landscaping” and conveys “a cohesive sense of community, time and place.” Roughly located between Huntington Drive, Kendall Avenue, and Alpha Street, the district consists of 92 properties. Of those,

67 resources, four of which are individually eligible, contribute to the district and 25 do not contribute to the district. There are 18 parcels associated with the District that are located in the APE. Ten of those are contributors to the district.

- **4401 Alpha Street (APE Map Ref # 121-3A):** This altered 1924 Pueblo Revival style residence is a non-contributor to the district and is not individually eligible.
- **4407 Alpha Street (APE Map Ref # 122-3A):** This 1908 altered Craftsman style residence is a non-contributor to the district and is not individually eligible.
- **4411 Alpha Street (APE Map Ref # 233-CT-3A):** This 1912 Craftsman style residence is a contributor to the district, but is not individually eligible. As a State-owned historical resource, it is on the Master List of Historical Resources.
- **4417 Alpha Street (APE Map Ref # 234-CT-3A):** This 1912 Craftsman style residence is a contributor to the district, but is not individually eligible. As a State-owned historical resource, it is on the Master List of Historical Resources.
- **4423 Alpha Street (APE Map Ref # 124-3A):** This 1911 Craftsman style residence is a contributor to the district, but is not individually eligible.
- **4427 Alpha Street (APE Map Ref # 125-3A):** This 1913 altered Craftsman style residence is a non-contributor to the district and is not individually eligible.
- **4431 Alpha Street (APE Map Ref # 127-3A):** This 1913 Craftsman style residence is a contributor to the district, but is not individually eligible.
- **4437 Alpha Street (APE Map Ref # 128-3A):** This 1909 Craftsman style residence is a contributor to the district, but is not individually eligible.
- **4441 Alpha Street (APE Map Ref # 130-3A):** This 1912 altered Craftsman style residence is a non-contributor to the district and is not individually eligible.
- **4447 Alpha Street (APE Map Ref # 131-3A):** This 1920 Craftsman bungalow is a non-contributor to the district and is not individually eligible.
- **4451 Alpha Street (APE Map Ref # 240-CT-3A):** This modest 1940 Colonial Revival style residence is a contributor to the district, but is not individually eligible. As a State-owned historical resource, it is on the Master List of Historical Resources.
- **4501 Alpha Street (APE Map Ref # 132-3A):** This altered 1948 Colonial Revival style residence is a non-contributor to the district and is not individually eligible.
- **4507 Alpha Street (APE Map Ref # 241-CT-3A):** This 1913 Craftsman style residence is a contributor to the district, but is not individually eligible. As a State-owned historical resource, it is on the Master List of Historical Resources.
- **4511 Alpha Street (APE Map Ref # 135-3A):** This 1941 vernacular residence is a contributor to the district, but is not individually eligible. As a State-owned historical resource, it is on the Master List of Historical Resources.
- **4517 Alpha Street (APE Map Ref # 136-3A):** This 1908 Craftsman bungalow is a contributor to the district, but is not individually eligible.
- **4527 Alpha Street (APE Map Ref # 157-3A):** This altered 1916 Craftsman bungalow is a non-contributor to the district and is not individually eligible.

- **4531 Alpha Street (APE Map Ref # 160-3A):** This 1931 Spanish Eclectic style residence is a contributor to the district, but is not individually eligible.
- **5465 Newtonia Drive:** This altered 1925 Craftsman bungalow is a non-contributor to the district and is not individually eligible. It was exempt from evaluation under the Caltrans Section 106 PA and, therefore, does not have an APE Map Ref # and is not listed in the tables in the following section.

Monterey Park

- **Dr. Kawamoto Office, 823 S. Atlantic Boulevard (APE Map Ref # 28-3B):** As a result of this study, this 1961 Contemporary style commercial building has been determined eligible for listing in the National Register under Criteria B and C for its association with world-renowned Tessier-trained craniofacial surgeon, Dr. Henry Kawamoto, who was the building's original owner/occupant, and for architecture. The period of significance is 1961.
- **Jardin Del Encanto and Cascades Park (aka Heritage Falls Park) (APE Map Ref # 21-3B):** This park is located in Monterey Park. It is oriented northwest/southeast and is centered on South Atlantic Boulevard generally between Kingsford Street and El Mercado Avenue. It was built in 1928 by Peter N. Snyder as the centerpiece of the proposed Midwick View Estates subdivision. It consists of an observation deck at the west end (accessed from Kingsford Street) from which a cascading water feature descends to De La Fuente Street. The park continues down the center of El Portal Boulevard to El Mercado Avenue and ends with the Spanish Colonial Revival style Jardin Del Encanto building that was to serve as the administration office and community center for Midwick View Estates. The park is significant at the local level under Criterion A for its association with the rapid residential development and suburbanization of what is commonly referred to as East Los Angeles, which includes Monterey Park, when it served as the focus of a marketing effort for the Midwick View Estates. It is also significant under Criterion C as an excellent example of landscape design and Spanish Colonial Revival architecture. Its period of significance is 1928. In 1991 the park was designated as Heritage Falls Park by the City of Monterey Park and was later listed in the California Register in 1998. As part of the current study Caltrans has determined that it is eligible for listing in the National Register.

Pasadena

- **Herkimer Gardens, 411–412 N. Raymond Avenue (APE Map Ref # 440-3A):** This property includes the former Herkimer Arms Apartment House (1912) and the Professor William Hammond House (1894), both of which were moved to this location in 2009. Collectively, the property is now known as Herkimer Gardens and was completed in 2011 by Heritage Housing Partners, who entered into a Historic Property Agreement with the City of Pasadena to obtain property tax reduction by following the Secretary of the Interior's Standards for Rehabilitation and agreeing to maintain the property. Herimer Arms, the Greene and Greene apartment building, is significant under the local ordinance (5S1) and, as a result of this study, has been determined eligible for listing in the National Register under Criterion C with a period of significance of 1912.

- **Hospital Veterinary, 959 S. Raymond Avenue (APE Map Ref # 402-3A):** As a result of this study, this Hollywood Regency style 1946 commercial building is eligible for listing in the National Register at the local level of significance under Criteria B and C for its direct association with Myron Thom, DVM, and for its distinctive Hollywood Regency design. Its period of significance is 1946–1962.
- **Ambassador West Cultural Landscape Historic District (APE Map Ref # 21-HD-3A):** In 2012, the Ambassador West Cultural Landscape Historic District—roughly bounded by W. Green Street, S. St. John Avenue, W. Del Mar Boulevard, and S. Orange Grove Boulevard—was determined eligible for listing in the National Register at the local level under Criterion C as an excellent example of landscape architecture design. The district includes various properties that were part of the now defunct Ambassador College/Worldwide Church of God (The Cultural Landscape Foundation 2010–2013). Within its boundaries are seven gardens designed by EDAW, built between 1959 and 1983, and 12 contributing buildings dating to as late as 1974. In 1963, Daniel, Mann, Johnson and Mendenhall (DMJM), an architectural and planning firm from Los Angeles, was hired to prepare a master plan for the campus (Ibid.). Garrett Eckbo, a noted landscape architect, later revised the plan (Ibid.). In the 1980s, Ambassador College closed. Today, the well-known Ambassador Auditorium (1974), which is within the APE, is part of the Harvest Rock Church and Marantha High School occupies the southeast portion of the campus (Ibid.). There are two parcels associated with the District that are located in the APE and both are contributors to the district. There is another parcel, adjacent to but outside of the district, that as a result of this study has been evaluated as a contributor to this district. Its period of significance is 1959–1983, the years it was built.
 - **Ambassador Auditorium, 131 S. Saint John Avenue (APE Map Ref # 423b-3A):** This New Formalism style building opened in 1974 as the auditorium for Ambassador College (*Los Angeles Times* 1974). It was designed by DMJM and constructed by William Simpson Construction Company (Ibid.; *Los Angeles Times* 1972). Bolt, Beranek and Newman, Inc. provided the acoustical plan and the interior was designed by Robert Smith, ASID (American Society of Interior Designers) (Ibid.). It is a contributor to the district and, as a result of this study, has been determined individually eligible for listing in the National Register at the local level of significance under Criterion C. Its period of significance is 1974.
 - **Ambassador College Dining Hall, 169 S. Saint John Avenue (APE Map Ref # 423a-3A):** This 1960s New Formalism style building was originally the dining hall for Ambassador College and is now part of Marantha High School. It is a contributor to the district and, as a result of this study, has been determined individually eligible for listing in the National Register at the local level of significance under Criterion C. Its period of significance is 1964.
 - **Hall of Administration, 300 W. Green Street (APE Map Ref # 423-3A):** This New Formalism style building was formerly the Hall of Administration. It was designed by Peter J. Holdstock of the O.K. Earl Corporation in 1967 (Los Angeles Conservancy 2013). It is a contributor to the district and, as a result of this study, has been determined individually eligible for listing in the National Register at the local level of significance under Criterion C. Its period of significance is 1968.

- **Markham Place Historic District (APE Map Ref # 20-HD-3A):** In March 2013, the Markham Place Historic District was listed in the National Register and was automatically included in the California Register at the local level under Criterion C for its architecture. It is “one of the best and most intact remaining examples of the early residential development of Pasadena and with the influence of the Arts and Crafts Movement” (Scott 2013:5). Its period of significance is 1887–1937. This district is roughly bounded by W. California Boulevard, South Pasadena Avenue, Bellefontaine Street, and Orange Grove Boulevard. This district includes 69 parcels. There are 33 parcels associated with the district that are located within the APE. Of those, 28 are owned by Caltrans and are contributors to the historic district and, as such, are also listed in the Master List of Historical Resources; one is developed with Singer Park and is a contributor to the historic district, and four are non-contributors to the district.
 - **203 Bellefontaine Street (APE Map Ref # 347a-CT-3A):** This 1913 Craftsman/Foursquare residence, which is owned by Caltrans, is a contributor to the district.
 - **235 Bellefontaine Street (APE Map Ref # 346-CT-3A):** This 1937 Colonial Revival residence, which is owned by Caltrans, is a contributor to the district.
 - **The Caroline Walkley House, 595 S. Pasadena Avenue (and the small apartment at 190 W. California Boulevard) (APE Map Ref # 371-CT-3A):** This 1904 Shingle/Craftsman style residence is individually eligible at the local level of significance under National Register Criterion C as an excellent example of Shingle Style/Craftsman architecture. It is also a contributor to the district and, as a State-owned historical resource, is listed in the Master List of Historical Resources.
 - **202–204 W. California Boulevard (APE Map Ref # 370-CT-3A):** This 1906 Colonial Revival duplex, which is owned by Caltrans, is a contributor to the district.
 - **206-216 W. California Boulevard (APE Map Ref # 369-CT-3A):** This apartment complex is individually eligible under National Register Criterion C at the local level of significance as an excellent example of a courtyard apartment complex designed in the Monterey Revival style and in its physical layout and built-in amenities; its period of significance is 1926. It is also a contributor to the district.
 - **280 W. California Boulevard (APE Map Ref # 413-3A):** Singer Park is a contributor to the district. The park was designed in 1926 by Thomas Chisolm. During the field survey, it was observed that there is some modern play equipment, but the park as a whole retains integrity.
 - **Sequoyah School, 535 S. Pasadena Avenue (APE Map Ref # 373-CT-3A):** This Craftsman and Mid-Century Modern private school complex, which is owned by Caltrans, includes one contributor to the historic district, the Craftsman style former parsonage. The remaining Mid-Century buildings are non-contributors that are individually eligible and are separately discussed after the historic district description.
 - **Driscoll House, 679 S. Pasadena Avenue (APE Map Ref # 356a-CT-3A):** This 1909 residence is owned by Caltrans, is a contributor to the district, and is individually eligible at the local level of significance under National Register Criterion C as an excellent example of the transition between Colonial Revival and

Craftsman architecture; and in its physical layout and built-in amenities, as a good example of upper-middle class lifestyles in the early- to mid-20th century.

- **Governor Markham Estate Carriage House and Garage, 703 S. Pasadena Avenue (APE Map Ref # 356-CT-3A):** This Queen Anne structure, which is boarded up and in poor condition, is owned by Caltrans and is a contributor to the district. The carriage house and the associated landscaped drive, entry posts and mature landscaping are all that remain of Governor Markham's residence.
- **721 S. Pasadena Avenue:** This vacant lot is a non-contributor to the district.
- **737 S. Pasadena Avenue (APE Map Ref # 352-CT-3A):** This 1922 Colonial Revival residence, which is owned by Caltrans, is a contributor to the district.
- **Miss Markham House, 763 S. Pasadena Avenue (APE Map Ref # 351-CT-3A):** This 1911–12 Craftsman Chalet residence, which is owned by Caltrans, is a contributor to the district. Designed by John Connors, built by D.W. March and L.C. Baugh, the Miss Markham house also is individually eligible at the local level of significance under Criterion C as an excellent example of Craftsman architecture in its physical layout and built-in amenities, as a good example of upper middle-class lifestyles in the early- to mid-20th century. Its period of significance is 1911.
- **Page House, 765 S. Pasadena Avenue (APE Map Ref # 348-CT-3A):** This 1905 Craftsman Bungalow residence, which is owned by Caltrans, is a contributor to the district. The house also is individually eligible at the local level of significance under Criterion C as an excellent example of Craftsman architecture in its physical layout and built-in amenities, as a good example of upper middle-class lifestyles in the early- to mid-20th century. Its period of significance is 1906.
- **Tomkins House, 779 S. Pasadena Avenue (APE Map Ref # 348a-CT-3A):** This house is owned by Caltrans, is a contributor to the district, and is individually eligible at the local level of significance under National Register under Criterion C as an excellent example of a Craftsman architecture, and in its physical layout and built-in amenities, as a good example of upper-middle class lifestyles in the early- to mid-20th century; its period of significance is 1905.
- **801 S. Pasadena Avenue (APE Map Ref # 347-CT-3A):** This house is owned by Caltrans, is a contributor to the district, and is individually eligible at the local level of significance under National Register Criterion C as an excellent example of Federal Revival and Prairie School architecture, and in its physical layout and built-in amenities, as a good example of upper-middle class lifestyles in the early- to mid-20th century; its period of significance is 1914.
- **584 S. St. John Avenue (APE Map Ref # 368-CT-3A):** This 1909 Craftsman residence, which is owned by Caltrans, is a contributor to the district.
- **600 S. St. John Avenue (APE Map Ref # 367-CT-3A):** This 1909 Craftsman residence, which is owned by Caltrans, is a contributor to the district.
- **602 S. St. John Avenue (APE Map Ref # 366-CT-3A):** This 1909 Craftsman residence, which is owned by Caltrans, is a contributor to the district.

- **620 S. St. John Avenue (APE Map Ref # 365-CT-3A):** This 1906 Craftsman residence, which is owned by Caltrans, is a contributor to the district.
- **628 S. St. John Avenue (APE Map Ref # 364-CT-3A):** This 1904 Colonial Revival residence, which is owned by Caltrans, is a contributor to the district.
- **640 S. St. John Avenue (APE Map Ref # 363-CT-3A):** This 1912 Craftsman residence, which is owned by Caltrans, is a contributor to the district.
- **646 S. St. John Avenue (APE Map Ref # 362-CT-3A):** This 1905 Craftsman residence, which is owned by Caltrans, is a contributor to the district.
- **650 S. St. John Avenue (APE Map Ref # 360-CT-3A):** This 1906 Craftsman residence, which is owned by Caltrans, is a contributor to the district.
- **670 S. St. John Avenue (APE Map Ref # 359-CT-3A):** This circa 1915 Colonial Revival residence, which is owned by Caltrans, is a contributor to the district.
- **678 S. St. John Avenue (APE Map Ref # 358-CT-3A):** This circa 1915 Craftsman residence, which is owned by Caltrans, is a contributor to the district.
- **Caroline Walkley/Alice & Robert Wood House, 696 S. St. John Avenue (APE Map Ref # 357-CT-3A):** This 1904 Craftsman residence, which is owned by Caltrans, is a contributor to the district and is individually eligible at the local level of significance under National Register Criterion C as a very good example of Shingle Style architecture with Post Medieval English Revival Influences; its periods of significance are 1897, 1913 and c. 1930.
- **714 S. St. John Avenue (APE Map Ref # 354-CT-3A):** This 1904 vernacular residence, which is owned by Caltrans, is a contributor to the district.
- **726 S. St. John Avenue (APE Map Ref # 353-CT-3A):** This 1893 Shingle style residence, which is owned by Caltrans, is a contributor to the district. It was designed by G. Lawrence Stimson.
- **734 S. St. John Avenue (APE Map Ref # 350-CT-3A):** This 1896 Transitional style residence, which is owned by Caltrans, is a contributor to the district.
- **762 S. St. John Avenue (APE Map Ref # 349-CT-3A):** This 1933 Monterey Revival residence, which is owned by Caltrans, is a contributor to the district.
- **615 and 633 S. Pasadena Avenue (APE Map Ref # 361-CT-3A):** This property, which is owned by Caltrans, is a non-contributor to the district.
- **731 S. Pasadena Avenue (APE Map Ref # 355-CT-3A):** This property, which is owned by Caltrans, is a non-contributor to the district.
- **Old Pasadena Historic District (APE Map Ref # 22-HD-3A):** This district essentially consists of what is commonly known as Old Town Pasadena. The district was listed in the National Register in 1983 and its boundaries were adjusted in 2008. It is generally bounded by Fair Oaks and Raymond Avenues, Colorado Boulevard, and Green Street (National Park Service n.d.). This district represents the earliest commercial development in the City and the focus of commerce and industry in Pasadena and the San Gabriel Valley (Ibid.). The development in this area also established Colorado Boulevard (also part of Route 66 and the Tournament of Roses Parade route) as the principal axis through

town (Ibid.). This district includes approximately 180 parcels. There are 12 parcels associated with the district that are located within the APE and 11 are contributors to the district.

- **26 S. Pasadena Avenue (APE Map Ref # 426-3A):** This vernacular commercial building is a contributor to the district.
- **30 E. Del Mar Boulevard (APE Map Ref # 147-3B):** This 1928 One-Part Commercial Block building is a contributor to the district.
- **34 S. Pasadena Avenue (APE Map Ref #s 425-3A):** This 1920 vernacular commercial building is a contributor to the district.
- **148 W. Colorado Boulevard (APE Map Ref # 427-3A):** This 1929 commercial building with a Mediterranean Revival influence is a contributor to the district.
- **161 W. Colorado Boulevard (APE Map Ref # 431-3A):** This 1902 vernacular commercial building is a contributor to the district.
- **163 W. Colorado Boulevard (APE Map Ref # 430-3A):** This 1921 commercial building with a Spanish Eclectic influence is a contributor to the district.
- **169 W. Colorado Boulevard (APE Map Ref # 429-3A):** This 1917 vernacular commercial building is a contributor to the district.
- **281 S. Raymond Avenue (APE Map Ref # 438-3A):** This 1929 Italianate style church is a contributor to the district.
- **300 S. Fair Oaks Avenue (APE Map Ref # 148-3B):** According to a plaque on this vernacular commercial building with a stepped parapet, it was built in 1907 by H. C. Scales to serve the auto and carriage trade from the Green, Raymond, and Maryland Hotels and was the largest facility of its type in the Southwest. It is a contributor to the district.
- **301 N. Raymond Avenue (APE Map Ref # 439-3A):** This 1968 Mediterranean Revival style church facility is a contributor to the district.
- **330 S. Fair Oaks Avenue (APE Map Ref # 146-3B):** This 1926 vernacular commercial building is a contributor to the district.
- **Parking lot south of 34 South Pasadena Avenue:** This property is a non-contributor to the district.
- **Pasadena Avenue Historic District (APE Map Ref # 19-HD-3A):** This district, which was determined eligible for listing in the National Register on March 28, 1983, by the Keeper of the National Register and again on November 20, 1995, when the Keeper determined the expanded boundaries of the district eligible for the National Register. On November 21, 2013, for compliance with PRC 5024, the SHPO concurred with the addition of three contributors (one previously omitted property, one property changed from non-contributor to contributor, and the boundary expanded by one parcel to include an additional contributor). The final revised boundaries include Pasadena and South Pasadena. The boundaries of the district are irregular. Generally, the district boundaries are South Pasadena Avenue, Arlington Drive, Avoca Avenue, Brookmere Road, Columbia Street, West Glenarm Street, Hurlbut Street, Madeline Drive, West State

Street, and Wigmore Drive (Scott 2013). There are 120 properties in the district and, of those, 54 are district contributors. The district is eligible for listing in the National Register at the local level of significance under Criteria A and C in the areas of community development and planning. Contributing resources include significant local examples of 19th century housing stock, substantial early 20th century Arts and Crafts-inspired dwellings, and Romantic Period Revival residences that, when taken together, provide a cohesive picture of community development in the City of Pasadena during the district's 1888–1938 period of significance. In addition, 12 of the contributors are also individually eligible for the National Register as described below. There are 69 parcels in the APE (the two Hartshorn Houses are on one parcel) and Caltrans owns 62 of these parcels. Sixty-four (64) are in the City of Pasadena and 5 are in the City of South Pasadena and 47 of these parcels are contributors to the district.

- **180 Arlington Drive (APE Map Ref # 319-CT-3A):** This 1919 Mediterranean Revival style residence, which is owned by Caltrans, was moved into the neighborhood within the district's period of significance and is a contributor to the district.
- **181 Arlington Drive (APE Map Ref # 322-CT-3A):** This 1923 residence with a Mediterranean Revival influence is owned by Caltrans and is a contributor to the district.
- **216 Arlington Drive (APE Map Ref # 316-CT-3A):** This 1937 vernacular residence, which is owned by Caltrans, is a contributor to the district.
- **203 Columbia Street (APE Map Ref # 392-3A):** This 1908 Craftsman style residence is a contributor to the district.
- **209 Columbia Street:** This 2009 property is modern, and has therefore not been assigned an APE Map Ref #. Also, the property is a non-contributor.
- **231 Columbia Street (APE Map Ref #279-CT-3A):** This 1938 vernacular cottage, which is owned by Caltrans, is a contributor to the district.
- **233 Columbia Street (APE Map Ref # 394-3A):** This is an 1895 residence with a Spanish influence. It is a contributor to the district.
- **1015 Columbia Street (APE Map Ref # 275-CT-3A):** This 1938 Colonial Revival style residence, which is owned by Caltrans, is located in the City of South Pasadena and is a contributor to the district.
- **1101 Columbia Street (APE Map Ref # 276-CT-3A):** This 1941 Colonial Revival style residence, which is owned by Caltrans, is located in the City of South Pasadena and is a contributor to the district.
- **1109 Columbia Street (APE Map Ref #277-CT-3A):** This 1908-09 Craftsman residence, which is owned by Caltrans, is located in the City of South Pasadena and is a contributor to the district.
- **1115 Columbia Street (APE Map Ref # 390-3A):** The original 1907 property burned down, and therefore, is a non-contributor to the district.
- **Henry Stephen House, 1127 Columbia Street (APE Map Ref # 391-3A):** This 1908 Craftsman property is a contributor to the district.

- **180 W. Glenarm Street (APE Map 311-CT-3A):** This property, which is owned by Caltrans, is a non-contributor to the district.
- **Victoria Thompson House, 185 W. Glenarm Street (APE Map Ref # 318-CT-3A):** This 1925 residence, which is owned by Caltrans, is a contributor to the district.
- **177 Hurlbut Street (APE Map Ref # 336-CT-3A):** This 1909 Craftsman residence, which is owned by Caltrans, is a contributor to the district.
- **202 Madeline Drive (APE Map Ref # 301-CT-3A):** This 1906 Craftsman style residence, which is owned by Caltrans, is a contributor to the district.
- **205 Madeline Drive (APE Map Ref # 308-CT-3A):** This 1922 residence with Craftsman and Colonial Revival influences is owned by Caltrans and is a contributor to the district.
- **215 Madeline Drive (APE Map Ref # 307-CT-3A):** This 1920 Colonial Revival residence, which is owned by Caltrans, is a contributor to the district.
- **218 Madeline Drive (APE Map Ref # 300-CT-3A):** This 1908 Craftsman style residence, which is owned by Caltrans, is a contributor to the district.
- **225 Madeline Drive (APE Map Ref # 306-CT-3A):** This 1920 residence with a Tudor Revival influence is owned by Caltrans and is a contributor to the district.
- **230 Madeline Drive (APE Map Ref # 299-CT-3A):** This 1905 Craftsman style residence, which is owned by Caltrans, was previously determined significant under the local ordinance and is a contributor to the district.
- **Reverend Hiram Hill/Alonzo Beal House, 866 S. Pasadena Avenue (APE Map Ref # 343-CT-3A):** This 1887 vernacular residence, which is owned by Caltrans, is a contributor to the district and is individually eligible at the local level of significance under National Register Criterion C, as a good example of an increasingly rare settlement architecture; its period of significance is 1887.
- **876 S. Pasadena Avenue (APE Map Ref # 342-CT-3A):** This 1924 residence with a Mediterranean Revival influence is owned by Caltrans and is a contributor to the district.
- **888 S. Pasadena Avenue (APE Map Ref # 341-CT-3A):** This 1927 residence with a Mediterranean Revival influence is owned by Caltrans and is a contributor to the district.
- **Kroll Cottage 894 S. Pasadena Avenue, front and rear buildings (APE Map Ref # 338-CT-3A):** The front building is a 1903 Foursquare cottage and the rear building is a 1911 Craftsman building. Both are owned by Caltrans and are contributors (but counted as one property; rear building is ancillary cottage) to the district.
- **Hurlbut Street Fire Station No. 5, 900 S. Pasadena Avenue (APE Map Ref # 335-CT-3A):** This 1909 Tudor Revival style fire station, which is owned by Caltrans, is a contributor to the district and is individually eligible at the local level of significance under National Register Criterion C. Its period of significance is 1909.
- **926 S. Pasadena Avenue (APE Map Ref # 331-CT-3A):** This property, which is owned by Caltrans, is a non-contributor to the district.

- **936 S. Pasadena Avenue (APE Map Ref 328-CT-3A):** This 1950 residence, which is owned by Caltrans, is a non-contributor to the district.
- **946 S. Pasadena Avenue (APE Map Ref # 327-CT-3A):** This property, which is owned by Caltrans, is a non-contributor to the district.
- **956 S. Pasadena Avenue (APE Map Ref # 324-CT-3A):** This 1950 residence, which is owned by Caltrans, is a non-contributor to the district.
- **966 S. Pasadena Avenue (APE Map Ref # 323-CT-3A):** This 1950 residence, which is owned by Caltrans, is a non-contributor to the district.
- **J. Durand Kennett House, 1000 S. Pasadena Avenue (APE Map Ref # 321-CT-3A):** This 1922 Mediterranean Revival style residence, which is owned by Caltrans, is a contributor to the district and is individually eligible at the local level of significance under National Register Criterion C as a good example of the architect-designed California Mediterranean dwelling of the 1920s, and in its physical layout and built-in amenities, as a good example of upper-middle class lifestyles in the early- to mid-20th century. Its period of significance is 1921.
- **F.J. Kennett House, 1030 S. Pasadena Avenue (APE Map Ref # 317-CT-3A):** This 1928 Mediterranean Revival residence, which is owned by Caltrans, is a contributor to the district and is individually eligible at the local level of significance under National Register Criterion C as a good example of the architect-designed California Mediterranean style residence from the 1920s. Its period of significance is 1928.
- **1031 S. Pasadena Avenue (APE Map Ref # 315-CT-3A):** This property, which is owned by Caltrans, is a non-contributor to the district.
- **Mrs. D. Hagan House, 1041 S. Pasadena Avenue (APE Map Ref # 314-CT-3A):** This 1897 vernacular residence, which is owned by Caltrans, is a contributor to the district and is individually eligible at the local level of significance under National Register Criterion C as an early and increasingly rare building type (Transitional Foursquare dwelling) in the Pasadena area. Its period of significance is 1898.
- **James and Fanny Hale House, 1051 S. Pasadena Avenue (APE Map Ref # 313-CT-3A):** This 1897 Foursquare style residence, which is owned by Caltrans, is a contributor to the district and is individually eligible at the local level of significance under National Register Criterion C as an early and rare example of a Transitional Foursquare dwelling in Pasadena. Its period of significance is 1897.
- **1059 S. Pasadena Avenue (APE Map Ref # 312-CT-3A):** This 1920 vernacular residence, which is owned by Caltrans, is a contributor to the district.
- **1062 S. Pasadena Avenue (APE Map Ref # 310-CT-3A):** This property, which is owned by Caltrans, is a non-contributor to the district.
- **1080 S. Pasadena Avenue (APE Map Ref # 309-CT-3A):** This 1929 Tudor Revival style residence, which is owned by Caltrans, is a contributor to the district.
- **1090 S. Pasadena Avenue (APE Map Ref # 305-CT-3A):** This 1926 residence with a Mediterranean Revival influence is owned by Caltrans and is a contributor to the district.

- **1100 S. Pasadena Avenue (APE Map Ref # 304-CT-3A):** This 1938 vernacular residence with a French Eclectic influence, which is owned by Caltrans, is a contributor to the district.
- **W.W. Phelps House, 1112 S. Pasadena Avenue (APE Map Ref # 303-CT-3A):** This 1908 Craftsman bungalow, which is owned by Caltrans, is a contributor to the district and is individually eligible for listing at the local level of significance under National Register Criterion C as good example of the small bungalow design of a prominent Pasadena architect, Charles Buchman. Its period of significance is 1908.
- **1120 S. Pasadena Avenue (APE Map Ref # 302-CT-3A):** This 1924 vernacular residence, which is owned by Caltrans, is a contributor to the district.
- **1128 S. Pasadena Avenue (APE Map Ref # 297-CT-3A):** This property, which is owned by Caltrans, is a non-contributor to the district.
- **1131 S. Pasadena Avenue (APE Map Ref # 297-CT-3A):** This property, which is owned by Caltrans, is a non-contributor to the district.
- **1140–1142 S. Pasadena Avenue (APE Map Ref # 296-CT-3A):** This 1913 Craftsman duplex, which is owned by Caltrans, is a contributor to the district.
- **1141 S. Pasadena Avenue (APE Map Ref # 295-CT-3A):** This property, which is owned by Caltrans, is a non-contributor to the district.
- **1150 S. Pasadena Avenue (APE Map Ref # 294-CT-3A):** This 1906 Craftsman residence, which is owned by Caltrans, is a contributor to the district.
- **1151 S. Pasadena Avenue (APE Map Ref # 293-CT-3A):** This property, which is owned by Caltrans, is a non-contributor to the district.
- **1175 S. Pasadena Avenue (APE Map Ref # 287-CT-3A):** This 1950 residence, which is owned by Caltrans, is a non-contributor to the district.
- **1180 S. Pasadena Avenue (APE Map Ref # 289-CT-3A):** This 1920 residence with a French Eclectic influence is a contributor to the district.
- **1190 S. Pasadena Avenue (APE Map Ref # 288-CT-3A):** This 1907 Craftsman style residence, which is owned by Caltrans, is a contributor to the district.
- **1191 S. Pasadena Avenue (APE Map Ref # 285-CT-3A):** This 1924 Tudor Revival residence, which is owned by Caltrans, is a contributor to the district.
- **1207 S. Pasadena Avenue: Ralph B. Hubbard Residence, 1207 South Pasadena Avenue (APE Map Ref # 280-CT-3A):** While it is not a contributor to the Pasadena Avenue Historic District, this house is individually eligible at the local level of significance under National Register Criterion C as a distinctive example of Mid-Century Modern residential architecture, and represents the work of master architects Whitney R. Smith and Wayne R. Williams.
- **1210 S. Pasadena Avenue (APE Map Ref # 339b-3A):** This altered 1926 Craftsman residence is a contributor to the district.
- **A.G. Simons/John McWilliams Jr. House, 1199 S. Pasadena Avenue (APE Map Ref # 281-CT-3A):** This 1909 Craftsman style residence, which is owned by

Caltrans, is a contributor to the district and is individually eligible at the local level of significance under National Register Criterion C as a good example of Craftsman architecture, in its physical layout and built-in amenities as a relatively unaltered and very good example of upper-middle class lifestyles in the early to mid-20th century. Its period of significance is 1909.

- **Mary Werner House, 1200 S. Pasadena Avenue (APE Map Ref # 282-CT-3A):** This pre-1885 Italianate cottage, which is owned by Caltrans, is a contributor to the district and is individually eligible at the local level of significance under National Register Criterion C as one of the few remaining Italianate cottages from the pre-1890 period in Pasadena's history. Its period of significance is 1885.
- **1220 S. Pasadena Avenue (APE Map Ref # 393a-3A):** This 1910 Craftsman style residence is a contributor to the district, and therefore, does not have an APE Map Ref #.
- **1225 S. Pasadena Avenue (APE Map Ref # 393-3A):** This 1908 Craftsman style residence is a contributor to the district.
- **R. Sturgis Cook House, 180 W. State Street (aka 1170 S. Pasadena Avenue) (APE Map Ref # 290-CT-3A):** This 1928 Tudor Revival style residence, which is owned by Caltrans, is a contributor to the district and is individually eligible at the local level of significance under National Register Criterion C as a very good example of Tudor Revival architecture. Its period of significance is 1928.
- **214 W. State Street (APE Map Ref # 286-CT-3A):** This 1909 residence with a Mission Revival style influence, which is owned by Caltrans, is a contributor to the district.
- **240 W. State Street (283-CT-3A):** This 1950 residence, which is owned by Caltrans, is a non-contributor to the district.
- **Hartshorn House No. 1, 224 W. State Street (APE Map Ref # 284-CT-3A):** This residence, which is owned by Caltrans is a contributor to the district and is individually eligible at the local level of significance under Criterion C as a nice representative example of Craftsman architecture by architect Timothy Walsh and builder G.S. Bliss. Its period of significance is 1907.
- **Hartshorn House No. 2, 232 W. State Street (APE Map Ref # 284-CT-3A):** Like its twin next door, this house is owned by Caltrans and is individually eligible at the local level of significance under Criterion C as nice representative example of Craftsman architecture by architect Timothy Walsh and builder G.S. Bliss. Its period of significance is 1907.
- **225 W. State Street (APE Map Ref #292-CT-3A):** This 1903 vernacular residence, which is owned by Caltrans, is a contributor to the district.
- **237 W. State Street (APE Map Ref # 291-CT-3A):** This 1912 Craftsman style residence, which is owned by Caltrans, is a contributor to the district.
- **230 Wigmore (333-CT-3A):** The original 1938 property burned down, and this property is therefore a non-contributor.

- **231 Wigmore Drive (APE Map Ref # 339-CT-3A):** This 1924 Monterey Revival style residence, which is owned by Caltrans, is a contributor to the district.
- **215 Wigmore Drive (APE Map Ref # 340-CT-3A):** This 1931 Ranch style residence, which is owned by Caltrans, is a contributor to the district.
- **212 Wigmore Drive (APE Map Ref # 334-CT-3A):** This 1938 Ranch style residence with a French influence, which is owned by Caltrans, is a contributor to the district.
- **Raymond Florist Historic District, 60–62 E. California Boulevard/597 S. Raymond Avenue (APE Map Ref # 24-HD-3A):** This historic district, which was identified and evaluated as a result of this study, consists of one property with two former residences, a stable, and a commercial building. The Raymond Florist Historic District is eligible for listing in the National Register at the local level of significance under Criteria A and B for its association with the Japanese-American community. Its period of significance is 1933–1940.
- **Raymond-Summit Historic District (APE Map Ref # 23-HD-3A):** This district was listed in the National Register in 2011. Roughly bounded by N. Raymond Avenue, E. Villa Street, Summit Avenue, and E. Maple Street, the historic district contains intact examples of late 19th and early 20th century domestic architecture, including Folk Victorian, Queen Anne, Colonial Revival, American Foursquare, and both Hipped and Gabled Vernacular Cottages built between 1888 and 1906, including two examples of the early work of architects Charles and Henry Greene. The District is significant under Criterion A because it is representative of early development patterns in Pasadena and under Criterion C for its “Residential Neighborhoods” property type that contains relatively intact examples of late 19th and early 20th century domestic architecture built between 1886 and 1904, including Folk Victorian, Queen Anne, Colonial Revival, American Foursquare, and Vernacular Hipped and Gabled Cottage subtypes of the Single-Family Residence property type. It also includes two early works of the acclaimed architects Charles and Henry Greene, and one noteworthy carriage house. The period of significance is 1874–1906. The district includes 48 properties, 21 contributing and 27 non-contributing. There is one parcel (APE Map Ref #444-3A) in the district that is located within the APE that is a contributor to the district.
- **396 N. Summit Avenue (APE Map Ref # 444-3A):** This 1893 Neoclassical style residence is a contributor to the district.
- **72 E. Glenarm Street/1124 South Fair Oaks Avenue (APE Map Ref #114-3B):** There are two historic resources on this property: the Glenarm Building and adjacent electric fountain (72 East Glenarm Street) in the northwest corner of the property, and the Pacific Electric Railway Company (PERC) Substation No. 2 (1124 South Fair Oaks Avenue) located at the southwest corner of the property (PCR Services Corporation 2013:4.C-9). The PERC Substation No. 2 was designated as a local Landmark by the City in 2007 and is discussed in more detail below in the Historical Resources Under CEQA Only section (City of Pasadena 2009). The Glenarm Building and electric fountain were determined eligible for listing in the National Register under Criterion A in 1994 and designated as a Historic Monument by the City in 2008 (City of Pasadena 2009). The Glenarm Building includes east (circa 1928) and west (1932) additions to an earlier building (PCR Services

Corporation 2013:4.C-10). The eastern portion was designed in the Georgian Revival style, while the western portion was designed in the Moderne style. The related electric fountain was constructed in 1938 and served as a cooling mechanism for the power plant (Ibid.). The period of significance for this property is 1928-1932.

- **Bekins Storage Co. Roof Sign, 511 S. Fair Oaks Ave (APE Map Ref #135-3B):** This roof sign was listed in the National Register on October 15, 1997, under the Early Automobile-Related Properties in Pasadena (1897–1944) MPD. With a period of significance from 1926–1944, according to the National Register nomination, “The Bekins Storage Co. Roof Sign is locally significant for its associations with the historic context (*Influences of the Automobile on Other Businesses (1924–1944)*) under Criterion A in the area of Commercial Advertising and Criterion C in the area of Commercial Signage as a locally significant example of early large roof signs and projecting signs in Pasadena and of commercial signage primarily meant to be read from the passing automobile. ... The Bekins roof sign, with sign faces approximately 32 feet long and 12 feet high, was constructed as a bulb-lit sign in 1926 and converted to neon in 1929; it retains its 1929 appearance. The two-sided sign was strategically positioned atop the four-story Bekins Storage Co. Building—some 60 feet above the ground and mounted perpendicular to the street—to be visible in both directions for several blocks along South Fair Oaks Avenue, originally part of historic Route 66 (1926–1940; the route changed in 1940 with the opening of the Arroyo Seco Parkway) and a major transportation corridor in the city and the surrounding area up to the present day.

“The Bekins roof sign is the best-remaining example of the many large roof signs and projecting signs constructed in Pasadena prior to World War II: it is one of the oldest-surviving roof signs, a once-common form of commercial advertising meant to be viewed at a distance and which took on added significance with the introduction of the automobile; it is one of the oldest-remaining examples and earliest large-scale uses of neon, whose introduction in the 1920s revolutionized commercial signage; and it is the most distinctive of the remaining pre-war roof signs—in terms of design, size, location/visibility, and use of neon—in the city.” While the boundaries are the parcel itself, only the roof-top sign is a contributing element; the building is not.

- **Children’s Chapel at Neighborhood Church/Sequoyah School, 535 S. Pasadena Avenue (APE Map Ref # 373-CT-3A):** While it is not a contributor to the Markham Place Historic District, this building is eligible at the local level of significance under National Register Criterion C for its Mid-Century Modern architecture; its period of significance is 1954.
- **Nursery School at Neighborhood Church/Sequoyah School, 535 S. Pasadena Avenue (APE Map Ref # 373-CT-3A):** While it is not a contributor to the Markham Place Historic District, this building is eligible at the local level of significance under National Register Criterion C for its Mid-Century Modern architecture; its period of significance is 1948.
- **Religious Education Building at Neighborhood Church/Sequoyah School, 535 S. Pasadena Avenue (APE Map Ref # 373-CT-3A):** While it is not a contributor to the Markham Place Historic District, this building is eligible at the local level of significance under National Register Criterion C for its Mid-Century Modern architecture; its period of significance is 1956.

- **Ralph B. Hubbard Residence, 1207 South Pasadena Avenue (APE Map Ref # 280-CT-3A):** As discussed above, this property is not a contributor to the Pasadena Avenue Historic District, this house is individually eligible at the local level of significance under National Register Criterion C as a distinctive example of Mid-Century Modern residential architecture, and represents the work of master architects Whitney R. Smith and Wayne R. Williams. Its period of significance is 1961.
- **Norton Simon Museum, 411 West Colorado Boulevard (APE Map Ref # 434-3A):** Although this Late Modern style building is not yet 50 years old, it has been evaluated as such because it will likely be 50 years old when the project starts construction. As a result of the current study, it has been determined individually eligible at the local level of significance under National Register Criteria A, B, and C for its associations with civic development, a prominent individual art collector, and as a distinctive example of the Late Modern style. Its period of significance is 1969.
- **Route 66:** Caltrans is considering Route 66 eligible for the National Register for purposes of this project only, pursuant to the 2014 Section 106 PA Stipulation VIII.C.4. According to the National Register of Historic Places Multiple Property Documentation Form prepared by Michael Cassity, Thomason and Associates, and National Park Service staff, Route 66 “is significant to American history as an important transportation corridor connecting the Midwest and California” (Cassity et al. 2012:E4). Its period of significance is 1926, which reflects the date of the original designation of the series of roads that make up Route 66, to 1985, when the last link of the interstate system bypassed Route 66 (Ibid.). For purposes of this project only, all segments of Route 66 in the project APE are being considered National Register eligible.

San Marino

There is one resource in the City of San Marino that, as a result of this study, has been determined eligible for listing in the National Register.

- **San Marino City Hall and Fire Station, 2200 Huntington Drive (APE Map Ref # 5-3C):** This 1920 building exhibits elements of the Spanish Colonial Revival style. As a result of this study, it is eligible under Criterion C for its architecture. Although it has additions, they have been constructed in a way that does not diminish the integrity of the original two-story building. Its period of significance is 1920.

South Pasadena

The City of South Pasadena has a Cultural Heritage Inventory (Inventory) that was updated in June 2014 and includes more than 2,560 properties. Many of these have been previously evaluated and have been assigned CHR Status Codes. However, most of the CHR Status Codes appear to pre-date the December 2003 revisions. Where appropriate, the current version of the old Status Code is provided.

- **Raymond Hill Waiting Station, southeast corner of Fair Oaks Avenue and Raymond Hill Road (APE Map Ref # 109a-3B):** The Raymond Hill Waiting Station was built in 1903 as a feature of the second Raymond Hotel (1901) and was a stop on the

Pacific Electric Railway's Pasadena Short Line, which was constructed in 1902. It is one of two Arts & Crafts (Craftsman) waiting stations along the Pasadena Short Line's route in South Pasadena. It is a designated local landmark and was previously evaluated (2009) as appearing eligible for listing in the National Register. As a result of this study, it has been determined eligible for listing in the National Register at the local level of significance under Criteria A and C. Its period of significance is 1903.

- **Blanche Home, 1030 Buena Vista St. (APE Map Ref # 371-3A):** As a result of this study, this 1936 Colonial Revival style residence is eligible for listing in the National Register at the local level of significance under Criterion C for its architecture. Its period of significance is 1936.
- **Augusta Raab House, 1109 Buena Vista Street (APE Map Ref # 365-3A):** As a result of this study, this property is eligible for listing in the National Register under Criterion C as a high-style, early example of an Arts & Crafts residence. Its period of significance is 1904–1921.
- **Fair Hope Building, 800 Fair Oaks Avenue (APE Map Ref # 97-3B):** The Fair Hope Building, erected in 1911, was built in the Classical Revival/Neoclassical style. It is a designated local landmark and, as a result of this study, appears eligible for listing in the National Register under Criteria A and C for its association with the development of South Pasadena and its architecture. Its period of significance is 1911.
- **Otake-Nambu House, 857 Bank Street (APE Map Ref # 242-3A):** The Otake-Nambu house was determined eligible for inclusion in the National Register by the Keeper of the National Register on March 7, 1995, at the local level of significance under Criterion C as one of the few remaining late Victorian cottages in South Pasadena. Its period of significance is ca. 1890–1900.
- **East Wynyate, 909 Lyndon Street (APE Map Ref # 247-3A):** East Wynyate was determined eligible for inclusion in the National Register by the Keeper on March 7, 1995, at the local level of significance under Criterion C as the only remaining known work in the Shingle Style of noted Pasadena architect Frederick Louis Roehrig. East Wynyate's period of significance is 1896–1897.
- **920 Lyndon Street (APE Map Ref # 259-3A):** As a result of this study, this 1911 Craftsman bungalow is eligible for listing in the National Register at the local level of significance as a representative example of a Craftsman bungalow. Its period of significance is 1911.
- **J.G. Pierce House, 911 Monterey Road (APE Map Ref # 253-CT-3A):** The J.G. Pierce House was determined eligible for inclusion in the National Register by the Keeper on March 31, 1983, under Criterion C as a significant example of the Craftsman Bungalow. Its period of significance is 1910.
- **Kenneth M. Joy House, 921 Monterey Road (APE Map Ref # 265-3A):** The Kenneth M. Joy House at 921 Monterey Road was determined eligible for inclusion in the National Register by the Keeper on March 31, 1983, under Criterion C as a significant example of the Craftsman Bungalow sub-type, the "Airplane Bungalow." Built in 1912, it is a particularly well-executed example of its type and style.

- **Rialto Theater, 1019 Fair Oaks Avenue (APE Map Ref # 85-3B):** The 1925 Rialto Theater was listed in the National Register on May 24, 1978, under Criteria A and C for its association with vaudeville entertainment and architect L.A. Smith, as well as for its architecture. It is a two-story reinforced concrete, brick, and structural steel building with a Moorish motif. It was designed by architect L.A. Smith and built by William G. Reed. Although the Rialto Theater is currently in poor condition and has sustained alterations to the ground-level retail spaces, it continues to be representative of a property type.. Its period of significance is 1925.
- **1414 Fair Oaks Avenue (APE Map Ref # 72-3B):** This 1958 Modern style office building is listed in the City's Inventory (June 2014) with a CHR Status Code of 5S1. As a result of this study, it was determined individually eligible for listing in the National Register at the local level of significance under Criterion C as a representative example of Modern post-and-beam architecture. Its period of significance is 1959.
- **South Pasadena Middle School, 1500 Fair Oaks Avenue (APE Map Ref # 65-3B):** This 1928 Mission Revival style building, formerly known as South Pasadena Junior High School, is listed in the City's Inventory (June 2014) with a CHR Status Code of 5S1. As a result of this study, it was determined individually eligible for listing in the National Register at the local level of significance under Criterion C for architecture and the work of a master. Its period of significance is 1928–1964.
- **Arroyo Seco Parkway Historic District (16-HD-3A):** This district was listed in the National Register on February 4, 2011, and consists primarily of the Arroyo Seco Parkway, also known as the Pasadena Freeway and SR 110. Extending along SR 110 from the Four-Level Interchange in Los Angeles to East Glenarm Street in Pasadena and constructed between 1938 and 1953, this 8.2-mile stretch of highway between downtown Los Angeles and Pasadena, is significant under Criteria A, B, and C at the State level of significance. It is significant under Criterion A for its association with transportation planning in the Los Angeles Basin and roadway construction, Los Angeles to Pasadena; under Criterion B for its association with Los Angeles City Engineer Lloyd Aldrich who was the dominant figure throughout the planning and construction of the entire 8.2 miles of roadway, guiding the roadway's metamorphosis from parkway to freeway to link in a regional highway system; and under Criterion C for innovative and original highway engineering design in Los Angeles. As the prototype freeway in California, the first six-mile section is significant for new concepts in highway design, engineering, and safety features that served as design and construction models for later freeways throughout California. The 1.7-mile Southerly Extension and final half-mile extension to the Four-Level Interchange are significant as the final road segments to downtown Los Angeles that enabled the plan for regional freeway linkages to go forward. The final segment is also significant for the Four-Level Interchange, the prototype direct freeway interchange and the original freeway-to-freeway interchange in California, as well as for its bridge and tunnel architecture. Its period of significance is 1938–1953. As a State-owned historical resource, it is listed in the Master List of Historical Resources. The Arroyo Seco Parkway was designated a National Historic Civil Engineering Landmark in 1999 and a National Scenic Byway by the United States Secretary of Transportation in 2002 (Caltrans n.d.). The Arroyo Seco Parkway Historic District includes related bridges. The Fair Oaks Avenue overcrossing and a small segment of the SR 110 are the only resources associated with this District located within the APE.

- **Fair Oaks Avenue Overcrossing (Bridge 53-044):** This bridge is a contributing feature of the historic district.
- **North of Mission Historic District (APE Map Ref # 14-HD-3A):** The North of Mission Historic District, whose boundaries are roughly along Meridian Avenue north of Mission Street and south of Grevelia Street, was determined eligible for the National Register by the Keeper on March 31, 1983. It is eligible at the local level of significance under Criterion C because it represents the origin and development of the residential nucleus of the City of South Pasadena, home of the middle class that played a vital role in the growth of the city. The district consists of modest scale middle-class bungalows, rear alley access, few curb cuts/driveways, and mature street trees. The period of significance is 1885–1920s. There are 22 contributing and 7 noncontributing properties in the district. Within the district, the Craftsman style is prevalent as are detached garages, concrete sidewalks separated from the street by landscaped parkways, paved front walkways, and mature trees (Ibid.). There are 15 parcels associated with the district that are located within the APE and 14 are contributors to the district.
 - **1007 Magnolia Street (APE Map Ref # 339-3A):** This is a 1920 residence.
 - **610 Meridian Avenue (APE Map Ref # 354-3A):** This is a 1915 Craftsman style residence.
 - **612 Meridian Avenue (APE Map Ref # 353-3A):** This is a 1915 Craftsman bungalow.
 - **616 Meridian Avenue (APE Map Ref # 352-3A):** This is a 1913 Craftsman bungalow.
 - **620 Meridian Avenue (APE Map Ref # 351-3A):** This is a 1912 Craftsman bungalow.
 - **624 Meridian Avenue (APE Map Ref # 350-3A):** This is a 1912 Craftsman bungalow.
 - **704 Meridian Avenue (APE Map Ref # 338-3A):** This is a 1912 Craftsman bungalow.
 - **708 Meridian Avenue (APE Map Ref # 337-3A):** This is a 1905 Craftsman residence.
 - **712 Meridian Avenue (APE Map Ref # 336-3A):** This is a 1910 Craftsman bungalow.
 - **716 Meridian Avenue (APE Map Ref # 335-3A):** This is a 1910 Craftsman bungalow.
 - **720 Meridian Avenue (APE Map Ref # 327-3A):** This is a 1911 Craftsman bungalow.
 - **726 Meridian Avenue (1002/1008 Hope Street; APE Map Ref # 256-CT-3A):** This is a Pueblo Revival style multifamily residence, which is owned by Caltrans.
 - **806 Meridian Avenue (APE Map Ref # 325-3A):** This is a 1905 Craftsman style residence.

- **808 Meridian Avenue (APE Map Ref # 324-3A):** This 1951 residence is a non-contributor to the district.
- **810 Meridian Avenue (APE Map Ref # 323-3A):** This is a 1903 Neoclassical residence, which appears to have been converted to commercial use.
- **Oaklawn Historic District (APE Map Ref # 18-HD-3A):** The OHP Directory of Properties in the HPD file for Los Angeles County (2012) indicates this district was determined eligible for listing in the National Register in 1977, most likely under Criteria B and C for its association with Greene & Greene Architects and for its architecture. A more recent entry in the HPD indicates that in 2008 it was awaiting review by OHP. The Oaklawn Historic District was designated by the City in 2010 (Galindo 2011). This turn-of-the-century neighborhood includes 27 residences generally bordered by SR 110 on the south, Columbia Street on the north, Fremont Avenue on the west, and Fair Oaks Avenue on the east (Ibid.). There is one parcel associated with the District that is located in the APE. This parcel includes the Oaklawn Bridge and Waiting Station and the War Memorial building and is a contributor to the district.
 - **Oaklawn Bridge and Waiting Station, 435 Fair Oaks Avenue (APE Map Ref # 104a-3B):** The Oaklawn Bridge and Waiting Station were listed in the National Register on July 16, 1973, with additional documentation accepted by the National Register on June 1, 2001. The bridge and waiting station are significant at the local level under Criterion C in the area of design and architecture because they were designed by the Pasadena firm of Greene & Greene Architects and engineered by Michael de Palo, an Italian expert in early reinforced concrete. The period of significance is 1905–1906.
 - **War Memorial Building, 435 Fair Oaks Avenue (APE Map Ref # 104-3B):** The Spanish Eclectic style War Memorial building was designed by architect Norman Marsh and built in 1921. It was determined eligible for listing in the National Register in 1994, most likely under Criterion C at the local level. Its period of significance is 1921.
- **Pasadena Avenue Historic District (APE Map Ref # 19-HD-3A):** Refer to the description for this district under the Pasadena entries previously described for the following four contributors located in South Pasadena.
 - **1015 Columbia Street (APE Map Ref # 275-CT-3A).**
 - **1101 Columbia Street (APE Map Ref # 276-CT-3A).**
 - **1109 Columbia Street (APE Map Ref # 277-CT-3A).**
 - **1127 Columbia Street (APE Map Ref # 391-3A).**
- **South of Mission Historic District (APE Map Ref # 10-HD-3A):** The South of Mission Historic District was determined eligible for inclusion in the National Register of Historic Places by the Keeper on March 31, 1983, at the local level of significance under Criterion C for its significance in architecture. In scale and proportion, the district represents the origin and development of the middle-class residential nucleus of the city. The modest scale of the district's working-class bungalows and cottages is nicely augmented by mature street trees, which contribute to the district's turn-of-the-century character. Approximately 11 acres in size, the district contains 48 properties, of which 42 are

contributing resources and 6 are non-contributing resources. The contributing resources span the years from 1885 to the 1920s. There are 31 parcels associated with this district located within the APE. Of those, 26 are contributors to the district.

- **1116 Glendon Way (APE Map Ref # 286-3A):** This altered 1920 residence is a non-contributor to the district.
- **1118 Glendon Way (APE Map Ref # 283-3A):** This 1922 Craftsman bungalow is a contributor to the district.
- **1126 Glendon Way (APE Map Ref # 282-3A):** This vernacular 1924 residence is a contributor to the district.
- **1130 Glendon Way:** This altered residence is a non-contributor to the district. It was exempt from evaluation under the Caltrans Section 106 PA and, therefore, does not have an APE Map Ref #.
- **1134 and 1136 Glendon Way (APE Map Ref # 255-CT-3A):** This property, which is owned by Caltrans, is a non-contributor to the district.
- **1011 Meridian Avenue (APE Map Ref # 306-3A):** This vernacular 1910 residence is a contributor to the district.
- **1015 Meridian Avenue (APE Map Ref # 305-3A):** This 1888 Folk Victorian influenced residence is a contributor to the district.
- **1019 Meridian Avenue (aka 1017 Meridian Avenue):** This property is a non-contributor to the district. It was exempt from evaluation under the Caltrans Section 106 PA and, therefore, does not have an APE Map Ref #.
- **1020 Meridian Avenue (APE Map Ref # 303-3A):** This 1901 Neoclassical cottage is a contributor to the district.
- **1023 Meridian Avenue (APE Map Ref # 301-3A):** This vernacular 1906 residence is a contributor to the district.
- **1024 Meridian Avenue (APE Map Ref # 300-3A):** This altered 1922 Craftsman bungalow is a non-contributor to the district.
- **1100 Meridian Avenue (APE Map Ref # 297-3A):** This 1906 Craftsman bungalow is a contributor to the district.
- **1103 Meridian Avenue (APE Map Ref # 296-3A):** This 1900 modest Craftsman residence is a contributor to the district.
- **1105 Meridian Avenue (APE Map Ref # 295-3A):** This 1903 Craftsman style residence is a contributor to the district.
- **1106 Meridian Avenue (APE Map Ref # 293-3A):** This 1905 Craftsman bungalow is a contributor to the district.
- **1109 Meridian Avenue (APE Map Ref # 292-3A):** This 1910 Spanish Eclectic style residence is a contributor to the district.
- **1110 Meridian Avenue (APE Map Ref # 290-3A):** This 1908 Craftsman bungalow is a contributor to the district.

- **1113 Meridian Avenue (APE Map Ref # 291-3A):** This 1907 transitional (Neoclassical/Craftsman) residence is a contributor to the district.
- **1114 Meridian Avenue (APE Map Ref # 288-3A):** This 1920 Craftsman bungalow is a contributor to the district.
- **1119 Meridian Avenue (APE Map Ref # 287-3A):** This 1907 Craftsman bungalow is a contributor to the district.
- **1120 Meridian Avenue (APE Map Ref # 285-3A):** This 1911 Craftsman bungalow is a contributor to the district.
- **1121 Meridian Avenue (APE Map Ref # 284-3A):** This 1907 Craftsman style residence is a contributor to the district.
- **1122 Meridian Avenue (APE Map Ref # 280-3A):** This 1909 Craftsman style residence is a contributor to the district.
- **1125 Meridian Avenue (APE Map Ref # 281-3A):** This 1915 Craftsman bungalow is a contributor to the district.
- **1130 Meridian Avenue (APE Map Ref # 279-3A):** This 1924 Pueblo Revival style residence is a contributor to the district.
- **1131 Meridian Avenue (APE Map Ref # 278-3A):** This 1914 Craftsman bungalow is a contributor to the district.
- **1133 Meridian Avenue (APE Map Ref # 276-3A):** This 1908 Craftsman bungalow is a contributor to the district.
- **1134 Meridian Avenue (APE Map Ref # 275-3A):** This 1909 Craftsman style residence is a contributor to the district.
- **1138 Meridian Avenue (APE Map Ref # 273-3A):** This 1910 Craftsman style residence is a contributor to the district.
- **1142 Meridian Avenue (APE Map Ref # 272-3A):** This 1910 Craftsman style residence is a contributor to the district.
- **1146 Meridian Avenue (APE Map Ref # 271-3A):** This 1914 Craftsman style residence is a contributor to the district.
- **South Pasadena Historic Business District (also referred to as Mission West in the National Register nomination; APE Map Ref # 13-HD-3A):** The South Pasadena Historic Business District was listed in the National Register in 1982. The district is irregular in shape and is roughly bounded by Mission and El Centro Streets and Fairview and Meridian Avenues. The district is significant at the local level of significance under Criterion A in the area of Commerce as the commercial core of the city. Its period of significance is from 1880 until the first quarter of the 20th century. The National Register nomination provides no end date, but the most recent construction dates mentioned for contributing buildings is in the 1920s. According to a 2002 survey, the district includes 17 contributing properties (PCR Services Corporation 2002:28). Consisting of mostly commercial buildings constructed between 1887 and 1924, the district is characterized by sparse landscaping and brick façades accented with patterns in glazed brick. Primary building materials are brick, wood, stucco, and concrete block. Although all of the

buildings have been altered to some degree, collectively they convey the small town, small business feeling of the City's early history. There are 12 parcels associated with the district that are located within the APE. Of those, 10 are contributors to the district.

- **1019 El Centro Street/1003 Diamond Avenue (APE Map Ref # 309-3A):** This 1903 commercial building is a contributor to the district.
- **1020 El Centro Street (APE Map Ref # 311-3A):** The Romanesque Revival/Mediterranean Revival El Centro School, built in 1928, a contributor to the district.
- **1001 Mission Street (APE Map Ref # 313-3A):** This 1904 Renaissance Revival influenced commercial building is a contributor to the district.
- **1002 Mission Street (APE Map Ref # 316-3A):** This 1915 commercial building is a contributor to the district.
- **1008–1010 Mission Street (APE Map Ref # 317-3A):** This property is a contributor to the district.
- **1012 Mission Street (APE Map Ref # 318-3A):** This 1908 commercial building is a contributor to the district.
- **1014 Mission Street (APE Map Ref # 319-3A):** This 1924 commercial building is a contributor to the district.
- **1019 Mission Street (APE Map Ref # 312-3A):** This 1907 commercial building is a contributor to the district.
- **1020 Mission Street (APE Map Ref # 320-3A):** This 1908/1921 commercial building spans two parcels and is a contributor to the district.
- **1028-1032 Mission Street (APE Map Ref # 321-3A):** This 1906 commercial building is a contributor to the district.
- **1000 El Centro Street:** This is a modern (1988) building. It is a non-contributor to the district.
- **Parking lot at northeast corner of Pico Alley and Meridian Avenue:** This parcel is developed with a small parking lot. It is a non-contributor to the district.
- **El Cerrito Circle Historic District (APE Map Ref # 8-HD-3A):** This district consists of 10 one- and two-story, single-family residences on El Cerrito Circle and Diamond Avenue, built between 1927 and 1931. With two exceptions, all of the residences were designed in the Spanish Eclectic or Monterey styles, with one in English Storybook Style and another in the Italian Renaissance style. All but the two homes on Diamond Avenue are located on El Cerrito Circle, a cul-de-sac with a circular landscaped island. As a result of this study, this district appears eligible for listing in the National Register under Criterion C. It has a period of significance of 1927–1931. There are four properties in the district that are also within the project APE and all are district contributors.
 - **1232 El Cerrito Circle (APE Map Ref # 257-3A):** This is a 1926 Spanish Eclectic style residence.
 - **1234 El Cerrito Circle (APE Map Ref # 252-3A):** This is a 1928 Monterey style residence.

- **1302 El Cerrito Circle (APE Map Ref # 251-3A):** This is a 1929 Spanish Eclectic style residence.
- **1304 El Cerrito Circle (APE Map Ref # 250-3A):** This is a 1931 Spanish Eclectic style residence.
- **318 Fairview Avenue (APE Map Ref # 381-3A):** Access to this property was not provided and the buildings could not be viewed from the public right-of-way. Therefore, Caltrans is considering this property eligible for the National Register for purposes of this project only, pursuant to the 2014 Section 106 PA Stipulation VIII.C.4. According to the City of South Pasadena's Cultural Heritage Inventory (June 2014), it is a Craftsman style residence that was built in 1904/1912. Its period of significance is 1904-1912. For purposes of this project only, it is being considered National Register eligible.
- **2020 Fremont Avenue (APE Map Ref # 151-3A):** Access to this property was not provided and the buildings could not be viewed from the public right-of-way. Therefore, Caltrans is considering this property eligible for the National Register for purposes of this project only, pursuant to the 2014 Section 106 PA Stipulation VIII.C.A. According to the City of South Pasadena's Cultural Heritage Inventory (June 2014), it is a Spanish style residence that was built in 1925. The period of significance is 1925. For purposes of this project only, it is being considered National Register eligible.

HISTORICAL RESOURCES UNDER CEQA ONLY

The National Register listed and eligible historic properties above are also historical resources pursuant to CEQA. The only other resources that are historical resources under CEQA are those that have been determined to meet the California Register eligibility criteria as a result of this study or that were previously determined individually significant under a local ordinance. These are discussed below.

Pasadena

- **1124 South Fair Oaks Avenue/72 E. Glenarm Street (APE Map Ref # 114-3B):** As discussed above, there are two historic resources on this property: the Glenarm Building and adjacent electric fountain (72 East Glenarm Street) in the northwest corner of the property, and the PERC Substation No. 2 (1124 South Fair Oaks Avenue) located at the southwest corner of the property (PCR Services Corporation 2013:4.C-9). The Glenarm Building was previously determined eligible for listing in the National Register and is discussed in detail above. The PERC Substation No. 2 was designated as a local Landmark by the City in 2007 (City of Pasadena 2009). The PERC built the Substation in 1893 and used it as a substation into the 1950s (PCR Services Corporation 2013:4.C-13). Since the 1960s, the building has been used as an annex for the power plant. Based on historic maps, this building has been reduced in size over the years and has sustained other minor alterations (Ibid.).
- **225 W. California Boulevard (APE Map Ref # 372-CT-3A):** This residential property, which is owned by Caltrans and was previously evaluated by Caltrans as ineligible for listing in the National Register or California Register, is listed in the Office of Historic

Preservation's Historic Property Data File for Los Angeles County with a CHR Status Code of 5S2 indicating it is eligible for local designation.

South Pasadena

- **1010 Hope Street (APE Map Ref # 257-CT-3A):** This 1910 Craftsman residence was previously evaluated by Caltrans as ineligible for listing in the National Register or California Register. It is listed in the City's Inventory (2014) with a CHR Status Code of 5B1 (now 5B), indicating it is both a contributor to a district and individually significant.
- **1037 and 1039 Grevelia Street (APE Map Ref # 260-CT-3A):** This property, which is owned by Caltrans, includes two residences, both of which were previously evaluated by Caltrans as ineligible for listing in the National Register or California Register. The Craftsman style residence at 1037 Grevelia Street is listed in the City's Inventory (2014) with a CHR Status Code of 5S1, indicating it is designated under the local ordinance. The other residence on this property (1039 Grevelia Street) is not included in the City's Inventory.
- **Mission West Historic District (APE Map Ref # 11-HD-3A):** As a result of this study, this historic district was found ineligible for listing in the National Register. However, the Mission West Historic District was formally designated by the City of South Pasadena in 1982 (City of South Pasadena 1998:V-5). The district includes the original commercial center, which developed in the 1880s, and consists of 27 parcels and 1 feature (a landscaped median with watering trough). Most of the buildings are commercial and predominant construction materials include brick, wood, stucco, and concrete block (PCR Services Corporation 2002:28). The district is sparsely landscaped with relatively young vegetation (Ibid.). The National Register-listed South Pasadena Historic Business District (discussed above) is completely within the Mission West Historic District and the same 12 parcels are within the APE.

The remaining historic-period (pre-1971) built environment properties present within the APE meet the criteria for Caltrans Section 106 Programmatic Agreement Attachment 4 (Properties Exempt from Evaluation).

VI. FINDINGS AND CONCLUSIONS

FINDINGS

The SR 710 North Study Project proposes transportation improvements to improve mobility and relieve congestion in the area surrounded by SR 2 and I-5, I-10, I-210, and I-605 in east/northeast Los Angeles and the western San Gabriel Valley. To accomplish this, four general alternatives are proposed in addition to the No Build alternative. These include the freeway tunnel alternative with five design variations, LRT alternative, BRT alternative, and TSM/TDM alternative. The proposed action will include, but not be limited to, acquisition of ROW; temporary construction and permanent easements; construction of elevated roadways/railways, cut and cover tunnels, bored tunnels, sound walls, retaining walls, concrete barriers, drainage facilities, curbs, and gutters; installation of paving; relocation of utilities; and grading.

No archaeological resources were identified in the project APE, but approximately 475 historic-period buildings, structures, and features in the APE were evaluated. Of those, a total of 68 properties are either listed in or eligible for listing in the National Register. This includes 43 properties previously listed in or determined eligible for listing in the National Register, 22 properties that were determined eligible for listing in the National Register as a result of this study, and 3 properties (Route 66, 318 Fairview Avenue, and 2020 Fremont Avenue) that, pursuant to the 2014 Section 106 PA, Stipulation VIII.C.4, are being considered eligible for listing in the National Register for purposes of this study only. In addition to these 68 National Register properties, there are 9 properties that are “historical resources” pursuant to CEQA, but are not eligible for listing in the National Register.

Evaluation documentation (DPR forms) is in Section IX of this HRER. Tables 1 through 6 on the following pages summarize the properties that were identified within the APE for the proposed project. In addition to the resources listed in Tables 1 through 6, 15 bridges were also identified in the APE (HPSR Attachment B).

Architectural Historians Casey Tibbet, Eugene Heck, and Elisa Bechtel have determined that the other historic-period built environment properties present within the APE meet the criteria for Caltrans Section 106 Programmatic Agreement Attachment 4 (Properties Exempt from Evaluation).

Table 1: Historic Properties Previously Listed or Determined Eligible for Listing in the National Register of Historic Places

(Properties that are district contributors and not individually significant are not listed in this table, but are briefly described in Section V above.)

Name	Address	Local Jurisdiction/ Community	OHP Code	APE Map Ref No.
Golden Gate Theater (now CVS)	909 S. Atlantic Blvd. (aka 5170–5188 E. Whittier Blvd.)	Los Angeles County (unincorporated)	1S	1-3B
Short Line Villa Tract Historic District	Roughly bounded by Kendall Ave., Huntington Dr., Alpha St., Newtonia Dr., and Maycrest Ave.	Los Angeles (El Sereno neighborhood)	2S	5-HD-3A
Glenarm Building	72 E. Glenarm St.	Pasadena	2S2	114-3B
Ambassador West Cultural Landscape Historic District	Generally bounded by W. Green St., S. St. John Ave., W. Del Mar Blvd., and S. Orange Grove Blvd.	Pasadena	2S2	21-HD-3A
Markham Place Historic District	Roughly bounded by W. California Blvd., S. Pasadena Ave., Bellefontaine St., and S. Orange Grove Blvd.	Pasadena	1S	20-HD-3A
Caroline Walkley House and small apartment	595 S. Pasadena Ave. 190 W. California Blvd.	Pasadena	2B/1D	371-CT-3A
	206-216 W. California Blvd.	Pasadena	2B/1D	369-CT-3A
Driscoll House	679 S. Pasadena Ave.	Pasadena	2B/1D	356a-CT-3A
Miss Markham House	763 S. Pasadena Ave.	Pasadena	2B/1D	351-CT-3A
Page House	765 S. Pasadena Ave.	Pasadena	2B/1D	348-CT-3A
Tomkins House	779 S. Pasadena Ave.	Pasadena	2S2/1D	348a-CT-3A
	801 S. Pasadena Ave.	Pasadena	2B/1D	347-CT-3A
Caroline Walkley/ Alice & Robert Wood House	696 S. St. John Ave.	Pasadena	2B/1D	357-CT-3A
Old Pasadena Historic District	Roughly bounded by S. Pasadena, S. Fair Oaks and S. Raymond Aves., Arroyo Pkwy., E. and W. Del Mar Blvd., and Corson St.	Pasadena	1S	22-HD-3A
Pasadena Avenue Historic District	Roughly bounded by S. Pasadena Ave., Arlington Dr., Avoca Ave., Brookmere Rd., Columbia St., West Glenarm St., Hurlbut St., Madeline Dr., W. State St., and Wigmore Dr.	Pasadena/South Pasadena	1S	19-HD-3A
Reverend Hiram Hill/Alonzo Beal House	866 S. Pasadena Ave.	Pasadena	2S2/1D	343-CT-3A
Hurlbut Street Fire Station No. 5	900 S. Pasadena Ave.	Pasadena	2S2/1D	335-CT-3A
J. Durand Kennett House	1000 S. Pasadena Ave.	Pasadena	2S2/1D	321-CT-3A
F.J. Kennet House	1030 S. Pasadena Ave.	Pasadena	2S2/1D	317-CT-3A
Mrs. D. Hagan House	1041 S. Pasadena Ave.	Pasadena	2S2/1D	314-CT-3A

Table 1: Historic Properties Previously Listed or Determined Eligible for Listing in the National Register of Historic Places

(Properties that are district contributors and not individually significant are not listed in this table, but are briefly described in Section V above.)

Name	Address	Local Jurisdiction/Community	OHP Code	APE Map Ref No.
James and Fanny Hale House	1051 S. Pasadena Ave.	Pasadena	2S2/1D	313-CT-3A
W.W. Phelps House	1112 S. Pasadena Ave.	Pasadena	2S2/1D	303-CT-3A
A.G. Simons/John McWilliams Jr. House	1199 S. Pasadena Ave.	Pasadena	2S2/1D	281-CT-3A
Mary Werner House	1200 S. Pasadena Ave.	Pasadena	2S2/1D	282-CT-3A
R. Sturgis Cook House	180 W. State St. (aka 1170 S. Pasadena Ave.)	Pasadena	2S2/1D	290-CT-3A
Hartshorn House No. 1	224 W. State St.	Pasadena	2S2/1D	284-CT-3A
Hartshorn House No. 2	232 W. State St.	Pasadena	2S2/1D	284-CT-3A
Raymond-Summit Historic District	Roughly bounded by N. Raymond Ave., E. Villa St., Summit Ave., and E. Maple St.	Pasadena	1S	23-HD-3A
Bekins Storage Co. Roof Sign	511 S. Fair Oaks Ave.	Pasadena	1S	135-3B
Sequoyah School/Neighborhood Church (3 buildings: Children's Chapel, Nursery School, and Religious Education Building)	535 S. Pasadena Ave.	Pasadena	2S2	373-CT-3A
Ralph B. Hubbard Residence	1207 S. Pasadena Ave.	Pasadena	2S2	280-CT-3A
Otake-Nambu House	857 Bank St.	South Pasadena	2S2/5S1	242-3A
East Wynyate	909 Lyndon St.	South Pasadena	2S2	247-3A
J.G. Pierce House	911 Monterey Rd.	South Pasadena	2S2	253-CT-3A
Kenneth M. Joy House	921 Monterey Rd.	South Pasadena	2S2	265-3A
Rialto Theater	1019 Fair Oaks Ave.	South Pasadena	1S	85-3B
Arroyo Seco Parkway Historic District	Consists primarily of the Arroyo Seco Parkway (aka Pasadena Fwy and SR 110)	South Pasadena	1S	16-HD-3A
North of Mission Historic District	Roughly bounded by Meridian Ave. north of Mission St. and south of Grevelia St.	South Pasadena	2S2	14-HD-3A
Oaklawn Historic District	Generally bordered by SR 110, Columbia St., Fremont Ave., and Fair Oaks Ave.	South Pasadena	2S2	18-HD-3A
Oaklawn Bridge and Waiting Station	435 Fair Oaks Ave.	South Pasadena	1S/2D2	104a-3B

Table 1: Historic Properties Previously Listed or Determined Eligible for Listing in the National Register of Historic Places

(Properties that are district contributors and not individually significant are not listed in this table, but are briefly described in Section V above.)

Name	Address	Local Jurisdiction/Community	OHP Code	APE Map Ref No.
War Memorial Building	435 Fair Oaks Ave.	South Pasadena	2S2	104-3B
South of Mission Historic District	Roughly bounded by Meridian Ave and Glendon Way between Throop Alley and Monterey Rd.	South Pasadena	2S2	10-HD-3A
South Pasadena Historic Business District	Roughly bounded by Mission and Oxley Sts., Diamond Ave., Fairview and Meridian Aves., El Centro St., and the railroad tracks	South Pasadena	1S	13-HD-3A
Properties Considered National Register Eligible for Purposes of this Study Only.				
Route 66	Portions of Colorado Blvd., Fair Oaks Ave., SR 110, and Huntington Dr.	Pasadena/South Pasadena	2S2	

Table 2: Previously Determined Not Eligible for the National Register

Name	Address	Local Jurisdiction/Community	Date of Determination	OHP Code	APE Map Ref. No.
	2958 Lowell Ave.	Los Angeles	May 2014	6Y, 6Z	19-CT-3A
	2962 Lowell Ave.	Los Angeles	May 2014	6Y, 6Z	20-CT-3A
	2968 Lowell Ave.	Los Angeles	May 2014	6Y, 6Z	21-CT-3A
	2970 Lowell Ave.	Los Angeles	May 2014	6Y, 6Z	22-CT-3A
	2974 Lowell Ave.	Los Angeles		6Y, 6Z	23-CT-3A
	2978 Lowell Ave.	Los Angeles	May 2014	6Y, 6Z	24-CT-3A
	3114 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	45-CT-3A
	3115 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	44-CT-3A
	3119 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	46-CT-3A
	3120 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	47-CT-3A
	3122 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	49-CT-3A
	3123 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	48-CT-3A
	3125 Winchester Ave.	Los Angeles	May 2014	6Y, 6Z	52-CT-3A
	3126 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	51-CT-3A
	3127 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	50-CT-3A
	3130 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	54-CT-3A
	3131 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	53-CT-3A
	3134 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	56-CT-3A
	3135 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	55-CT-3A
	3137 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	58-CT-3A
	3138 Lowell Ave.	Los Angeles	May 2014	6Y, 6Z	57-CT-3A
	3138 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	59-CT-3A
	3144 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	61-CT-3A
	3145 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	60-CT-3A
	3200 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	63-CT-3A
	3201 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	62-CT-3A
	3205 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	64-CT-3A
	3206 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	65-CT-3A
	3209 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	66-CT-3A
	3210 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	67-CT-3A
	3215 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	68-CT-3A
	3216 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	69-CT-3A
	3218 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	71-CT-3A
	3219 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	70-CT-3A
	3220 Front St.	Los Angeles		6Y, 6Z	10-CT-3A
	3222 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	73-CT-3A
	3223 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	72-CT-3A
	3226 Lowell Ave.	Los Angeles	May 2014	6Y, 6Z	74-CT-3A
	3226 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	76-CT-3A
	3227 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	75-CT-3A
	3314 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	90-CT-3A
	3315 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	89-CT-3A
	3318 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	92-CT-3A
	3319 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	91-CT-3A
	3322 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	94-CT-3A
	3323 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	93-CT-3A
	3326 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	96-CT-3A
	3327 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	95-CT-3A

Table 2: Previously Determined Not Eligible for the National Register

Name	Address	Local Jurisdiction/Community	Date of Determination	OHP Code	APE Map Ref. No.
	3330 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	98-CT-3A
	3331 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	97-CT-3A
	3334 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	100-CT-3A
	3335 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	99-CT-3A
	3338 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	102-CT-3A
	3339 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	101-CT-3A
	3342 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	104-CT-3A
	3343 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	103-CT-3A
	3400 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	106-CT-3A
	3401 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	105-CT-3A
	3404 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	108-CT-3A
	3405 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	107-CT-3A
	3408 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	110-CT-3A
	3409 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	109-CT-3A
	3412 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	112-CT-3A
	3415 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	111-CT-3A
	3418 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	114-CT-3A
	3419 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	113-CT-3A
	3422 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	116a-CT-3A
	3423 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	115-CT-3A
	3426 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	118-CT-3A
	3427 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	117-CT-3A
	3430 Lowell Ave	Los Angeles	May 2014	6Y, 6Z	116-CT-3A
	3430 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	120-CT-3A
	3431 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	119-CT-3A
	3514 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	133-CT-3A
	3515 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	132-CT-3A
	3518 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	135-CT-3A
	3519 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	134-CT-3A
	3522 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	137-CT-3A
	3523 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	136-CT-3A
	3526 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	139-CT-3A
	3529 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	138-CT-3A
	3530 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	141-CT-3A
	3533 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	140-CT-3A
	3534 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	143-CT-3A
	3537 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	142-CT-3A
	3540 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	145-CT-3A
	3541 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	144-CT-3A
	3700 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	147-CT-3A
	3701 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	146-CT-3A
	3705 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	148-CT-3A
	3706 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	149-CT-3A
	3710 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	151-CT-3A
	3711 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	150-CT-3A
	3715 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	152-CT-3A
	3716 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	153-CT-3A

Table 2: Previously Determined Not Eligible for the National Register

Name	Address	Local Jurisdiction/Community	Date of Determination	OHP Code	APE Map Ref. No.
	3719 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	154-CT-3A
	3720 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	155-CT-3A
	3723 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	156-CT-3A
	3724 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	157-CT-3A
	3730 Lowell Ave.	Los Angeles	May 2014	6Y, 6Z	158-CT-3A
	3815 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	170-CT-3A
	3817 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	172-CT-3A
	3818 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	171-CT-3A
	3822 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	173-CT-3A
	3823 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	174-CT-3A
	3826 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	175-CT-3A
	3827 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	176-CT-3A
	3832 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	177-CT-3A
	3836 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	178-CT-3A
	3837 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	179-CT-3A
	3841 Sheffield Ave.	Los Angeles	May 2014	6Y, 6Z	181-CT-3A
	3911 Stockbridge Ave.	Los Angeles	May 2014	6Y, 6Z	183-CT-3A
	3917 Stockbridge Ave.	Los Angeles	May 2014	6Y, 6Z	184-CT-3A
	3923 Stockbridge Ave.	Los Angeles	May 2014	6Y, 6Z	185-CT-3A
	3927 Stockbridge Ave.	Los Angeles	May 2014	6Y, 6Z	186-CT-3A
	3928 Stockbridge Ave.	Los Angeles	May 2014	6Y, 6Z	182-CT-3A
	3931 Stockbridge Ave.	Los Angeles	May 2014	6Y, 6Z	187-CT-3A
	3939 Stockbridge Ave.	Los Angeles	May 2014	6Y, 6Z	188-CT-3A
	3949 Lowell Ave.	Los Angeles	May 2014	6Y, 6Z	198-CT-3A
	4005 Lowell Ave. (and 3955)	Los Angeles	May 2014	6Y, 6Z	203-CT-3A
	4010 Lowell Ave.	Los Angeles	May 2014	6Y, 6Z	209-CT-3A
	4217 Maycrest Ave	Los Angeles	2007	6Y, 6Z	215-CT-3A
	4226 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	219-CT-3A
	4303 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	220-CT-3A
	4312 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	221-CT-3A
	4316 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	223-CT-3A
	4317 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	222-CT-3A
	4320 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	224-CT-3A
	4326 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	226-CT-3A
	4329 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	225-CT-3A
	4332 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	227-CT-3A
	4339 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	228-CT-3A
	4358 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	231-CT-3A
	4359 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	229-CT-3A
	4363 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	230-CT-3A
	4401 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	232-CT-3A
	4422 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	236-CT-3A
	4423 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	235-CT-3A
	4432 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	238-CT-3A
	4433 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	237-CT-3A
	4442 Maycrest Ave.	Los Angeles	May 2014	6Y, 6Z	239-CT-3A
	5433 Huntington Dr.	Los Angeles	May 2014	6Y, 6Z	214-CT-3A

Table 2: Previously Determined Not Eligible for the National Register

Name	Address	Local Jurisdiction/Community	Date of Determination	OHP Code	APE Map Ref. No.
	5442 Huntington Dr.	Los Angeles	May 2014	6Y, 6Z	202-CT-3A
	5450 Huntington Dr.	Los Angeles	May 2014	6Y, 6Z	210-CT-3A
	5450 Shelley St.	Los Angeles	May 2014	6Y, 6Z	199-CT-3A
	5451 Shelley St.	Los Angeles	May 2014	6Y, 6Z	204-CT-3A
	5453 Shelley St.	Los Angeles	May 2014	6Y, 6Z	205-CT-3A
	5454 Keats St.	Los Angeles	May 2014	6Y, 6Z	190-CT-3A
	5458 Shelley St.	Los Angeles	May 2014	6Y, 6Z	200-CT-3A
	5459 Shelley St.	Los Angeles	May 2014	6Y, 6Z	206-CT-3A
	5460 Huntington Dr.	Los Angeles	May 2014	6Y, 6Z	211-CT-3A
	5460 Keats St.	Los Angeles	May 2014	6Y, 6Z	191-CT-3A
	5462 Almont St.	Los Angeles	May 2014	6Y, 6Z	216-CT-3A
	5464 Keats St.	Los Angeles	May 2014	6Y, 6Z	192-CT-3A
	5464 Shelley St.	Los Angeles	May 2014	6Y, 6Z	201-CT-3A
	5465 Keats St.	Los Angeles	May 2014	6Y, 6Z	195-CT-3A
	5465 Shelley St.	Los Angeles	May 2014	6Y, 6Z	207-CT-3A
	5466 Almont St.	Los Angeles	May 2014	6Y, 6Z	217-CT-3A
	5466 Huntington Dr.	Los Angeles	May 2014	6Y, 6Z	212-CT-3A
	5469 Shelley St.	Los Angeles	May 2014	6Y, 6Z	208-CT-3A
	5470 Keats St.	Los Angeles	May 2014	6Y, 6Z	193-CT-3A
	5471 Keats St.	Los Angeles	May 2014	6Y, 6Z	196-CT-3A
	5476 Huntington Dr. (and 5479 and 5480)	Los Angeles	May 2014	6Y, 6Z	218-CT-3A
	5476 Keats St.	Los Angeles	May 2014	6Y, 6Z	194-CT-3A
	5477 Keats St.	Los Angeles	May 2014	6Y, 6Z	197-CT-3A
	5486 Huntington Dr.	Los Angeles	May 2014	6Y, 6Z	213-CT-3A
	5510 Allan Str.	Los Angeles	May 2014	6Y, 6Z	29-CT-3A
	5511 Allan St.	Los Angeles	May 2014	6Y, 6Z	37-CT-3A
	5511 Norwich Ave.	Los Angeles	May 2014	6Y, 6Z	83-CT-3A
	5511 Poplar Blvd.	Los Angeles	May 2014	6Y, 6Z	164-CT-3A
	5514 Allan St.	Los Angeles	May 2014	6Y, 6Z	30-CT-3A
	5514 Norwich Ave.	Los Angeles	May 2014	6Y, 6Z	77-CT-3A
	5514 Poplar Blvd.	Los Angeles	May 2014	6Y, 6Z	159-CT-3A
	5514 Templeton St.	Los Angeles	May 2014	6Y, 6Z	121-CT-3A
	5515 Allan St.	Los Angeles	May 2014	6Y, 6Z	38-CT-3A
	5515 Poplar Blvd.	Los Angeles	May 2014	6Y, 6Z	165-CT-3A
	5515 Templeton St.	Los Angeles	May 2014	6Y, 6Z	126-CT-3A
	5518 Allan Street	Los Angeles	May 2014	6Y, 6Z	31-CT-3A
	5518 Norwich Ave.	Los Angeles	May 2014	6Y, 6Z	78-CT-3A
	5518 Poplar Blvd.	Los Angeles	May 2014	6Y, 6Z	160-CT-3A
	5519 Allan St.	Los Angeles	May 2014	6Y, 6Z	39-CT-3A
	5519 Norwich Ave.	Los Angeles	May 2014	6Y, 6Z	84-CT-3A
	5519 Poplar Blvd.	Los Angeles	May 2014	6Y, 6Z	166-CT-3A
	5519 Templeton Street (vacant)	Los Angeles	May 2014	6Y, 6Z	127-CT-3A
	5520 Templeton St.	Los Angeles	May 2014	6Y, 6Z	122-CT-3A
	5522 Norwich Ave.	Los Angeles	May 2014	6Y, 6Z	79-CT-3A
	5522 Templeton St.	Los Angeles	May 2014	6Y, 6Z	123-CT-3A
	5523 Allan St.	Los Angeles	May 2014	6Y, 6Z	40-CT-3A

Table 2: Previously Determined Not Eligible for the National Register

Name	Address	Local Jurisdiction/Community	Date of Determination	OHP Code	APE Map Ref. No.
	5523 Norwich Ave.	Los Angeles	May 2014	6Y, 6Z	85-CT-3A
	5523 Templeton St.	Los Angeles	May 2014	6Y, 6Z	128-CT-3A
	5524 Allan St.	Los Angeles	May 2014	6Y, 6Z	32-CT-3A
	5528 Allan St.	Los Angeles	May 2014	6Y, 6Z	33-CT-3A
	5531 Allan St.	Los Angeles	May 2014	6Y, 6Z	41-CT-3A
	5531 Templeton St.	Los Angeles	May 2014	6Y, 6Z	129-CT-3A
	5532 Allan St.	Los Angeles	May 2014	6Y, 6Z	34-CT-3A
	5532 Norwich Ave.	Los Angeles	May 2014	6Y, 6Z	80-CT-3A
	5532 Poplar Blvd.	Los Angeles	May 2014	6Y, 6Z	161-CT-3A
	5532 Templeton St.	Los Angeles	May 2014	6Y, 6Z	124-CT-3A
	5533 Concord Ave.	Los Angeles	May 2014	6Y, 6Z	26-CT-3A
	5533 Norwich Ave.	Los Angeles	May 2014	6Y, 6Z	86-CT-3A
	5533 Poplar Blvd.	Los Angeles	May 2014	6Y, 6Z	167-CT-3A
	5536 Allan St.	Los Angeles	May 2014	6Y, 6Z	35-CT-3A
	5536 Norwich Ave.	Los Angeles	May 2014	6Y, 6Z	81-CT-3A
	5536 Poplar Blvd.	Los Angeles	May 2014	6Y, 6Z	162-CT-3A
	5536 Templeton St.	Los Angeles	May 2014	6Y, 6Z	125-CT-3A
	5537 Allan St.	Los Angeles	May 2014	6Y, 6Z	42-CT-3A
	5537 Concord Ave.	Los Angeles	May 2014	6Y, 6Z	25-CT-3A
	5537 Concord Ave.	Los Angeles	May 2014	6Y, 6Z	27-CT-3A
	5537 Norwich Ave.	Los Angeles	May 2014	6Y, 6Z	87-CT-3A
	5537 Poplar Blvd.	Los Angeles	May 2014	6Y, 6Z	168-CT-3A
	5537 Templeton St.	Los Angeles	May 2014	6Y, 6Z	130-CT-3A
	5540 Norwich Ave.	Los Angeles	May 2014	6Y, 6Z	82-CT-3A
	5540 Poplar Blvd.	Los Angeles	May 2014	6Y, 6Z	163-CT-3A
	5541 Allan St.	Los Angeles	May 2014	6Y, 6Z	43-CT-3A
	5541 Concord Ave.	Los Angeles	May 2014	6Y, 6Z	28-CT-3A
	5541 Norwich Ave.	Los Angeles	May 2014	6Y, 6Z	88-CT-3A
	5541 Poplar Blvd.	Los Angeles	May 2014	6Y, 6Z	169-CT-3A
	5541 Templeton St.	Los Angeles	May 2014	6Y, 6Z	131-CT-3A
	5544 Allan St.	Los Angeles	May 2014	6Y, 6Z	36-CT-3A
	5548 Concord Ave.	Los Angeles	May 2014	6Y, 6Z	18-CT-3A
	5565 Valley Blvd.	Los Angeles	May 2014	6Y, 6Z	6-CT-3A
	5575 Valley Blvd. (vacant)	Los Angeles		6Y, 6Z	7-CT-3A
	5600 Alhambra Ave.	Los Angeles	May 2014	6Y, 6Y	11-CT-3A
	5601 Valley Blvd. (vacant, two parcels with one address)	Los Angeles		6Y, 6Z	8-CT-3A 9-CT-3A
	5649 Alhambra Ave. (two properties, one address)	Los Angeles	May 2006	6Y, 6Z	12-CT-3A 13-CT-3A
	1031 S. Pasadena Ave	Pasadena	2013	6Y, 6Z	315-CT-3A
	182 Bellefontaine St.	Pasadena		6Y, 6Z	345-CT-3A
	225 W. California Blvd.	Pasadena	2013	6Y, 6Z, 5S2	372-CT-3A
	234 Bellefontaine St.	Pasadena		6Y, 6Z	344-CT-3A

Table 2: Previously Determined Not Eligible for the National Register

Name	Address	Local Jurisdiction/Community	Date of Determination	OHP Code	APE Map Ref. No.
	245 Waverly Dr. (vacant)	Pasadena		6Y, 6Z	392-CT-3A
	250, 272, and 275 Bellevue Dr. (vacant)	Pasadena		6Y, 6Z	377-CT-3A
	255 Waverly Dr. (vacant)	Pasadena		6Y, 6Z	391-CT-3A
	265 Waverly Dr.	Pasadena	October 2013	6Y, 6Z	390-CT-3A
	268 Waverly Dr.	Pasadena	October 2013	6Y, 6Z	389-CT-3A
	269 Palmetto Dr.	Pasadena	October 2013	6Y, 6Z	376-CT-3A
	270 Orange Grove Blvd. (vacant portion of large parcel)	Pasadena		6Y, 6Z	393-CT-3A
	275 Arlington Dr. (vacant)	Pasadena		6Y, 6Z	320-CT-3A
	375 Havendale Dr. (2 parcels, 1 address, vacant land)	Pasadena		6Y, 6Z	387-CT-3A 388-CT-3A
	385 Havendale Dr.	Pasadena	October 2013	6Y, 6Z	386-CT-3A
	385 Havendale Dr. (2 parcels, 1 address, vacant land)	Pasadena	October 2013	6Y, 6Z	385-CT-3A 386-CT-3A
	402 Havendale Dr./ Bellevue Dr. (vacant)	Pasadena		6Y, 6Z	382-CT-3A
	405 Havendale Dr. (2 parcels, 1 address, vacant land)	Pasadena		6Y, 6Z	383-CT-3A 384-CT-3A
	925 Jane Pl.	Pasadena	1983 and 1995	6X, 6Z	330-CT-3A
	935 Jane Place	Pasadena	2013	6Y, 6Z	329-CT-3A
	946 S. Pasadena Ave.	Pasadena	2013	6Y, 6Z	327-CT-3A
	1019 Foothill St.	South Pasadena	October 2013	6Y, 6Z	261-CT-3A
	1021 Foothill St.	South Pasadena	October 2013	6Y, 6Z	262-CT-3A
	1021 Magnolia St. (and 1023)	South Pasadena	2007	6Y, 6Z	258-CT-3A
	1028 Magnolia St	South Pasadena		6Y, 6Z	259-CT-3A
	1030 Foothill St	South Pasadena	March 2005	6Y, 6Z	265-CT-3A
	1035 Foothill St.	South Pasadena	1976 October 2013	6Y, 6Z	263-CT-3A
	1041 Foothill St.	South Pasadena	October 2013	6Y, 6Z	264-CT-3A
	1134–1136 Glendon Way	South Pasadena	2007	6Y, 6Z	255-CT-3A
	1321 Meridian Ave.	South Pasadena	October 2013	6Y, 6Z	250-CT-3A
	1325 Meridian Ave.	South Pasadena	October 2013	6Y, 6Z	249-CT-3A
	1722 Gillette Crescent	South Pasadena	October 2013	6X, 6Z	245-CT-3A
	1724 Gillette Crescent	South Pasadena	October 2013	6X, 6Z	244-CT-3A
	1732 Gillette Crescent	South Pasadena	February 1997	6X, 6Z	235-3A
	1800 Gillette Crescent	South Pasadena	February 1997	6X, 5D2	227-3A
	1804 Gillette Crescent	South Pasadena	February 1997	6X, 5D2	226-3A
	1808 Gillette Crescent	South Pasadena	February 1997	6X, 5D2	225-3A
	1812 Gillette Crescent	South Pasadena	February 1997	6X, 5D2	223-3A

Table 2: Previously Determined Not Eligible for the National Register

Name	Address	Local Jurisdiction/Community	Date of Determination	OHP Code	APE Map Ref. No.
	825 Summit Dr.	South Pasadena	February 1997	6X, 5D2	228-3A
	2028 Alpha St.	South Pasadena	February 1997	6X, 5D2	175-3A
	2018 Alpha Avenue.	South Pasadena	October 2013	6Y, 6Z	243-CT-3A
	2042 Alpha Ave.	South Pasadena	October 2013	6Y, 6Z	242-CT-3A
	215 Fairview Ave	South Pasadena		6Y, 6Z	273-CT-3A
	216 Fairview Ave.	South Pasadena	October 2013	6Y, 6Z	274-CT-3A
	225 Fairview Ave.	South Pasadena	October 2013	6Y, 6Z	271-CT-3A
	302 Fairview Ave	South Pasadena	March 2005	6Y, 6Z	272-CT-3A
	311 Fairview Ave.	South Pasadena	October 2013	6Y, 6Z	270-CT-3A
	316 Fairview Ave.	South Pasadena	October 2013	6Y, 6Z	269-CT-3A
	807 Rollin St. (vacant)	South Pasadena	October 2013	6Y, 6Z	247-CT-3A
	815 Rollin St.	South Pasadena	October 2013	6Y, 6Z	248-CT-3A
	887 Flores De Oro	South Pasadena	October 2013	6Y, 6Z	246-CT-3A
	903 Monterey Rd.	South Pasadena	October 2013	6Y, 6Z	252-CT-3A
	908-910 Monterey Rd.	South Pasadena	October 2013	6Y, 6Z	254-CT-3A
	916 Lyndon St.	South Pasadena	October 2013	6Y, 6Z	251-CT-3A
	1039 Grevelia Ave.	South Pasadena		6Y, 6Z	260-CT-3A
	1010 Hope St.	South Pasadena	October 2013	6Y, 5B	257-CT-3A
Gillette Crescent Neighborhood	Roughly bounded by Meridian Avenue and Gillette Crescent	South Pasadena	February 1997	6X, 6L, 6Z	7-HD-3A
Valley View Heights Neighborhood	Roughly bounded by Valley View Road and Alpha, Kendall, and Meridian Avenues	South Pasadena	February 1997	6X, 6L, 6Z	6-HD-3A

Table 3: Properties Determined Eligible for the National Register as a Result of the Current Study*(Refer to relevant evaluations in attached supporting documentation.)*

Name	Address	Local Jurisdiction/ Community	OHP Code	APE Map Ref. No.
	100 N. Fremont Ave.	Alhambra	2S2	117-3A
St. Alphonsus Church	532 S. Atlantic Blvd.	Los Angeles	2S2	12-3B
	4777 E. Cesar Chavez (aka 411 Mednik)	Los Angeles	2S2	8-3A
	3937 Lowell Ave.	Los Angeles	2S2	108-3A
Dr. Kawamoto Office	823 S. Atlantic Blvd.	Monterey Park	2S2	28-3B
Jardin Del Encanto and Cascades Park (aka Heritage Falls Park)	Generally, El Portal Place with its associated median and sidewalks from Kingsford Street at the northwest end to El Mercado Avenue at the southeast end.	Monterey Park	2S2/1CS	21-3B
Herkimer Arms Apartment House (part of Herkimer Gardens)	411-412 N. Raymond Ave.	Pasadena	2S2	440-3A
Hospital Veterinary	959 S. Raymond Ave.	Pasadena	2S2	402-3A
Ambassador Auditorium	131 S. St. John Ave.	Pasadena	2S2/2D2	423b-3A
Ambassador College Dining Hall	169 S Saint John Ave.	Pasadena	2S2/2D2	423a-3A
Hall of Administration	300 W. Green St.	Pasadena	2S2/2D2	423-3A
Raymond Florist Historic District	60-62 E. California Blvd. 597 S. Raymond Ave.	Pasadena	2S2	24-HD-3A
Norton Simon Museum	411 W. Colorado Blvd.	Pasadena	2S2	434-3A
San Marino City Hall and Fire Station	2200 Huntington Dr.	San Marino	2S2	5-3C
Raymond Hill Waiting Station	Southeast corner of Fair Oaks Ave. and Raymond Hill Rd.	South Pasadena	2S2	109a-3B
Blanche Home	1030 Buena Vista St.	South Pasadena	2S2	371-3A
Augusta Raab Home	1109 Buena Vista St.	South Pasadena	2S2	365-3A
Fair Hope Building	800 Fair Oaks Ave.	South Pasadena	2S2	97-3B
Fair Oaks Professional Group	1414 Fair Oaks Ave	South Pasadena	2S2/5S1	72-3B
South Pasadena Middle School	1500 Fair Oaks Ave.	South Pasadena	2S2/5S1	65-3B
	920 Lyndon St.	South Pasadena	3S	259-3A
El Cerrito Circle Historic District	Eight properties on both sides of El Cerrito Circle and two properties on the west side of Diamond Avenue	South Pasadena	2S2/3CS	8-HD-3A

Table 4: Properties Determined Not Eligible for Listing in the National Register as a Result of the Current Study*(Refer to relevant evaluations in attached supporting documentation.)*

Name	Address	Local Jurisdiction/ Community	OHP Code	APE Map Ref. No.
	100 N Fremont Ave.	Alhambra	6Y, 6L, 6Z	117-3A
	3351 Balzac St.	Alhambra	6Y, 6Z	16-3A
	3328 Balzac St.	Alhambra	6Y, 6Z	17-3A
	3312 Balzac St.	Alhambra	6Y, 6Z	18-3A
	3308 Balzac St.	Alhambra	6Y, 6Z	19-3A
	3300 Balzac St.	Alhambra	6Y, 6Z	20-3A
	3220 Balzac St.	Alhambra	6Y, 6Z	21-3A
	1801 Westmont Dr.	Alhambra	6Y, 6Z	25-3A
	1705 Westmont Dr.	Alhambra	6Y, 6Z	26-3A
	1701 Westmont Dr.	Alhambra	6Y, 6Z	27-3A
	1615 Westmont Dr.	Alhambra	6Y, 6Z	28-3A
Andy's Auto Service	3200 W Valley Blvd.	Alhambra	6Y, 6Z	29-3A
ARCO	3201 W Valley Blvd.	Alhambra	6Y, 6Z	32-3A
Socal Auto Repair	3071 W Valley Blvd.	Alhambra	6Y, 6Z	33-3A
	1517 Westmont Dr.	Alhambra	6Y, 6Z	34-3A
	1515 Westmont Dr.	Alhambra	6Y, 6Z	35-3A
	1509 Westmont Dr.	Alhambra	6Y, 6Z	36-3A
	1505 Westmont Dr.	Alhambra	6Y, 6Z	37-3A
	1501 Westmont Dr.	Alhambra	6Y, 6Z	38-3A
	1421 Westmont Dr.	Alhambra	6Y, 6Z	39-3A
	1417 Westmont Dr.	Alhambra	6Y, 6Z	40-3A
	1415 Westmont Dr.	Alhambra	6Y, 6Z	41-3A
	1409 Westmont Dr.	Alhambra	6Y, 6Z	42-3A
	1407 Westmont Dr.	Alhambra	6Y, 6Z	43-3A
	1321 Westmont Dr.	Alhambra	6Y, 6Z	44-3A
	1317 Westmont Dr.	Alhambra	6Y, 6Z	45-3A
	1315 Westmont Dr.	Alhambra	6Y, 6Z	46-3A
	1309 Westmont Dr.	Alhambra	6Y, 6Z	47-3A
	1305 Westmont Dr.	Alhambra	6Y, 6Z	48-3A
	1301 Westmont Dr.	Alhambra	6Y, 6Z	49-3A
Sinicrope & Sons	1124 Westminster Ave.	Alhambra	6Y, 6Z	50-3A
Rod's Unfinished Furniture	1121 S Meridian Ave.	Alhambra	6Y, 6Z	51-3A
	1146 S Meridian Ave.	Alhambra	6Y, 6Z	52-3A
J & M Towing	1003 S Fremont Ave.	Alhambra	6Y, 6Z	53-3A
Merced Air Conditioning Equipment Service	805 S Fremont Ave.	Alhambra	6Y, 6Z	78-3A
Khangura	733 S Fremont Ave.	Alhambra	6Y, 6Z	79-3A
Hi-Quality Auto Body	723 S Fremont Ave.	Alhambra	6Y, 6Z	80-3A
	516 S Fremont Ave.	Alhambra	6Y, 6Z	98-3A
	512-14 S Fremont Ave.	Alhambra	6Y, 6Z	99-3A
	318-320 S Fremont Ave.	Alhambra	6Y, 6Z	100-3A
	316 S Fremont Ave.	Alhambra	6Y, 6Z	101-3A
	220 S Fremont Ave.	Alhambra	6Y, 6Z	102-3A
	216-18 S Fremont Ave.	Alhambra	6Y, 6Z	103-3A

Table 4: Properties Determined Not Eligible for Listing in the National Register as a Result of the Current Study*(Refer to relevant evaluations in attached supporting documentation.)*

Name	Address	Local Jurisdiction/ Community	OHP Code	APE Map Ref. No.
	208-10 S Fremont Ave.	Alhambra	6Y, 6Z	104-3A
	128 S Fremont Ave.	Alhambra	6Y, 6Z	110-3A
	112 S Fremont Ave.	Alhambra	6Y, 6Z	111-3A
	104 S Fremont Ave.	Alhambra	6Y, 6Z	112-3A
	100 S Fremont Ave.	Alhambra	6Y, 6Z	113-3A
	18-20 S Fremont Ave.	Alhambra	6Y, 6Z	114-3A
	12 S Fremont Ave.	Alhambra	6Y, 6Z	115-3A
	2526 W Grand Ave.	Alhambra	6Y, 6Z	116-3A
	2526 Birch St.	Alhambra	6Y, 6Z	138-3A
	2525 Birch St.	Alhambra	6Y, 6Z	141-3A
	212 N Fremont Ave.	Alhambra	6Y, 6Z	143-3A
	1100 W Glendon Way.	Alhambra	6Y, 6Z	42-3B
	1712 S Atlantic Blvd.	Alhambra	6Y, 6Z	43-3B
	1700 S Atlantic Blvd.	Alhambra	6Y, 6Z	44-3B
	1221 S Atlantic Blvd.	Alhambra	6Y, 6Z	46-3B
700 Thong Automotive	700 S Atlantic Blvd.	Alhambra	6Y, 6Z	47-3B
Alhambra Car Wash	707 W Main St.	Alhambra	6Y, 6Z	48-3B
	3538 Lowell Ave.	Los Angeles	6Y, 6L, 6Z	88-3A
	3945 Stockbridge Ave.	Los Angeles	6Y, 6L, 6Z	106-3A
Substation	NW cor E 3rd and Kern	Los Angeles	6Y, 6Z	1-3A
	252 S Kern Ave.	Los Angeles	6Y, 6Z	2-3A
	236 S Kern Ave.	Los Angeles	6Y, 6Z	3-3A
	212 S Kern Ave.	Los Angeles	6Y, 6Z	4-3A
	130 S Kern Ave.	Los Angeles	6Y, 6Z	6-3A
Zamora	4771 E Cesar E Chavez Ave.	Los Angeles	6Y, 6Z	7-3A
	4777 Dozier Ave.	Los Angeles	6Y, 6Z	9-3A
	4772 Hammel St.	Los Angeles	6Y, 6Z	10-3A
Family Clinic and Woman's Clinic	605 N Mednik Ave.	Los Angeles	6Y, 6Z	11-3A
Super Salud Liquor and Market	617 N Mednik Ave.	Los Angeles	6Y, 6Z	12-3A
Argil Building Material Company	4754 Floral Dr.	Los Angeles	6Y, 6Z	13-3A
Antiques	4732 Floral Dr.	Los Angeles	6Y, 6Z	14-3A
	2276 Highbury Ave.	Los Angeles	6Y, 6Z	22-3A
	2318 Highbury Ave.	Los Angeles	6Y, 6Z	23-3A
	2338 Highbury Ave.	Los Angeles	6Y, 6Z	24-3A
Pharmaceutical Manufacturing	5555 Valley Blvd.	Los Angeles	6Y, 6Z	30-3A
	5561 Valley Blvd.	Los Angeles	6Y, 6Z	31-3A
	3114 Lowell Ave.	Los Angeles	6Y, 6Z	54-3A
	3119 Winchester Ave.	Los Angeles	6Y, 6Z	55-3A
	3122 Lowell Ave.	Los Angeles	6Y, 6Z	56-3A
	3130 Lowell Ave.	Los Angeles	6Y, 6Z	57-3A
	3206 Lowell Ave.	Los Angeles	6Y, 6Z	58-3A
	3216 Lowell Ave.	Los Angeles	6Y, 6Z	59-3A

Table 4: Properties Determined Not Eligible for Listing in the National Register as a Result of the Current Study*(Refer to relevant evaluations in attached supporting documentation.)*

Name	Address	Local Jurisdiction/ Community	OHP Code	APE Map Ref. No.
	3220 Lowell Ave.	Los Angeles	6Y, 6Z	60-3A
	3222 Lowell Ave.	Los Angeles	6Y, 6Z	61-3A
	3221 Winchester Ave.	Los Angeles	6Y, 6Z	62-3A
	3227 Winchester Ave.	Los Angeles	6Y, 6Z	63-3A
	5545 Norwich Ave.	Los Angeles	6Y, 6Z	64-3A
	3318 Lowell Ave.	Los Angeles	6Y, 6Z	65-3A
	3322 Lowell Ave.	Los Angeles	6Y, 6Z	66-3A
	3321 Winchester Ave.	Los Angeles	6Y, 6Z	67-3A
	3327 Winchester Ave.	Los Angeles	6Y, 6Z	68-3A
	3331 Winchester Ave.	Los Angeles	6Y, 6Z	69-3A
	3335 Winchester Ave.	Los Angeles	6Y, 6Z	70-3A
	3334 Lowell Ave.	Los Angeles	6Y, 6Z	71-3A
	3342 Lowell Ave.	Los Angeles	6Y, 6Z	72-3A
	3343 Winchester Ave.	Los Angeles	6Y, 6Z	73-3A
	3401 Winchester Ave.	Los Angeles	6Y, 6Z	74-3A
	3409 Winchester Ave.	Los Angeles	6Y, 6Z	75-3A
	3408 Lowell Ave.	Los Angeles	6Y, 6Z	76-3A
	3418 Lowell Ave.	Los Angeles	6Y, 6Z	77-3A
	3431 Winchester Ave.	Los Angeles	6Y, 6Z	81-3A
	5540 Templeton St.	Los Angeles	6Y, 6Z	82-3A
	5510 Templeton St.	Los Angeles	6Y, 6Z	83-3A
	3515 Winchester Ave.	Los Angeles	6Y, 6Z	84-3A
	3522 Lowell Ave.	Los Angeles	6Y, 6Z	85-3A
	3529 Winchester Ave.	Los Angeles	6Y, 6Z	86-3A
	3539 Winchester Ave.	Los Angeles	6Y, 6Z	87-3A
	3542 Lowell Ave.	Los Angeles	6Y, 6Z	89-3A
	3700 Lowell Ave.	Los Angeles	6Y, 6Z	90-3A
	3715 Winchester Ave.	Los Angeles	6Y, 6Z	92-3A
	5510 Poplar Blvd.	Los Angeles	6Y, 6Z	94-3A
	5544 Poplar Blvd.	Los Angeles	6Y, 6Z	95-3A
	5545 Poplar Blvd.	Los Angeles	6Y, 6Z	96-3A
	3827 Winchester Ave.	Los Angeles	6Y, 6Z	97-3A
	3837 Winchester Ave.	Los Angeles	6Y, 6Z	105-3A
	5483 Keats St.	Los Angeles	6Y, 6Z	107-3A
	4333 Maycrest Ave.	Los Angeles	6Y, 6Z	118-3A
	4344 Winchester Ave.	Los Angeles	6Y, 6Z	119-3A
	4352 Maycrest Ave.	Los Angeles	6Y, 6Z	120-3A
	4401 Alpha St.	Los Angeles	6Y, 6Z	121-3A
	4407 Alpha St.	Los Angeles	6Y, 6Z	122-3A
	4416 Maycrest Ave.	Los Angeles	6Y, 6Z	123-3A
	4427 Alpha St.	Los Angeles	6Y, 6Z	125-3A
	4427 Maycrest Ave.	Los Angeles	6Y, 6Z	126-3A
	4437 Maycrest Ave.	Los Angeles	6Y, 6Z	129-3A
	4441 Alpha St.	Los Angeles	6Y, 6Z	130-3A
	4501 Alpha St.	Los Angeles	6Y, 6Z	132-3A
	4516 Maycrest Ave.	Los Angeles	6Y, 6Z	133-3A

Table 4: Properties Determined Not Eligible for Listing in the National Register as a Result of the Current Study*(Refer to relevant evaluations in attached supporting documentation.)*

Name	Address	Local Jurisdiction/Community	OHP Code	APE Map Ref. No.
	4522 Maycrest Ave.	Los Angeles	6Y, 6Z	134-3A
	4526 Maycrest Ave.	Los Angeles	6Y, 6Z	137-3A
	4527 Alpha St.	Los Angeles	6Y, 6Z	157-3A
	4536 Maycrest Ave.	Los Angeles	6Y, 6Z	158-3A
	4542 Maycrest Ave.	Los Angeles	6Y, 6Z	159-3A
	752 S Atlantic Blvd.	Los Angeles	6Y, 6Z	4-3B
Mega Cars	723 S Atlantic Blvd.	Los Angeles	6Y, 6Z	5-3B
Krystal Beauty Salon	715 S Atlantic Blvd.	Los Angeles	6Y, 6Z	6-3B
Comfort Living	650 S Atlantic Blvd.	Los Angeles	6Y, 6Z	8-3B
Income Tax	635 S Atlantic Blvd.	Los Angeles	6Y, 6Z	9-3B
Atlantic Park and swimming pool	570 S Atlantic Blvd.	Los Angeles	6Y, 6Z	10-3B
Atlantic Automotive	545 S Atlantic Blvd.	Los Angeles	6Y, 6Z	11-3B
Cycle Parts	400 S Atlantic Blvd.	Los Angeles	6Y, 6Z	13-3B
Pep Boys	256 S Atlantic Blvd.	Los Angeles	6Y, 6Z	14-3B
California Equine Products Inc.	1401 Monterey Pass Rd.	Monterey Park	6Y, 6Z	15-3A
Bank of America	1969 S Atlantic Blvd.	Monterey Park	6Y, 6Z	17-3B
Monterey Hills Medical Dental Arts Building	1900 S Atlantic Blvd.	Monterey Park	6Y, 6Z	23-3B
Gas Company	1801 S Atlantic Blvd.	Monterey Park	6Y, 6Z	24-3B
St. Thomas Aquinas Church	1501 S Atlantic Blvd.	Monterey Park	6Y, 6Z	25-3B
Royal View Terrace	1301 S Atlantic Blvd.	Monterey Park	6Y, 6Z	26-3B
Family Dentistry	861 S Atlantic Blvd.	Monterey Park	6Y, 6Z	27-3B
Law Office of E. Lou	826 S Atlantic Blvd.	Monterey Park	6Y, 6Z	29-3B
C.F. Clinic	820 S Atlantic Blvd.	Monterey Park	6Y, 6Z	30-3B
Law Offices	601 S Atlantic Blvd.	Monterey Park	6Y, 6Z	32-3B
Good Shepherd Taiwanese Presbyterian Church	606 S Atlantic Blvd.	Monterey Park	6Y, 6Z	33-3B
Maxim Flowers and Gifts	508 S Atlantic Blvd.	Monterey Park	6Y, 6Z	34-3B
Action Sales	415 S Atlantic Blvd.	Monterey Park	6Y, 6Z	36-3B
	734 W Emerson Ave.	Monterey Park	6Y, 6Z	39-3B
Monterey Carwash	521 N Atlantic Blvd.	Monterey Park	6Y, 6Z	40-3B
Purrfect Auto Service	621 N Atlantic Blvd.	Monterey Park	6Y, 6Z	41-3B
Pasadena Light & Power Dispatching Center	45 E Glenarm St.	Pasadena	6Y, 6L, 6Z	401-3A
	665 S Raymond Ave.	Pasadena	6Y, 6L, 6Z	409-3A
	372 S Pasadena Ave.	Pasadena	6Y, 6L, 6Z	419-3A
Cal-Fair Plaza	1, 11, 21, 23, and 27 W. California Blvd, 527 S. Fair Oaks	Pasadena	6Y, 6L, 6Z	129-3B
Sugano Jewelers	527 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	131-3B
T.L. Gurley Antiques	512 S. Fair Oaks Ave.	Pasadena	6Y, 6L, 6Z	134-3B

Table 4: Properties Determined Not Eligible for Listing in the National Register as a Result of the Current Study*(Refer to relevant evaluations in attached supporting documentation.)*

Name	Address	Local Jurisdiction/Community	OHP Code	APE Map Ref. No.
Pasadena Antique Center	474–480 S Fair Oaks Ave.	Pasadena	6Y, 6L, 6Z	138-3B
W.D.I. Group	325 S. Fair Oaks Ave.	Pasadena	6Y, 6L, 6Z	145-3B
Walgreens	310 S. Lake Ave.	Pasadena	6Y, 6L, 6Z	152-3B
	901 S. Raymond Ave.	Pasadena	6Y, 6Z	403-3A
	859 S. Raymond Ave.	Pasadena	6Y, 6Z	404-3A
Rose Palace	835 S. Raymond Ave.	Pasadena	6Y, 6Z	405-3A
Metro parking	700 S. Raymond Ave.	Pasadena	6Y, 6Z	406-3A
Jones Coffee Roasters	693–95 S. Raymond Ave.	Pasadena	6Y, 6Z	407-3A
Pasadena Document Solutions	673–81 S. Raymond Ave.	Pasadena	6Y, 6Z	408-3A
Silver Birches	650 S. Raymond Ave.	Pasadena	6Y, 6Z	410-3A
Palm Gardens	615 S. Pasadena Ave.	Pasadena	6Y, 6Z	412-3A
Paw Boutique	519 S. Raymond Ave.	Pasadena	6Y, 6Z	414-3A
Pasadena Community Christian Fellowship	500 S. Pasadena Ave.	Pasadena	6Y, 6Z	415-3A
	476 S. Pasadena Ave.	Pasadena	6Y, 6Z	416-3A
	406 Gordon Ter.	Pasadena	6Y, 6Z	418-3A
	370 S. Pasadena Ave.	Pasadena	6Y, 6Z	420-3A
Maranatha High School	270 S. Orange Grove Blvd. (aka 169. S. St. John Ave.)	Pasadena	6Y, 6Z	422-3A
Dealership Building	55 N. Vernon Ave.	Pasadena	6Y, 6Z	433-3A
Roosevelt Elementary School	315 N. Pasadena Ave.	Pasadena	6Y, 6Z	436-3A
	27 Chestnut St.	Pasadena	6Y, 6Z	437-3A
Professor William Hammond House (part of Herkimer Gardens)	411–412 N. Raymond Ave.	Pasadena	6Y, 6Z	440-3A
	399 N. Raymond Ave.	Pasadena	6Y, 6Z	441-3A
	396 N. Raymond Ave.	Pasadena	6Y, 6Z	442-3A
	397 N. Summit Ave.	Pasadena	6Y, 6Z	443-3A
	393 N. Euclid Ave.	Pasadena	6Y, 6Z	447-3A
	650 N. Pasadena Ave.	Pasadena	6Y, 6Z	448-3A
	10 Mayview Ln.	Pasadena	6Y, 6Z	449-3A
	717 Cypress Ave.	Pasadena	6Y, 6Z	450-3A
	1180 N. Fair Oaks Ave.	Pasadena	6Y, 6Z	110-3B
Crossfit	1167 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	111-3B
Mirror Image Fitness	1139 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	113-3B
Pasadena Federal Credit Union	1038 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	115-3B
Nightsun	995 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	116-3B
	909 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	118-3B
	837 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	120-3B
Huntington Collection	766 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	123-3B
Pasadena Medical Plaza	10 Congress St.	Pasadena	6Y, 6Z	124-3B
GEM Transitional Care	712 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	125-3B

Table 4: Properties Determined Not Eligible for Listing in the National Register as a Result of the Current Study*(Refer to relevant evaluations in attached supporting documentation.)*

Name	Address	Local Jurisdiction/Community	OHP Code	APE Map Ref. No.
Huntington Medical Research Institutes	660 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	126-3B
Fair Oaks Law Building	488 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	137-3B
Stanyer and Edmonson	400 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	141-3B
LAMA	370 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	143-3B
Goodwill	340 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	144-3B
	245 S. Los Robles Ave.	Pasadena	6Y, 6Z	149-3B
Citibank, etc	255 S. Lake Ave.	Pasadena	6Y, 6Z	151-3B
	255 S. Hill Ave.	Pasadena	6Y, 6Z	153-3B
Broadway Steam Plant	SE corner of Glenarm St. and I-110	Pasadena	6Y, 5S3	3-3C
	4134 Rosemead Blvd.	Rosemead	6Y, 6Z	6-3C
San Gabriel Police Department	625 S. Del Mar Blvd.	San Gabriel	6Y, 6Z	4-3C
	2028 Alpha St.	South Pasadena	6Y, 5D2	175-3A
	719 Hope Ct.	South Pasadena	6Y, 5D2	331-3A
Oral and Maxillofacial Surgery	1141 Fremont Ave.	South Pasadena	6Y, 5D2	2-3C
	2070 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	145-3A
	2042 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	148-3A
	2040 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	149-3A
	2030 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	150-3A
	2016 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	152-3A
	2012 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	153-3A
	2008 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	154-3A
	2000 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	156-3A
	2046 Alpha St.	South Pasadena	6Y, 6L, 6Z	165-3A
	1900 La Fremontia St.	South Pasadena	6Y, 6L, 6Z	192-3A
	857 Oneonta Dr.	South Pasadena	6Y, 6L, 6Z	194-3A
	1417 Beech St.	South Pasadena	6Y, 6L, 6Z	201-3A
	1429 Oneonta Knl.	South Pasadena	6Y, 6L, 6Z	207-3A
	1424 Oneonta Knl.	South Pasadena	6Y, 6L, 6Z	212-3A
	1801 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	220-3A
	901 Summit Dr.	South Pasadena	6Y, 6L, 6Z	233-3A
	829 Rollin St.	South Pasadena	6Y, 6L, 6Z	238-3A
	920 Lyndon St.	South Pasadena	6Y, 6L, 6Z	259-3A
	914 Lyndon St.	South Pasadena	6Y, 6L, 6Z	260-3A
	904 Lyndon St.	South Pasadena	6Y, 6L, 6Z	262-3A
	1212 Meridian Ave.	South Pasadena	6Y, 6L, 6Z	263-3A
	1003 Monterey Rd.	South Pasadena	6Y, 6L, 6Z	264-3A
	915 Monterey Rd.	South Pasadena	6Y, 6L, 6Z	266-3A
	905 Monterey Rd.	South Pasadena	6Y, 6L, 6Z	267-3A
	904 Monterey Rd.	South Pasadena	6Y, 6L, 6Z	268-3A
Lean by Marco	1610 Mission St.	South Pasadena	6Y, 6L, 6Z	310-3A
	1709 Garfield Ave.	South Pasadena	6Y, 6L, 6Z	49-3B
	1714 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	55-3B

Table 4: Properties Determined Not Eligible for Listing in the National Register as a Result of the Current Study*(Refer to relevant evaluations in attached supporting documentation.)*

Name	Address	Local Jurisdiction/Community	OHP Code	APE Map Ref. No.
	1540 Laurel St.	South Pasadena	6Y, 6L, 6Z	58-3B
	1600 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	63-3B
	1515 Oak St.	South Pasadena	6Y, 6L, 6Z	64-3B
	1411 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	73-3B
	1401 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	75-3B
Tina Nails	1134 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	78-3B
My Escape	1132 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	79-3B
	1118 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	80-3B
	1114 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	81-3B
	1100 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	83-3B
	1016 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	86-3B
B. Lee Salon	1009 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	88-3B
	1520 Mission St.	South Pasadena	6Y, 6L, 6Z	96-3B
	513 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	99-3B
	509 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	100-3B
	505 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	101-3B
	501 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	102-3B
	2064 Fremont Ave.	South Pasadena	6Y, 6Z	146-3A
	2054 Fremont Ave.	South Pasadena	6Y, 6Z	147-3A
	2004 Fremont Ave.	South Pasadena	6Y, 6Z	155-3A
	2060 Alpha St.	South Pasadena	6Y, 6Z	161-3A
	2050 Alpha St.	South Pasadena	6Y, 6Z	162-3A
	2049 Alpha St.	South Pasadena	6Y, 6Z	163-3A
	2043 Alpha St.	South Pasadena	6Y, 6Z	164-3A
	2041 Alpha St.	South Pasadena	6Y, 6Z	167-3A
	2040 Maycrest Ave.	South Pasadena	6Y, 6Z	168-3A
	2037 Alpha St.	South Pasadena	6Y, 6Z	169-3A
	2034 Alpha St.	South Pasadena	6Y, 6Z	170-3A
	2032 Alpha St.	South Pasadena	6Y, 6Z	171-3A
	2033 Alpha St.	South Pasadena	6Y, 6Z	172-3A
	2028 Maycrest Ave.	South Pasadena	6Y, 6Z	173-3A
	2029 Alpha St.	South Pasadena	6Y, 6Z	174-3A
	2025 Alpha St.	South Pasadena	6Y, 6Z	176-3A
	2021 Alpha St.	South Pasadena	6Y, 6Z	177-3A
	2020 Maycrest Ave.	South Pasadena	6Y, 6Z	178-3A
	2019 Alpha St.	South Pasadena	6Y, 6Z	179-3A
	2015 Alpha St.	South Pasadena	6Y, 6Z	181-3A
	2012 Maycrest Ave.	South Pasadena	6Y, 6Z	182-3A
	2010 Maycrest Ave.	South Pasadena	6Y, 6Z	183-3A
	2012 Alpha St.	South Pasadena	6Y, 6Z	184-3A
	2011 Alpha St.	South Pasadena	6Y, 6Z	185-3A
	2005 Alpha St.	South Pasadena	6Y, 6Z	186-3A
	2001 Alpha St.	South Pasadena	6Y, 6Z	187-3A
	1938 La Fremontia St.	South Pasadena	6Y, 6Z	188-3A
	1926 La Fremontia St.	South Pasadena	6Y, 6Z	190-3A
	1912 La Fremontia St.	South Pasadena	6Y, 6Z	191-3A

Table 4: Properties Determined Not Eligible for Listing in the National Register as a Result of the Current Study*(Refer to relevant evaluations in attached supporting documentation.)*

Name	Address	Local Jurisdiction/ Community	OHP Code	APE Map Ref. No.
	1906 Alpha St.	South Pasadena	6Y, 6Z	193-3A
	1870 Alpha St.	South Pasadena	6Y, 6Z	195-3A
	1858 Alpha St.	South Pasadena	6Y, 6Z	196-3A
	1404 Maple St.	South Pasadena	6Y, 6Z	197-3A
	1408 Maple St.	South Pasadena	6Y, 6Z	198-3A
	1412 Maple St.	South Pasadena	6Y, 6Z	199-3A
	1421 Beech St.	South Pasadena	6Y, 6Z	200-3A
	1415 Beech St.	South Pasadena	6Y, 6Z	202-3A
	1414 Beech St.	South Pasadena	6Y, 6Z	203-3A
	1418 Beech St.	South Pasadena	6Y, 6Z	204-3A
	1422 Beech St.	South Pasadena	6Y, 6Z	205-3A
	1426 Beech St.	South Pasadena	6Y, 6Z	206-3A
	1421 Oneonta Knl.	South Pasadena	6Y, 6Z	208-3A
	1406 Oneonta Knl.	South Pasadena	6Y, 6Z	209-3A
	1414 Oneonta Knl.	South Pasadena	6Y, 6Z	210-3A
	1420 Oneonta Knl.	South Pasadena	6Y, 6Z	211-3A
	1428 Oneonta Knl.	South Pasadena	6Y, 6Z	213-3A
	1432 Oneonta Knl.	South Pasadena	6Y, 6Z	214-3A
	1500 Oneonta Knl.	South Pasadena	6Y, 6Z	215-3A
	1505 Huntington Dr.	South Pasadena	6Y, 6Z	216-3A
Fashion Dry Cleaners	1431 Huntington Dr.	South Pasadena	6Y, 6Z	217-3A
	1810 Fair Oaks Ave.	South Pasadena	6Y, 6Z	218-3A
Fair Oaks Medical	1800 Fair Oaks Ave.	South Pasadena	6Y, 6Z	219-3A
	834 Oneonta Dr.	South Pasadena	6Y, 6Z	221-3A
	830 Oneonta Dr.	South Pasadena	6Y, 6Z	222-3A
	826 Oneonta Dr.	South Pasadena	6Y, 6Z	224-3A
	825 Summit Dr.	South Pasadena	6Y, 6Z	228-3A
	821 Summit Dr.	South Pasadena	6Y, 6Z	229-3A
	817 Summit Dr.	South Pasadena	6Y, 6Z	230-3A
	809 Summit Dr.	South Pasadena	6Y, 6Z	231-3A
	826 Summit Dr.	South Pasadena	6Y, 6Z	232-3A
	1740 Gillette Crst.	South Pasadena	6Y, 6Z	234-3A
	863 Flores De Oro	South Pasadena	6Y, 6Z	236-3A
	857 Flores De Oro	South Pasadena	6Y, 6Z	237-3A
	839 Rollin St.	South Pasadena	6Y, 6Z	239-3A
	845 Rollin St.	South Pasadena	6Y, 6Z	240-3A
	1417 Meridian Ave.	South Pasadena	6Y, 6Z	241-3A
	1401 Meridian Ave.	South Pasadena	6Y, 6Z	243-3A
	908 Bank St.	South Pasadena	6Y, 6Z	244-3A
	900 Bank St.	South Pasadena	6Y, 6Z	245-3A
	870 Bank St.	South Pasadena	6Y, 6Z	246-3A
	1315 Meridian Ave.	South Pasadena	6Y, 6Z	248-3A
	1316–18 Meridian Ave.	South Pasadena	6Y, 6Z	249-3A
	925 Lyndon St.	South Pasadena	6Y, 6Z	253-3A
	915 Lyndon St.	South Pasadena	6Y, 6Z	254-3A
	913 Lyndon St.	South Pasadena	6Y, 6Z	255-3A

Table 4: Properties Determined Not Eligible for Listing in the National Register as a Result of the Current Study*(Refer to relevant evaluations in attached supporting documentation.)*

Name	Address	Local Jurisdiction/Community	OHP Code	APE Map Ref. No.
	911 Lyndon St.	South Pasadena	6Y, 6Z	256-3A
	1220–22 Meridian Ave.	South Pasadena	6Y, 6Z	258-3A
	908 Lyndon St.	South Pasadena	6Y, 6Z	261-3A
	912 Monterey Rd.	South Pasadena	6Y, 6Z	269-3A
	920 Monterey Rd.	South Pasadena	6Y, 6Z	270-3A
	1135 Diamond Ave.	South Pasadena	6Y, 6Z	274-3A
	1115 Diamond Ave.	South Pasadena	6Y, 6Z	289-3A
	1105 Diamond Ave.	South Pasadena	6Y, 6Z	294-3A
	1101 Diamond Ave.	South Pasadena	6Y, 6Z	298-3A
	1025 Diamond Ave.	South Pasadena	6Y, 6Z	299-3A
	1024 Meridian Ave.	South Pasadena	6Y, 6Z	300-3A
	1021 Diamond Ave.	South Pasadena	6Y, 6Z	302-3A
	1017 Diamond Ave.	South Pasadena	6Y, 6Z	304-3A
	1001 El Centro St.	South Pasadena	6Y, 6Z	307-3A
	1009 El Centro St.	South Pasadena	6Y, 6Z	308-3A
Century House	1000 Meridian Ave.	South Pasadena	6Y, 6Z	315-3A
	808 Meridian Ave.	South Pasadena	6Y, 6Z	324-3A
	718 Hope Ct.	South Pasadena	6Y, 6Z	329-3A
	1030 Hope St.	South Pasadena	6Y, 6Z	330-3A
	715 Hope Ct.	South Pasadena	6Y, 6Z	332-3A
	713 Hope Ct.	South Pasadena	6Y, 6Z	333-3A
	712 Hope Ct.	South Pasadena	6Y, 6Z	334-3A
	1011 Magnolia St.	South Pasadena	6Y, 6Z	340-3A
	1017 Magnolia St.	South Pasadena	6Y, 6Z	341-3A
	1025 Magnolia St.	South Pasadena	6Y, 6Z	344-3A
	1029 Magnolia St.	South Pasadena	6Y, 6Z	345-3A
	1035 Magnolia St.	South Pasadena	6Y, 6Z	346-3A
	1030 Magnolia St.	South Pasadena	6Y, 6Z	348-3A
	1014 Magnolia St.	South Pasadena	6Y, 6Z	349-3A
	1017 Grevelia St.	South Pasadena	6Y, 6Z	355-3A
	1031 Grevelia St.	South Pasadena	6Y, 6Z	356-3A
	607 Fairview Ave.	South Pasadena	6Y, 6Z	357-3A
	1035 Grevelia St.	South Pasadena	6Y, 6Z	358-3A
	1020 Foothill St.	South Pasadena	6Y, 6Z	361-3A
	1034 Foothill St.	South Pasadena	6Y, 6Z	363-3A
	1038 Foothill St.	South Pasadena	6Y, 6Z	364-3A
	1105 Buena Vista St.	South Pasadena	6Y, 6Z	367-3A
	1037 Buena Vista St.	South Pasadena	6Y, 6Z	368-3A
	1033 Buena Vista St.	South Pasadena	6Y, 6Z	369-3A
	1023 Buena Vista St.	South Pasadena	6Y, 6Z	370-3A
	1100 Buena Vista St.	South Pasadena	6Y, 6Z	372-3A
	1106 Buena Vista St.	South Pasadena	6Y, 6Z	373-3A
	414 Fairview Ave.	South Pasadena	6Y, 6Z	375-3A
	408 Fairview Ave.	South Pasadena	6Y, 6Z	376-3A
	1025 Highland St.	South Pasadena	6Y, 6Z	377-3A
	330 Fairview Ave.	South Pasadena	6Y, 6Z	378-3A

Table 4: Properties Determined Not Eligible for Listing in the National Register as a Result of the Current Study*(Refer to relevant evaluations in attached supporting documentation.)*

Name	Address	Local Jurisdiction/Community	OHP Code	APE Map Ref. No.
	328 Fairview Ave.	South Pasadena	6Y, 6Z	379-3A
	320 Fairview Ave.	South Pasadena	6Y, 6Z	380-3A
	307 Fremont Ave.	South Pasadena	6Y, 6Z	383-3A
	308 Fairview Ave.	South Pasadena	6Y, 6Z	384-3A
	223 Fairview Ave.	South Pasadena	6Y, 6Z	385-3A
	300 Fairview Ave.	South Pasadena	6Y, 6Z	387-3A
	219 Fairview Ave.	South Pasadena	6Y, 6Z	388-3A
	218 Fairview Ave.	South Pasadena	6Y, 6Z	389-3A
	1709–11 Huntington Dr.	South Pasadena	6Y, 6Z	50-3B
	1656 Huntington Dr.	South Pasadena	6Y, 6Z	51-3B
Dilbeck Real Estate	1499 Huntington Dr.	South Pasadena	6Y, 6Z	52-3B
	1520 Spruce St.	South Pasadena	6Y, 6Z	53-3B
	1715 Fair Oaks Ave.	South Pasadena	6Y, 6Z	54-3B
	1700–04 Fair Oaks Ave.	South Pasadena	6Y, 6Z	56-3B
Fair Laurel Apartments	1509 Laurel St.	South Pasadena	6Y, 6Z	57-3B
	1616 Fair Oaks Ave.	South Pasadena	6Y, 6Z	59-3B
	1615 Fair Oaks Ave.	South Pasadena	6Y, 6Z	60-3B
	1612 Fair Oaks Ave.	South Pasadena	6Y, 6Z	62-3B
Law Offices	1525 Fair Oaks Ave.	South Pasadena	6Y, 6Z	66-3B
	1517 Fair Oaks Ave.	South Pasadena	6Y, 6Z	67-3B
Fairway Apartments	1505 Fair Oaks Ave.	South Pasadena	6Y, 6Z	68-3B
	1425 Fair Oaks Ave.	South Pasadena	6Y, 6Z	69-3B
	1421 Fair Oaks Ave.	South Pasadena	6Y, 6Z	70-3B
	1415 Fair Oaks Ave.	South Pasadena	6Y, 6Z	71-3B
	1407 Fair Oaks Ave.	South Pasadena	6Y, 6Z	74-3B
George McDonald and Associates	1318 Fair Oaks Ave.	South Pasadena	6Y, 6Z	76-3B
Marco's Collision Center	1220 Fair Oaks Ave.	South Pasadena	6Y, 6Z	77-3B
Bryant Properties	1108 Fair Oaks Ave.	South Pasadena	6Y, 6Z	82-3B
Edmond Thompson Antiques	1020 Fair Oaks Ave.	South Pasadena	6Y, 6Z	84-3B
B&H Bicycles	1013 Fair Oaks Ave.	South Pasadena	6Y, 6Z	87-3B
W.J. Filley Building	1005 Fair Oaks Ave.	South Pasadena	6Y, 6Z	89-3B
Wells Fargo Bank	1000 Fair Oaks Ave.	South Pasadena	6Y, 6Z	90-3B
Bank of America	923 Fair Oaks Ave.	South Pasadena	6Y, 6Z	91-3B
Luchas Comfort Footwear	921 Fair Oaks Ave.	South Pasadena	6Y, 6Z	92-3B
Speers TV	919 Fair Oaks Ave.	South Pasadena	6Y, 6Z	93-3B
Chuck's Appliance Service	917 Fair Oaks Ave.	South Pasadena	6Y, 6Z	94-3B
Comerica Bank	820 Fair Oaks Ave.	South Pasadena	6Y, 6Z	95-3B
Pet Store	725 Fair Oaks Ave.	South Pasadena	6Y, 6Z	98-3B
Carmine's Restaurant and Bar	424 Fair Oaks Ave.	South Pasadena	6Y, 6Z	103-3B
	245 Fair Oaks Ave.	South Pasadena	6Y, 6Z	105-3B

Table 4: Properties Determined Not Eligible for Listing in the National Register as a Result of the Current Study*(Refer to relevant evaluations in attached supporting documentation.)*

Name	Address	Local Jurisdiction/Community	OHP Code	APE Map Ref. No.
	234 Fair Oaks Ave.	South Pasadena	6Y, 6Z	106-3B
	230 Fair Oaks Ave.	South Pasadena	6Y, 6Z	107-3B
	226 Fair Oaks Ave.	South Pasadena	6Y, 6Z	108-3B
	1609 Raymond Hill Rd.	South Pasadena	6Y, 6Z	109-3B
	1401 Monterey Rd.	South Pasadena	6Y, 6Z	1-3C
	431, 429-429B Garfield Ave	South Pasadena	6Y, 6Z	7-3C
	427 Garfield Ave.	South Pasadena	6Y, 6Z	8-3C
	417-419 Garfield Ave.	South Pasadena	6Y, 6Z	9-3C
	413 Garfield Ave.	South Pasadena	6Y, 6Z	10-3C
	409 Garfield Ave.	South Pasadena	6Y, 6Z	11-3C
	1038 Magnolia St.	South Pasadena	6Y, 6Z, 5B	347-3A
Valley View Heights Neighborhood	Roughly bounded by Meridian Avenue and Gillette Crescent	South Pasadena	6Y, 6L, 6Z	6-HD-3A
Gillette Crescent Neighborhood	Roughly bounded by Valley View Road and Alpha, Kendall, and Meridian Avenues	South Pasadena	6Y, 6L, 6Z	7-HD-3A
Mission West Historic District	Roughly bounded by Mission and Oxley Sts., Diamond Ave., Fairview & Meridian Aves., El Centro St. and the railroad tracks	South Pasadena	6Y, 5S1	11-HD-3A

Table 5: Resources that are Historical Resources for the Purposes of CEQA

(Resources in this category would include California Register of Historical Resources [California Register] listed or eligible [per State Historical Resources Commission determination], resources identified as significant in surveys that meet State OHP standards, resources that are designated landmarks under local ordinances, and resources that meet the California Register criteria as outlined in Public Resources Code [PRC] 5024.1.)

Resources that are only contributors to a historic district, but not individually significant, are not included in this table. Refer to Section V above for lists of contributors.

Name	Address	Local Jurisdiction/ Community	OHP Code	APE Map Ref. No.
	100 N. Fremont Ave.	Alhambra	2S2	117-3A
	3937 Lowell Ave.	Los Angeles	2S2	108-3A
	4777 E. Cesar Chavez (aka 411 Mednik)	Los Angeles	2S2	8-3A
St. Alphonsus Church	532 S. Atlantic Blvd.	Los Angeles	2S2	12-3B
Short Line Villa Tract Historic District	Roughly bounded by Kendall Ave., Huntington Dr., Alpha St., Newtonia Dr., and Maycrest Ave.	Los Angeles (El Sereno neighborhood)	2S	5-HD-3A
Golden Gate Theater (now CVS)	909 S. Atlantic Blvd. (aka 5170–5188 E. Whittier Blvd.)	Los Angeles County (unincorporated)	1S	1-3B
Jardin Del Encanto and Cascades Park (aka Heritage Falls Park)	Generally, El Portal Place with its associated median and sidewalks from Kingsford Street at the northwest end to El Mercado Avenue at the southeast end.	Monterey Park	2S2/1CS	21-3B
Dr. Kawamoto Office	823 S. Atlantic Blvd.	Monterey Park	2S2	28-3B
Reverend Hiram Hill/ Alonzo Beal House	866 S. Pasadena Ave.	Pasadena	2S2/1D	343-CT-3A
Hurlbut Street Fire Station No. 5	900 S. Pasadena Ave.	Pasadena	2S2/1D	335-CT-3A
J. Durand Kennett House	1000 S. Pasadena Ave.	Pasadena	2B/1D	321-CT-3A
F.J. Kennet House	1030 S. Pasadena Ave.	Pasadena	2B/1D	317-CT-3A
Mrs. D. Hagan House	1041 S. Pasadena Ave.	Pasadena	2B/1D	314-CT-3A
James and Fanny Hale House	1051 S. Pasadena Ave.	Pasadena	2B/1D	313-CT-3A
W.W. Phelps House	1112 S. Pasadena Ave.	Pasadena	2B/1D	303-CT-3A
A.G. Simons/John McWilliams Jr. House	1199 S. Pasadena Ave.	Pasadena	2B/1D	281-CT-3A
Mary Werner House	1200 S. Pasadena Ave.	Pasadena	2S2/1D	282-CT-3A
Ralph B. Hubbard Residence	1207 S. Pasadena Ave.	Pasadena	2S2	280-CT-3A
Ambassador Auditorium	131 S. St. John Ave	Pasadena	2S2/2D2	423b-3A
Ambassador College Dining Hall	169 S Saint John Ave.	Pasadena	2S2/2D2	423a-3A
R. Sturgis Cook House	180 W. State St. (aka 1170 S. Pasadena Ave.)	Pasadena	2B/1D	290-CT-3A
	206–216 W. California Blvd.	Pasadena	2B/1D	369-CT-3A
Hartshorn House No. 1	224 W. State St.	Pasadena	2B/1D	284-CT-3A
	225 W. California Blvd.	Pasadena	5S2	372-CT-3A
Hartshorn House No. 2	232 W. State St.	Pasadena	2S2/1D	284-CT-3A

Table 5: Resources that are Historical Resources for the Purposes of CEQA

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Resources that are only contributors to a historic district, but not individually significant, are not included in this table. Refer to Section V above for lists of contributors.

Name	Address	Local Jurisdiction/ Community	OHP Code	APE Map Ref. No.
Hall of Administration	300 W Green St	Pasadena	2S2/2D2	423-3A
Norton Simon Museum	411 W. Colorado Blvd.	Pasadena	2S2	434-3A
Herkimer Arms Apartment House (part of Herkimer Gardens)	411–412 N. Raymond Ave.	Pasadena	2S2	440-3A
Hospital Veterinary	959 S. Raymond Ave.	Pasadena	2S2	402-3A
Bekins Storage Co. Roof Sign	511 S. Fair Oaks Ave.	Pasadena	1S	135-3B
Sequoyah School/ Neighborhood Church (3 buildings: Children's Chapel, Nursery School, and Religious Education Building)	535 S. Pasadena Ave.	Pasadena	2S2	373-CT-3A
Raymond Florist Historic District	60–62 E. California Blvd./597 S. Raymond Ave.	Pasadena	2S2	24-HD-3A
Driscoll House	679 S. Pasadena Ave.	Pasadena	2B/1D	356a-CT-3A
Caroline Walkley/Alice & Robert Wood House	696 S. St. John Ave.	Pasadena	2B/1D	357-CT-3A
Miss Markham House	763 S. Pasadena Ave.	Pasadena	2B/1D	351-CT-3A
Page House	765 S. Pasadena Ave.	Pasadena	2B/1D	348-CT-3A
Tomkins House	779 S. Pasadena Ave.	Pasadena	2B/1D	348a-CT-3A
	801 S. Pasadena Ave.	Pasadena	2B/1D	347-CT-3A
Glenarm Building and PERC Substation No. 2	72 E. Glenarm St. and 1124 S. Fair Oaks Ave.	Pasadena	2S2 and 5S1	114-3B
Caroline Walkley House and small apartment	959 S. Pasadena Ave. 190 W. California Blvd.	Pasadena	2B/1D	371-CT-3A
Broadway Steam Plant	SE corner Glenarm St. and I-110	Pasadena	5S3	3-3C
Old Pasadena Historic District	Roughly bounded by S. Pasadena, S. Fair Oaks and S. Raymond Aves., Arroyo Pkwy., E and W. Del Mar Blvd., and Corson St.	Pasadena	1S	22-HD-3A
Raymond-Summit Historic District	Roughly bounded by N. Raymond Ave., E. Villa St., Summit Ave., and E. Maple St.	Pasadena	1S	23-HD-3A
Markham Place Historic District	Roughly bounded by W. California Blvd., S. Pasadena Ave., Bellefontaine St., and S. Orange Grove Blvd.	Pasadena	1S	20-HD-3A

Table 5: Resources that are Historical Resources for the Purposes of CEQA

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Resources that are only contributors to a historic district, but not individually significant, are not included in this table. Refer to Section V above for lists of contributors.

Name	Address	Local Jurisdiction/ Community	OHP Code	APE Map Ref. No.
Ambassador West Cultural Landscape Historic District	Generally bounded by W. Green St., S. St. John Ave., W. Del Mar Blvd., and S. Orange Grove Blvd.	Pasadena	2S2	21-HD-3A
Pasadena Avenue Historic District	Roughly bounded by S. Pasadena Ave., Arlington Dr., Avoca Ave., Brookmere Rd., Columbia St., West Glenarm St., Hurlbut St., Madeline Dr., W. State St., and Wigmore Dr.	Pasadena/South Pasadena	1S	19-HD-3A
San Marino City Hall and Fire Station	2200 Huntington Dr.	San Marino	2S2	5-3C
	1010 Hope St.	South Pasadena	5B	257-CT-3A
Rialto Theater	1019 Fair Oaks Ave.	South Pasadena	1S	85-3B
	1037 Grevelia St. (1039 is also on this property)	South Pasadena	5S1	260-CT-3A
Blanche Home	1030 Buena Vista St.	South Pasadena	2S2	371-3A
Augusta Raab Home	1109 Buena Vista St.	South Pasadena	2S2	365-3A
David M. Raab Family Homestead	1107 Buena Vista St.	South Pasadena	5S1	366-3A
Knox-Merwin-Porter-Gates House	1120 Buena Vista St.	South Pasadena	3CS	374-3A
Fair Oaks Professional Group	1414 Fair Oaks Ave.	South Pasadena	2S2/5S1	72-3B
South Pasadena Middle School	1500 Fair Oaks Ave.	South Pasadena	2S2/5S1	65-3B
Oaklawn Bridge and Waiting Station	435 Fair Oaks Ave.	South Pasadena	1S/2D2	104a-3B
War Memorial Building	435 Fair Oaks Ave.	South Pasadena	2S2	104-3B
	800 Fair Oaks Ave.	South Pasadena	2S2	97-3B
Otake-Nambu House	857 Bank St.	South Pasadena	2S2/5S1	242-3A
East Wynyate	909 Lyndon St.	South Pasadena	2S2	247-3A
	920 Lyndon St.	South Pasadena	3S	259-3A
	1038 Magnolia St.	South Pasadena	5B	347-3A
J.G. Pierce House	911 Monterey Rd.	South Pasadena	2S2	253-CT-3A
Kenneth M. Joy House	921 Monterey Rd.	South Pasadena	2S2	265-3A
Arroyo Seco Parkway Historic District	Consists primarily of the Arroyo Seco Parkway (aka Pasadena Fwy and SR 110)	South Pasadena	1S	16-HD-3A

Table 5: Resources that are Historical Resources for the Purposes of CEQA

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Resources that are only contributors to a historic district, but not individually significant, are not included in this table. Refer to Section V above for lists of contributors.

Name	Address	Local Jurisdiction/ Community	OHP Code	APE Map Ref. No.
El Cerrito Circle Historic District	Eight properties on both sides of El Cerrito Circle and two properties on the west side of Diamond Avenue	South Pasadena	2S2/3CS	8-HD-3A
North of Mission Historic District	Roughly bounded by Meridian Ave. north of Mission St. and south of Grevelia St.	South Pasadena	2S2	14-HD-3A
Oaklawn Historic District	Generally bordered by SR 110, Columbia St., Fremont Ave., and Fair Oaks Ave.	South Pasadena	2S2	18-HD-3A
South Pasadena Historic Business District	Roughly bounded by Mission and Oxley Sts., Diamond Ave., Fairview and Meridian Aves., El Centro St., and the railroad tracks	South Pasadena	1S	13-HD-3A
South of Mission Historic District	Roughly bounded by Meridian Ave. and Glendon Way between Throop Alley and Monterey Rd.	South Pasadena	2S2	10-HD-3A
Mission West Historic District	Roughly bounded by Mission and Oxley Sts., Diamond Ave., Fairview & Meridian Aves., El Centro St. and the railroad tracks	South Pasadena	5S1	11-HD-3A
Raymond Hill Waiting Station	Southeast corner of Fair Oaks Ave. and Raymond Hill Rd.	South Pasadena	2S2	109a-3B

Table 6: Resources that are *Not* Historical Resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.
	100 N Fremont Ave.	Alhambra	6Y, 6L, 6Z	117-3A
	100 S Fremont Ave.	Alhambra	6Y, 6Z	113-3A
J & M Towing	1003 S Fremont Ave.	Alhambra	6Y, 6Z	53-3A
	104 S Fremont Ave.	Alhambra	6Y, 6Z	112-3A
	1100 W Glendon Way	Alhambra	6Y, 6Z	42-3B
	112 S Fremont Ave.	Alhambra	6Y, 6Z	111-3A
Rod's Unfinished Furniture	1121 S Meridian Ave.	Alhambra	6Y, 6Z	51-3A
Sinicrope & Sons	1124 Westminster Ave.	Alhambra	6Y, 6Z	50-3A
	1146 S Meridian Ave.	Alhambra	6Y, 6Z	52-3A
	12 S Fremont Ave.	Alhambra	6Y, 6Z	115-3A
	1221 S Atlantic Blvd.	Alhambra	6Y, 6Z	46-3B
	128 S Fremont Ave.	Alhambra	6Y, 6Z	110-3A
	1301 Westmont Dr.	Alhambra	6Y, 6Z	49-3A
	1305 Westmont Dr.	Alhambra	6Y, 6Z	48-3A
	1309 Westmont Dr.	Alhambra	6Y, 6Z	47-3A
	1315 Westmont Dr.	Alhambra	6Y, 6Z	46-3A
	1317 Westmont Dr.	Alhambra	6Y, 6Z	45-3A
	1321 Westmont Dr.	Alhambra	6Y, 6Z	44-3A
	1407 Westmont Dr.	Alhambra	6Y, 6Z	43-3A
	1409 Westmont Dr.	Alhambra	6Y, 6Z	42-3A
	1415 Westmont Dr.	Alhambra	6Y, 6Z	41-3A
	1417 Westmont Dr.	Alhambra	6Y, 6Z	40-3A
	1421 Westmont Dr.	Alhambra	6Y, 6Z	39-3A
	1501 Westmont Dr.	Alhambra	6Y, 6Z	38-3A
	1505 Westmont Dr.	Alhambra	6Y, 6Z	37-3A
	1509 Westmont Dr.	Alhambra	6Y, 6Z	36-3A
	1515 Westmont Dr.	Alhambra	6Y, 6Z	35-3A
	1517 Westmont Dr.	Alhambra	6Y, 6Z	34-3A
	1615 Westmont Dr.	Alhambra	6Y, 6Z	28-3A
	1700 S Atlantic Blvd.	Alhambra	6Y, 6Z	44-3B
	1701 Westmont Dr.	Alhambra	6Y, 6Z	27-3A
	1705 Westmont Dr.	Alhambra	6Y, 6Z	26-3A
	1712 S Atlantic Blvd.	Alhambra	6Y, 6Z	43-3B
	1801 Westmont Dr.	Alhambra	6Y, 6Z	25-3A
	18-20 S Fremont Ave.	Alhambra	6Y, 6Z	114-3A
	1937 Charnwood Ave.	Alhambra	6Y, 6Z	1-CT-3A
	208-10 S Fremont Ave.	Alhambra	6Y, 6Z	104-3A
	212 N. Fremont Ave.	Alhambra	6Y, 6Z	143-3A
	216-18 S Fremont Ave.	Alhambra	6Y, 6Z	103-3A
	220 S. Fremont Ave.	Alhambra	6Y, 6Z	102-3A
	2525 Birch St.	Alhambra	6Y, 6Z	141-3A
	2526 Birch St.	Alhambra	6Y, 6Z	138-3A
	2526 W Grand Ave.	Alhambra	6Y, 6Z	116-3A
Socal Auto Repair	3071 W. Valley Blvd.	Alhambra	6Y, 6Z	33-3A
	316 S Fremont Ave.	Alhambra	6Y, 6Z	101-3A

Table 6: Resources that are *Not* Historical Resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.
	318-320 S Fremont Ave.	Alhambra	6Y, 6Z	100-3A
Andy's Auto Service	3200 W. Valley Blvd.	Alhambra	6Y, 6Z	29-3A
ARCO	3201 W. Valley Blvd.	Alhambra	6Y, 6Z	32-3A
	3220 Balzac St.	Alhambra	6Y, 6Z	21-3A
	3300 Balzac St.	Alhambra	6Y, 6Z	20-3A
	3308 Balzac St.	Alhambra	6Y, 6Z	19-3A
	3312 Balzac St.	Alhambra	6Y, 6Z	18-3A
	3328 Balzac St.	Alhambra	6Y, 6Z	17-3A
	3351 Balzac St.	Alhambra	6Y, 6Z	16-3A
	512-14 S Fremont Ave.	Alhambra	6Y, 6Z	99-3A
	516 S. Fremont Ave.	Alhambra	6Y, 6Z	98-3A
700 Thong Automotive	700 S. Atlantic Blvd.	Alhambra	6Y, 6Z	47-3B
Alhambra Car Wash	707 W. Main St.	Alhambra	6Y, 6Z	48-3B
Hi-Quality Auto Body	723 S. Fremont Ave.	Alhambra	6Y, 6Z	80-3A
Khangura	733 S. Fremont Ave.	Alhambra	6Y, 6Z	79-3A
Merced Air Conditioning Equipment Service	805 S. Fremont Ave.	Alhambra	6Y, 6Z	78-3A
	130 S. Kern Ave.	Los Angeles	6Y, 6Z	6-3A
	212 S. Kern Ave.	Los Angeles	6Y, 6Z	4-3A
	2276 Highbury Ave.	Los Angeles	6Y, 6Z	22-3A
	2318 Highbury Ave.	Los Angeles	6Y, 6Z	23-3A
	2338 Highbury Ave.	Los Angeles	6Y, 6Z	24-3A
	130 S. Kern Ave.	Los Angeles	6Y, 6Z	6-3A
	212 S. Kern Ave.	Los Angeles	6Y, 6Z	4-3A
	236 S. Kern Ave.	Los Angeles	6Y, 6Z	3-3A
	252 S. Kern Ave.	Los Angeles	6Y, 6Z	2-3A
Pep Boys	256 S. Atlantic Blvd.	Los Angeles	6Y, 6Z	14-3B
	2958 Lowell Ave.	Los Angeles	6Y, 6Z	19-CT-3A
	2962 Lowell Ave.	Los Angeles	6Y, 6Z	20-CT-3A
	2968 Lowell Ave.	Los Angeles	6Y, 6Z	21-CT-3A
	2970 Lowell Ave.	Los Angeles	6Y, 6Z	22-CT-3A
	2978 Lowell Ave.	Los Angeles	6Y, 6Z	24-CT-3A
	3114 Lowell Ave.	Los Angeles	6Y, 6Z	54-3A
	3114 Sheffield Ave.	Los Angeles	6Y, 6Z	45-CT-3A
	3115 Sheffield Ave.	Los Angeles	6Y, 6Z	44-CT-3A
	3119 Sheffield Ave.	Los Angeles	6Y, 6Z	46-CT-3A
	3119 Winchester Ave.	Los Angeles	6Y, 6Z	55-3A
	3120 Sheffield Ave.	Los Angeles	6Y, 6Z	47-CT-3A
	3122 Lowell Ave.	Los Angeles	6Y, 6Z	56-3A
	3122 Sheffield Ave.	Los Angeles	6Y, 6Z	49-CT-3A
	3123 Sheffield Ave.	Los Angeles	6Y, 6Z	48-CT-3A
	3125 Winchester Ave.	Los Angeles	6Y, 6Z	52-CT-3A
	3126 Sheffield Ave.	Los Angeles	6Y, 6Z	51-CT-3A
	3127 Sheffield Ave.	Los Angeles	6Y, 6Z	50-CT-3A
	3130 Lowell Ave.	Los Angeles	6Y, 6Z	57-3A

Table 6: Resources that are *Not* Historical Resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.
	3130 Sheffield Ave.	Los Angeles	6Y, 6Z	54-CT-3A
	3131 Sheffield Ave.	Los Angeles	6Y, 6Z	53-CT-3A
	3134 Sheffield Ave.	Los Angeles	6Y, 6Z	56-CT-3A
	3135 Sheffield Ave.	Los Angeles	6Y, 6Z	55-CT-3A
	3137 Sheffield Ave.	Los Angeles	6Y, 6Z	58-CT-3A
	3138 Lowell Ave.	Los Angeles	6Y, 6Z	57-CT-3A
	3138 Sheffield Ave.	Los Angeles	6Y, 6Z	59-CT-3A
	3144 Sheffield Ave.	Los Angeles	6Y, 6Z	61-CT-3A
	3145 Sheffield Ave.	Los Angeles	6Y, 6Z	60-CT-3A
	3200 Sheffield Ave.	Los Angeles	6Y, 6Z	63-CT-3A
	3201 Sheffield Ave.	Los Angeles	6Y, 6Z	62-CT-3A
	3205 Sheffield Ave.	Los Angeles	6Y, 6Z	64-CT-3A
	3206 Lowell Ave.	Los Angeles	6Y, 6Z	58-3A
	3206 Sheffield Ave.	Los Angeles	6Y, 6Z	65-CT-3A
	3209 Sheffield Ave.	Los Angeles	6Y, 6Z	66-CT-3A
	3210 Sheffield Ave.	Los Angeles	6Y, 6Z	67-CT-3A
	3215 Sheffield Ave.	Los Angeles	6Y, 6Z	68-CT-3A
	3216 Lowell Ave.	Los Angeles	6Y, 6Z	59-3A
	3216 Sheffield Ave.	Los Angeles	6Y, 6Z	69-CT-3A
	3218 Sheffield Ave.	Los Angeles	6Y, 6Z	71-CT-3A
	3219 Sheffield Ave.	Los Angeles	6Y, 6Z	70-CT-3A
	3220 Front St.	Los Angeles	6Y, 6Z	10-CT-3A
	3220 Lowell Ave.	Los Angeles	6Y, 6Z	60-3A
	3221 Winchester Ave.	Los Angeles	6Y, 6Z	62-3A
	3222 Lowell Ave.	Los Angeles	6Y, 6Z	61-3A
	3222 Sheffield Ave.	Los Angeles	6Y, 6Z	73-CT-3A
	3223 Sheffield Ave.	Los Angeles	6Y, 6Z	72-CT-3A
	3226 Lowell Ave.	Los Angeles	6Y, 6Z	74-CT-3A
	3226 Sheffield Ave.	Los Angeles	6Y, 6Z	76-CT-3A
	3227 Sheffield Ave.	Los Angeles	6Y, 6Z	75-CT-3A
	3227 Winchester Ave.	Los Angeles	6Y, 6Z	63-3A
	3314 Sheffield Ave.	Los Angeles	6Y, 6Z	90-CT-3A
	3315 Sheffield Ave.	Los Angeles	6Y, 6Z	89-CT-3A
	3318 Lowell Ave.	Los Angeles	6Y, 6Z	65-3A
	3318 Sheffield Ave.	Los Angeles	6Y, 6Z	92-CT-3A
	3319 Sheffield Ave.	Los Angeles	6Y, 6Z	91-CT-3A
	3321 Winchester Ave.	Los Angeles	6Y, 6Z	67-3A
	3322 Lowell Ave.	Los Angeles	6Y, 6Z	66-3A
	3322 Sheffield Ave.	Los Angeles	6Y, 6Z	94-CT-3A
	3323 Sheffield Ave.	Los Angeles	6Y, 6Z	93-CT-3A
	3326 Sheffield Ave.	Los Angeles	6Y, 6Z	96-CT-3A
	3327 Sheffield Ave.	Los Angeles	6Y, 6Z	95-CT-3A
	3327 Winchester Ave.	Los Angeles	6Y, 6Z	68-3A
	3330 Sheffield Ave.	Los Angeles	6Y, 6Z	98-CT-3A
	3331 Sheffield Ave.	Los Angeles	6Y, 6Z	97-CT-3A
	3331 Winchester Ave.	Los Angeles	6Y, 6Z	69-3A

Table 6: Resources that are *Not* Historical Resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.
	3334 Lowell Ave.	Los Angeles	6Y, 6Z	71-3A
	3334 Sheffield Ave.	Los Angeles	6Y, 6Z	100-CT-3A
	3335 Sheffield Ave.	Los Angeles	6Y, 6Z	99-CT-3A
	3335 Winchester Ave.	Los Angeles	6Y, 6Z	70-3A
	3338 Sheffield Ave.	Los Angeles	6Y, 6Z	102-CT-3A
	3339 Sheffield Ave.	Los Angeles	6Y, 6Z	101-CT-3A
	3342 Lowell Ave.	Los Angeles	6Y, 6Z	72-3A
	3342 Sheffield Ave.	Los Angeles	6Y, 6Z	104-CT-3A
	3343 Sheffield Ave.	Los Angeles	6Y, 6Z	103-CT-3A
	3343 Winchester Ave.	Los Angeles	6Y, 6Z	73-3A
	3400 Sheffield Ave.	Los Angeles	6Y, 6Z	106-CT-3A
	3401 Sheffield Ave.	Los Angeles	6Y, 6Z	105-CT-3A
	3401 Winchester Ave.	Los Angeles	6Y, 6Z	74-3A
	3404 Sheffield Ave.	Los Angeles	6Y, 6Z	108-CT-3A
	3405 Sheffield Ave.	Los Angeles	6Y, 6Z	107-CT-3A
	3408 Lowell Ave.	Los Angeles	6Y, 6Z	76-3A
	3408 Sheffield Ave.	Los Angeles	6Y, 6Z	110-CT-3A
	3409 Sheffield Ave.	Los Angeles	6Y, 6Z	109-CT-3A
	3409 Winchester Ave.	Los Angeles	6Y, 6Z	75-3A
	3412 Sheffield Ave.	Los Angeles	6Y, 6Z	112-CT-3A
	3415 Sheffield Ave.	Los Angeles	6Y, 6Z	111-CT-3A
	3418 Lowell Ave.	Los Angeles	6Y, 6Z	77-3A
	3418 Sheffield Ave.	Los Angeles	6Y, 6Z	114-CT-3A
	3419 Sheffield Ave.	Los Angeles	6Y, 6Z	113-CT-3A
	3422 Sheffield Ave.	Los Angeles	6Y, 6Z	116a-CT-3A
	3423 Sheffield Ave.	Los Angeles	6Y, 6Z	115-CT-3A
	3426 Sheffield Ave.	Los Angeles	6Y, 6Z	118-CT-3A
	3427 Sheffield Ave.	Los Angeles	6Y, 6Z	117-CT-3A
	3430 Lowell Ave.	Los Angeles	6Y, 6Z	116-CT-3A
	3430 Sheffield Ave.	Los Angeles	6Y, 6Z	120-CT-3A
	3431 Sheffield Ave.	Los Angeles	6Y, 6Z	119-CT-3A
	3431 Winchester Ave.	Los Angeles	6Y, 6Z	81-3A
	3514 Sheffield Ave.	Los Angeles	6Y, 6Z	133-CT-3A
	3515 Sheffield Ave.	Los Angeles	6Y, 6Z	132-CT-3A
	3515 Winchester Ave.	Los Angeles	6Y, 6Z	84-3A
	3518 Sheffield Ave.	Los Angeles	6Y, 6Z	135-CT-3A
	3519 Sheffield Ave.	Los Angeles	6Y, 6Z	134-CT-3A
	3522 Lowell Ave.	Los Angeles	6Y, 6Z	85-3A
	3522 Sheffield Ave.	Los Angeles	6Y, 6Z	137-CT-3A
	3523 Sheffield Ave.	Los Angeles	6Y, 6Z	136-CT-3A
	3526 Sheffield Ave.	Los Angeles	6Y, 6Z	139-CT-3A
	3529 Sheffield Ave.	Los Angeles	6Y, 6Z	138-CT-3A
	3529 Winchester Ave.	Los Angeles	6Y, 6Z	86-3A
	3530 Sheffield Ave.	Los Angeles	6Y, 6Z	141-CT-3A
	3533 Sheffield Ave.	Los Angeles	6Y, 6Z	140-CT-3A
	3534 Sheffield Ave.	Los Angeles	6Y, 6Z	143-CT-3A

Table 6: Resources that are *Not* Historical Resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.
	3537 Sheffield Ave.	Los Angeles	6Y, 6Z	142-CT-3A
	3538 Lowell Ave.	Los Angeles	6Y, 6L, 6Z	88-3A
	3539 Winchester Ave.	Los Angeles	6Y, 6Z	87-3A
	3540 Sheffield Ave.	Los Angeles	6Y, 6Z	145-CT-3A
	3541 Sheffield Ave.	Los Angeles	6Y, 6Z	144-CT-3A
	3542 Lowell Ave.	Los Angeles	6Y, 6Z	89-3A
	3700 Lowell Ave.	Los Angeles	6Y, 6Z	90-3A
	3700 Sheffield Ave.	Los Angeles	6Y, 6Z	147-CT-3A
	3701 Sheffield Ave.	Los Angeles	6Y, 6Z	146-CT-3A
	3705 Sheffield Ave.	Los Angeles	6Y, 6Z	148-CT-3A
	3706 Sheffield Ave.	Los Angeles	6Y, 6Z	149-CT-3A
	3710 Sheffield Ave.	Los Angeles	6Y, 6Z	151-CT-3A
	3711 Sheffield Ave.	Los Angeles	6Y, 6Z	150-CT-3A
	3715 Sheffield Ave.	Los Angeles	6Y, 6Z	152-CT-3A
	3715 Winchester Ave.	Los Angeles	6Y, 6Z	92-3A
	3716 Sheffield Ave.	Los Angeles	6Y, 6Z	153-CT-3A
	3719 Sheffield Ave.	Los Angeles	6Y, 6Z	154-CT-3A
	3720 Sheffield Ave.	Los Angeles	6Y, 6Z	155-CT-3A
	3723 Sheffield Ave.	Los Angeles	6Y, 6Z	156-CT-3A
	3724 Sheffield Ave.	Los Angeles	6Y, 6Z	157-CT-3A
	3730 Lowell Ave.	Los Angeles	6Y, 6Z	158-CT-3A
	3815 Sheffield Ave.	Los Angeles	6Y, 6Z	170-CT-3A
	3817 Sheffield Ave.	Los Angeles	6Y, 6Z	172-CT-3A
	3818 Sheffield Ave.	Los Angeles	6Y, 6Z	171-CT-3A
	3822 Sheffield Ave.	Los Angeles	6Y, 6Z	173-CT-3A
	3823 Sheffield Ave.	Los Angeles	6Y, 6Z	174-CT-3A
	3826 Sheffield Ave.	Los Angeles	6Y, 6Z	175-CT-3A
	3827 Sheffield Ave.	Los Angeles	6Y, 6Z	176-CT-3A
	3827 Winchester Ave.	Los Angeles	6Y, 6Z	97-3A
	3832 Sheffield Ave.	Los Angeles	6Y, 6Z	177-CT-3A
	3836 Sheffield Ave.	Los Angeles	6Y, 6Z	178-CT-3A
	3837 Sheffield Ave.	Los Angeles	6Y, 6Z	179-CT-3A
	3837 Winchester Ave.	Los Angeles	6Y, 6Z	105-3A
	3841 Sheffield Ave.	Los Angeles	6Y, 6Z	181-CT-3A
	3911 Stockbridge Ave.	Los Angeles	6Y, 6Z	183-CT-3A
	3917 Stockbridge Ave.	Los Angeles	6Y, 6Z	184-CT-3A
	3923 Stockbridge Ave.	Los Angeles	6Y, 6Z	185-CT-3A
	3927 Stockbridge Ave.	Los Angeles	6Y, 6Z	186-CT-3A
	3928 Stockbridge Ave.	Los Angeles	6Y, 6Z	182-CT-3A
	3931 Stockbridge Ave.	Los Angeles	6Y, 6Z	187-CT-3A
	3939 Stockbridge Ave.	Los Angeles	6Y, 6Z	188-CT-3A
	3945 Stockbridge Ave.	Los Angeles	6Y, 6L, 6Z	106-3A
	3949 Lowell Ave.	Los Angeles	6Y, 6Z	198-CT-3A
Cycle Parts	400 S Atlantic Blvd.	Los Angeles	6Y, 6Z	13-3B
	4005 Lowell Ave. (and 3955)	Los Angeles	6Y, 6Z	203-CT-3A

Table 6: Resources that are *Not* Historical Resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.
	4010 Lowell Ave.	Los Angeles	6Y, 6Z	209-CT-3A
	4217 Maycrest Ave.	Los Angeles	6Y, 6Z	215-CT-3A
	4226 Maycrest Ave.	Los Angeles	6Y, 6Z	219-CT-3A
	4303 Maycrest Ave.	Los Angeles	6Y, 6Z	220-CT-3A
	4312 Maycrest Ave.	Los Angeles	6Y, 6Z	221-CT-3A
	4316 Maycrest Ave.	Los Angeles	6Y, 6Z	223-CT-3A
	4317 Maycrest Ave.	Los Angeles	6Y, 6Z	222-CT-3A
	4320 Maycrest Ave.	Los Angeles	6Y, 6Z	224-CT-3A
	4326 Maycrest Ave.	Los Angeles	6Y, 6Z	226-CT-3A
	4329 Maycrest Ave.	Los Angeles	6Y, 6Z	225-CT-3A
	4332 Maycrest Ave.	Los Angeles	6Y, 6Z	227-CT-3A
	4333 Maycrest Ave.	Los Angeles	6Y, 6Z	118-3A
	4339 Maycrest Ave.	Los Angeles	6Y, 6Z	228-CT-3A
	4344 Winchester Ave.	Los Angeles	6Y, 6Z	119-3A
	4352 Maycrest Ave.	Los Angeles	6Y, 6Z	120-3A
	4358 Maycrest Ave.	Los Angeles	6Y, 6Z	231-CT-3A
	4359 Maycrest Ave.	Los Angeles	6Y, 6Z	229-CT-3A
	4363 Maycrest Ave.	Los Angeles	6Y, 6Z	230-CT-3A
	4401 Alpha St.	Los Angeles	6Y, 6Z	121-3A
	4401 Maycrest Ave.	Los Angeles	6Y, 6Z	232-CT-3A
	4407 Alpha St.	Los Angeles	6Y, 6Z	122-3A
	4416 Maycrest Ave.	Los Angeles	6Y, 6Z	123-3A
	4422 Maycrest Ave.	Los Angeles	6Y, 6Z	236-CT-3A
	4423 Maycrest Ave.	Los Angeles	6Y, 6Z	235-CT-3A
	4427 Alpha St.	Los Angeles	6Y, 6Z	125-3A
	4427 Maycrest Ave.	Los Angeles	6Y, 6Z	126-3A
	4432 Maycrest Ave.	Los Angeles	6Y, 6Z	238-CT-3A
	4433 Maycrest Ave.	Los Angeles	6Y, 6Z	237-CT-3A
	4437 Maycrest Ave.	Los Angeles	6Y, 6Z	129-3A
	4441 Alpha St.	Los Angeles	6Y, 6Z	130-3A
	4442 Maycrest Ave.	Los Angeles	6Y, 6Z	239-CT-3A
	4501 Alpha St.	Los Angeles	6Y, 6Z	132-3A
	4516 Maycrest Ave.	Los Angeles	6Y, 6Z	133-3A
	4522 Maycrest Ave.	Los Angeles	6Y, 6Z	134-3A
	4526 Maycrest Ave.	Los Angeles	6Y, 6Z	137-3A
	4527 Alpha St.	Los Angeles	6Y, 6Z	157-3A
	4536 Maycrest Ave.	Los Angeles	6Y, 6Z	158-3A
	4542 Maycrest Ave.	Los Angeles	6Y, 6Z	159-3A
Antiques	4732 Floral Dr.	Los Angeles	6Y, 6Z	14-3A
Argil Building Material Company	4754 Floral Dr.	Los Angeles	6Y, 6Z	13-3A
Zamora	4771 E Cesar E. Chavez Ave.	Los Angeles	6Y, 6Z	7-3A
	4772 Hammel St.	Los Angeles	6Y, 6Z	10-3A
	4777 Dozier Ave.	Los Angeles	6Y, 6Z	9-3A
	5433 Huntington Dr. No.	Los Angeles	6Y, 6Z	214-CT-3A
	5442 Huntington Dr.	Los Angeles	6Y, 6Z	202-CT-3A

Table 6: Resources that are *Not* Historical Resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.
Atlantic Automotive	545 S Atlantic Blvd.	Los Angeles	6Y, 6Z	11-3B
	5450 Huntington Dr.	Los Angeles	6Y, 6Z	210-CT-3A
	5450 Shelley St.	Los Angeles	6Y, 6Z	199-CT-3A
	5451 Shelley St.	Los Angeles	6Y, 6Z	204-CT-3A
	5453 Shelley St.	Los Angeles	6Y, 6Z	205-CT-3A
	5454 Keats St.	Los Angeles	6Y, 6Z	190-CT-3A
	5458 Shelley St.	Los Angeles	6Y, 6Z	200-CT-3A
	5459 Shelley St.	Los Angeles	6Y, 6Z	206-CT-3A
	5460 Huntington Dr.	Los Angeles	6Y, 6Z	211-CT-3A
	5460 Keats St.	Los Angeles	6Y, 6Z	191-CT-3A
	5462 Almont St.	Los Angeles	6Y, 6Z	216-CT-3A
	5464 Keats St.	Los Angeles	6Y, 6Z	192-CT-3A
	5464 Shelley St.	Los Angeles	6Y, 6Z	201-CT-3A
	5465 Keats St.	Los Angeles	6Y, 6Z	195-CT-3A
	5465 Shelley St.	Los Angeles	6Y, 6Z	207-CT-3A
	5466 Almont St.	Los Angeles	6Y, 6Z	217-CT-3A
	5466 Huntington Dr.	Los Angeles	6Y, 6Z	212-CT-3A
	5469 Shelley St.	Los Angeles	6Y, 6Z	208-CT-3A
	5470 Keats St.	Los Angeles	6Y, 6Z	193-CT-3A
	5471 Keats St.	Los Angeles	6Y, 6Z	196-CT-3A
	5476 Huntington Dr. (and 5479 and 5480)	Los Angeles	6Y, 6Z	218-CT-3A
	5476 Keats St.	Los Angeles	6Y, 6Z	194-CT-3A
	5477 Keats St.	Los Angeles	6Y, 6Z	197-CT-3A
	5483 Keats St.	Los Angeles	6Y, 6Z	107-3A
	5486 Huntington Dr.	Los Angeles	6Y, 6Z	213-CT-3A
	5510 Allan St.	Los Angeles	6Y, 6Z	29-CT-3A
	5510 Poplar Blvd.	Los Angeles	6Y, 6Z	94-3A
	5510 Templeton St.	Los Angeles	6Y, 6Z	83-3A
	5511 Allan St.	Los Angeles	6Y, 6Z	37-CT-3A
	5511 Norwich Ave.	Los Angeles	6Y, 6Z	83-CT-3A
	5511 Poplar Blvd.	Los Angeles	6Y, 6Z	164-CT-3A
	5514 Allan St.	Los Angeles	6Y, 6Z	30-CT-3A
	5514 Norwich Ave.	Los Angeles	6Y, 6Z	77-CT-3A
	5514 Poplar Blvd.	Los Angeles	6Y, 6Z	159-CT-3A
	5514 Templeton St.	Los Angeles	6Y, 6Z	121-CT-3A
	5515 Allan St.	Los Angeles	6Y, 6Z	38-CT-3A
	5515 Poplar Blvd.	Los Angeles	6Y, 6Z	165-CT-3A
	5515 Templeton St.	Los Angeles	6Y, 6Z	126-CT-3A
	5518 Allan Street.	Los Angeles	6Y, 6Z	31-CT-3A
	5518 Norwich Ave.	Los Angeles	6Y, 6Z	78-CT-3A
	5518 Poplar Blvd.	Los Angeles	6Y, 6Z	160-CT-3A
	5519 Allan St.	Los Angeles	6Y, 6Z	39-CT-3A
	5519 Norwich Ave.	Los Angeles	6Y, 6Z	84-CT-3A
	5519 Poplar Blvd.	Los Angeles	6Y, 6Z	166-CT-3A
	5519 Templeton St. (vacant)	Los Angeles	6Y, 6Z	127-CT-3A

Table 6: Resources that are *Not* Historical Resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.
	5520 Templeton St.	Los Angeles	6Y, 6Z	122-CT-3A
	5522 Norwich Ave.	Los Angeles	6Y, 6Z	79-CT-3A
	5522 Templeton St.	Los Angeles	6Y, 6Z	123-CT-3A
	5523 Allan St.	Los Angeles	6Y, 6Z	40-CT-3A
	5523 Norwich Ave.	Los Angeles	6Y, 6Z	85-CT-3A
	5523 Templeton St.	Los Angeles	6Y, 6Z	128-CT-3A
	5524 Allan St.	Los Angeles	6Y, 6Z	32-CT-3A
	5528 Allan St.	Los Angeles	6Y, 6Z	33-CT-3A
	5531 Allan St.	Los Angeles	6Y, 6Z	41-CT-3A
	5531 Templeton St.	Los Angeles	6Y, 6Z	129-CT-3A
	5532 Allan St.	Los Angeles	6Y, 6Z	34-CT-3A
	5532 Norwich Ave.	Los Angeles	6Y, 6Z	80-CT-3A
	5532 Poplar Blvd.	Los Angeles	6Y, 6Z	161-CT-3A
	5532 Templeton St.	Los Angeles	6Y, 6Z	124-CT-3A
	5533 Concord Ave.	Los Angeles	6Y, 6Z	26-CT-3A
	5533 Norwich Ave.	Los Angeles	6Y, 6Z	86-CT-3A
	5533 Poplar Blvd.	Los Angeles	6Y, 6Z	167-CT-3A
	5536 Allan St.	Los Angeles	6Y, 6Z	35-CT-3A
	5536 Norwich Ave.	Los Angeles	6Y, 6Z	81-CT-3A
	5536 Poplar Blvd.	Los Angeles	6Y, 6Z	162-CT-3A
	5536 Templeton St.	Los Angeles	6Y, 6Z	125-CT-3A
	5537 Allan St.	Los Angeles	6Y, 6Z	42-CT-3A
	5537 Concord Ave.	Los Angeles	6Y, 6Z	25-CT-3A
	5537 Concord Ave.	Los Angeles	6Y, 6Z	27-CT-3A
	5537 Norwich Ave.	Los Angeles	6Y, 6Z	87-CT-3A
	5537 Poplar Blvd.	Los Angeles	6Y, 6Z	168-CT-3A
	5537 Templeton St.	Los Angeles	6Y, 6Z	130-CT-3A
	5540 Norwich Ave.	Los Angeles	6Y, 6Z	82-CT-3A
	5540 Poplar Blvd.	Los Angeles	6Y, 6Z	163-CT-3A
	5540 Templeton St.	Los Angeles	6Y, 6Z	82-3A
	5541 Allan St.	Los Angeles	6Y, 6Z	43-CT-3A
	5541 Concord Ave.	Los Angeles	6Y, 6Z	28-CT-3A
	5541 Norwich Ave.	Los Angeles	6Y, 6Z	88-CT-3A
	5541 Poplar Blvd.	Los Angeles	6Y, 6Z	169-CT-3A
	5541 Templeton St.	Los Angeles	6Y, 6Z	131-CT-3A
	5544 Allan St.	Los Angeles	6Y, 6Z	36-CT-3A
	5544 Poplar Blvd.	Los Angeles	6Y, 6Z	95-3A
	5545 Norwich Ave.	Los Angeles	6Y, 6Z	64-3A
	5545 Poplar Blvd.	Los Angeles	6Y, 6Z	96-3A
	5548 Concord Ave.	Los Angeles	6Y, 6Z	18-CT-3A
Pharmaceutical Manufacturing	5555 Valley Blvd.	Los Angeles	6Y, 6Z	30-3A
	5561 Valley Blvd.	Los Angeles	6Y, 6Z	31-3A
	5565 Valley Blvd.	Los Angeles	6Y, 6Z	6-CT-3A
	5575 Valley Blvd. (vacant)	Los Angeles	6Y, 6Z	7-CT-3A
	5600 Alhambra Ave.	Los Angeles	6Y	11-CT-3A

Table 6: Resources that are *Not* Historical Resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.
	5601 Valley Blvd. (vacant, two parcels with one address)	Los Angeles	6Y, 6Z	8-CT-3A 9-CT-3A
	5649 Alhambra Ave. (2 properties, one address)	Los Angeles	6Y	12-CT-3A 13-CT-3A
Atlantic Park and swimming pool	570 S Atlantic Blvd.	Los Angeles	6Y, 6Z	10-3B
Family Clinic and Woman's Clinic	605 N Mednik Ave.	Los Angeles	6Y, 6Z	11-3A
Super Salud Liquor and Market	617 N Mednik Ave.	Los Angeles	6Y, 6Z	12-3A
Income Tax	635 S Atlantic Blvd.	Los Angeles	6Y, 6Z	9-3B
Comfort Living	650 S Atlantic Blvd.	Los Angeles	6Y, 6Z	8-3B
Krystal Beauty Salon	715 S Atlantic Blvd.	Los Angeles	6Y, 6Z	6-3B
Mega Cars	723 S Atlantic Blvd.	Los Angeles	6Y, 6Z	5-3B
	752 S Atlantic Blvd.	Los Angeles	6Y, 6Z	4-3B
Substation	NW cor E. 3 rd and Kern	Los Angeles	6Y, 6Z	1-3A
Royal View Terrace	1301 S Atlantic Blvd.	Monterey Park	6Y, 6Z	26-3B
California Equine Products Inc.	1401 Monterey Pass Rd.	Monterey Park	6Y, 6Z	15-3A
St. Thomas Aquinas Church	1501 S Atlantic Blvd.	Monterey Park	6Y, 6Z	25-3B
Gas Company	1801 S Atlantic Blvd.	Monterey Park	6Y, 6Z	24-3B
Monterey Hills Medical Dental Arts Building	1900 S Atlantic Blvd.	Monterey Park	6Y, 6Z	23-3B
Bank of America	1969 S Atlantic Blvd.	Monterey Park	6Y, 6Z	17-3B
Action Sales	415 S Atlantic Blvd.	Monterey Park	6Y, 6Z	36-3B
Maxim Flowers and Gifts	508 S Atlantic Blvd.	Monterey Park	6Y, 6Z	34-3B
Monterey Carwash	521 N Atlantic Blvd.	Monterey Park	6Y, 6Z	40-3B
Law Offices	601 S Atlantic Blvd.	Monterey Park	6Y, 6Z	32-3B
Good Shepherd Taiwanese Presbyterian Church	606 S Atlantic Blvd.	Monterey Park	6Y, 6Z	33-3B
Purrfect Auto Service	621 N Atlantic Blvd.	Monterey Park	6Y, 6Z	41-3B
	734 W Emerson Ave.	Monterey Park	6Y, 6Z	39-3B
C.F. Clinic	820 S Atlantic Blvd.	Monterey Park	6Y, 6Z	30-3B
Law Office of E. Lou	826 S Atlantic Blvd.	Monterey Park	6Y, 6Z	29-3B
Family Dentistry	861 S Atlantic Blvd.	Monterey Park	6Y, 6Z	27-3B
Cal-Fair Plaza	1, 11, 21, 23, and 27 W. California Blvd., 527 S. Fair Oaks Ave.	Pasadena	6Y, 6L, 6Z	129-3B
Sugano Jewelers	527 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	131-3B
Pasadena Medical Plaza	10 Congress St.	Pasadena	6Y, 6Z	124-3B
	10 Mayview Ln.	Pasadena	6Y, 6Z	449-3A

Table 6: Resources that are *Not* Historical Resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.
	1031 S. Pasadena Ave.	Pasadena	6Y, 6Z	315-CT-3A
Pasadena Federal Credit Union	1038 S Fair Oaks Ave.	Pasadena	6Y, 6Z	115-3B
Mirror Image Fitness	1139 S Fair Oaks Ave.	Pasadena	6Y, 6Z	113-3B
Crossfit	1167 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	111-3B
	1180 N. Fair Oaks Ave.	Pasadena	6Y, 6Z	110-3B
	182 Bellefontaine St. (vacant lot)	Pasadena	6Y, 6Z	345-CT-3A
	234 Bellefontaine St. (vacant lot)	Pasadena	6Y, 6Z	344-CT-3A
	245 S Los Robles Ave.	Pasadena	6Y, 6Z	149-3B
	245 Waverly Dr. (vacant)	Pasadena	6Y, 6Z	392-CT-3A
	250 Bellevue Dr. (vacant)	Pasadena	6Y, 6Z	377-CT-3A
	272 Bellevue Dr. (vacant)	Pasadena	6Y, 6Z	380-CT-3A
	275 Bellevue Dr. (vacant)	Pasadena	6Y, 6Z	381-CT-3A
	255 S. Hill Ave.	Pasadena	6Y, 6Z	153-3B
Citibank, etc	255 S. Lake Ave.	Pasadena	6Y, 6Z	151-3B
	255 Waverly Dr. (vacant)	Pasadena	6Y, 6Z	391-CT-3A
	265 Waverly Dr.	Pasadena	6Y, 6Z	390-CT-3A
	268 Waverly Dr.	Pasadena	6Y, 6Z	389-CT-3A
	269 Palmetto Dr.	Pasadena	6Y, 6Z	376-CT-3A
	27 Chestnut St.	Pasadena	6Y, 6Z	437-3A
	270 Orange Grove Blvd. (vacant portion of large parcel)	Pasadena	6Y, 6Z	393-CT-3A
Maranatha High School	270 S Orange Grove Blvd.	Pasadena	6Y, 6Z	422-3A
	275 Arlington Dr. (vacant)	Pasadena	6Y, 6Z	320-CT-3A
Walgreens	310 S. Lake Ave.	Pasadena	6Y, 6L, 6Z	152-3B
Roosevelt Elementary School	315 N. Pasadena Ave.	Pasadena	6Y, 6Z	436-3A
W.D.I. Group	325 S. Fair Oaks Ave.	Pasadena	6Y, 6L, 6Z	145-3B
Goodwill	340 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	144-3B
LAMA	370 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	143-3B
	370 S. Pasadena Ave.	Pasadena	6Y, 6Z	420-3A
	372 S. Pasadena Ave.	Pasadena	6Y, 6L, 6Z	419-3A
	375 Havendale Dr. (2 properties, 1 address, both vacant)	Pasadena	6Y, 6Z	387-CT-3A 388-CT-3A
	385 Havendale Dr. (2 properties, 1 address)	Pasadena	6Y, 6Z	385-CT-3A 386-CT-3A
	393 N. Euclid Ave.	Pasadena	6Y, 6Z	447-3A
	396 N. Raymond Ave.	Pasadena	6Y, 6Z	442-3A
	397 N. Summit Ave.	Pasadena	6Y, 6Z	443-3A
	399 N Raymond Ave.	Pasadena	6Y, 6Z	441-3A
Stanyer and Edmonson	400 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	141-3B

Table 6: Resources that are *Not* Historical Resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.
	402 Havendale Dr./ Bellevue Dr. (vacant)	Pasadena	6Y, 6Z	382-CT-3A
	405 Havendale Dr. (2 properties, 1 address, both vacant)	Pasadena	6Y, 6Z	384-CT-3A 385-CT-3A
	406 Gordon Ter.	Pasadena	6Y, 6Z	418-3A
Pasadena Light & Power Dispatching Center	45 E. Glenarm St.	Pasadena	6Y, 6L, 6Z	401-3A
Pasadena Antique Center	474-480 S Fair Oaks Ave.	Pasadena	6Y, 6L, 6Z	138-3B
	476 S. Pasadena Ave.	Pasadena	6Y, 6Z	416-3A
Fair Oaks Law Building	488 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	137-3B
Pasadena Community Christian Fellowship	500 S Pasadena Ave.	Pasadena	6Y, 6Z	415-3A
T.L. Gurley Antiques	512 S. Fair Oaks Ave.	Pasadena	6Y, 6L, 6Z	134-3B
Paw Boutique	519 S. Raymond Ave.	Pasadena	6Y, 6Z	414-3A
Dealership Building	55 N. Vernon Ave.	Pasadena	6Y, 6Z	433-3A
Palm Gardens	615 S. Pasadena Ave.	Pasadena	6Y, 6Z	412-3A
	650 N. Pasadena Ave.	Pasadena	6Y, 6Z	448-3A
Silver Birches	650 S. Raymond Ave.	Pasadena	6Y, 6Z	410-3A
Huntington Medical Research Institutes	660 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	126-3B
	665 S. Raymond Ave.	Pasadena	6Y, 6L, 6Z	409-3A
Pasadena Document Solutions	673-81 S. Raymond Ave.	Pasadena	6Y, 6Z	408-3A
Jones Coffee Roasters	693-95 S. Raymond Ave.	Pasadena	6Y, 6Z	407-3A
Metro Parking	700 S. Raymond Ave.	Pasadena	6Y, 6Z	406-3A
GEM Transitional Care	712 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	125-3B
	717 Cypress Ave.	Pasadena	6Y, 6Z	450-3A
Huntington Collection	766 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	123-3B
Rose Palace	835 S. Raymond Ave.	Pasadena	6Y, 6Z	405-3A
	837 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	120-3B
	859 S. Raymond Ave.	Pasadena	6Y, 6Z	404-3A
	901 S. Raymond Ave.	Pasadena	6Y, 6Z	403-3A
	909 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	118-3B
	925 Jane Pl.	Pasadena	6X, 6Z	330-CT-3A
	935 Jane Pl.	Pasadena	6Y, 6Z	329-CT-3A
	946 S. Pasadena Ave.	Pasadena	6Y, 6Z	327-CT-3A
Nightsun	995 S. Fair Oaks Ave.	Pasadena	6Y, 6Z	116-3B
	4134 Rosemead Blvd.	Rosemead	6Y, 6Z	6-3C
San Gabriel Police Dept.	625 S. Del Mar Blvd.	San Gabriel	6Y, 6Z	4-3C
Wells Fargo Bank	1000 Fair Oaks Ave.	South Pasadena	6Y, 6Z	90-3B
Century House	1000 Meridian Ave.	South Pasadena	6Y, 6Z	315-3A

Table 6: Resources that are *Not* Historical Resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.
	1001 El Centro St.	South Pasadena	6Y, 6Z	307-3A
	1003 Monterey Rd.	South Pasadena	6Y, 6L, 6Z	264-3A
W.J. Filley Building	1005 Fair Oaks Ave.	South Pasadena	6Y, 6Z	89-3B
	1009 El Centro St.	South Pasadena	6Y, 6Z	308-3A
B. Lee Salon	1009 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	88-3B
	1011 Magnolia St.	South Pasadena	6Y, 6Z	340-3A
B&H Bicycles	1013 Fair Oaks Ave.	South Pasadena	6Y, 6Z	87-3B
	1014 Magnolia St.	South Pasadena	6Y, 6Z	349-3A
	1016 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	86-3B
	1017 Diamond Ave.	South Pasadena	6Y, 6Z	304-3A
	1017 Grevelia St.	South Pasadena	6Y, 6Z	355-3A
	1017 Magnolia St.	South Pasadena	6Y, 6Z	341-3A
	1019 Foothill St.	South Pasadena	6Y, 6Z	261-CT-3A
Edmond Thompson Antiques	1020 Fair Oaks Ave.	South Pasadena	6Y, 6Z	84-3B
	1020 Foothill St.	South Pasadena	6Y, 6Z	361-3A
	1021 Diamond Ave.	South Pasadena	6Y, 6Z	302-3A
	1021 Foothill St.	South Pasadena	6Y, 6Z	262-CT-3A
	1021 Magnolia St. (and 1023)	South Pasadena	6Y, 6Z	258-CT-3A
	1023 Buena Vista St.	South Pasadena	6Y, 6Z	370-3A
	1024 Meridian Ave.	South Pasadena	6Y, 6Z	300-3A
	1025 Diamond Ave.	South Pasadena	6Y, 6Z	299-3A
	1025 Highland St.	South Pasadena	6Y, 6Z	377-3A
	1025 Magnolia St.	South Pasadena	6Y, 6Z	344-3A
	1028 Magnolia St.	South Pasadena	6Y, 6Z	259-CT-3A
	1029 Magnolia St.	South Pasadena	6Y, 6Z	345-3A
	1030 Foothill St.	South Pasadena	6Y, 6Z	265-CT-3A
	1030 Hope St.	South Pasadena	6Y, 6Z	330-3A
	1030 Magnolia St.	South Pasadena	6Y, 6Z	348-3A
	1031 Grevelia St.	South Pasadena	6Y, 6Z	356-3A
	1033 Buena Vista St.	South Pasadena	6Y, 6Z	369-3A
	1034 Foothill St.	South Pasadena	6Y, 6Z	363-3A
	1035 Foothill St.	South Pasadena	6Y, 6Z	263-CT-3A
	1035 Grevelia St.	South Pasadena	6Y, 6Z	358-3A
	1035 Magnolia St.	South Pasadena	6Y, 6Z	346-3A
	1037 Buena Vista St.	South Pasadena	6Y, 6Z	368-3A
	1038 Foothill St.	South Pasadena	6Y, 6Z	364-3A
	1039 Grevelia St.	South Pasadena	6Y, 6Z	260-CT-3A
	1041 Foothill St.	South Pasadena	6Y, 6Z	264-CT-3A
	1100 Buena Vista St.	South Pasadena	6Y, 6Z	372-3A
	1100 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	83-3B
	1101 Diamond Ave.	South Pasadena	6Y, 6Z	298-3A
	1105 Buena Vista St.	South Pasadena	6Y, 6Z	367-3A
	1105 Diamond Ave.	South Pasadena	6Y, 6Z	294-3A
	1106 Buena Vista St.	South Pasadena	6Y, 6Z	373-3A
Bryant Properties	1108 Fair Oaks Ave.	South Pasadena	6Y, 6Z	82-3B

Table 6: Resources that are *Not* Historical Resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.
	1114 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	81-3B
	1115 Diamond Ave.	South Pasadena	6Y, 6Z	289-3A
	1118 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	80-3B
My Escape	1132 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	79-3B
Tina Nails	1134 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	78-3B
	1134–1136 Glendon Way	South Pasadena	6Y, 6Z	255-CT-3A
	1135 Diamond Ave.	South Pasadena	6Y, 6Z	274-3A
Oral and Maxillofacial Surgery	1141 Fremont Ave.	South Pasadena	6Y, 5D2	2-3C
	1212 Meridian Ave.	South Pasadena	6Y, 6L, 6Z	263-3A
Marco's Collision Center	1220 Fair Oaks Ave.	South Pasadena	6Y, 6Z	77-3B
	1220–22 Meridian Ave.	South Pasadena	6Y, 6Z	258-3A
	1315 Meridian Ave.	South Pasadena	6Y, 6Z	248-3A
	1316–18 Meridian Ave.	South Pasadena	6Y, 6Z	249-3A
George McDonald and Associates	1318 Fair Oaks Ave.	South Pasadena	6Y, 6Z	76-3B
	1321 Meridian Ave.	South Pasadena	6Y, 6Z	250-CT-3A
	1325 Meridian Ave.	South Pasadena	6Y, 6Z	249-CT-3A
	1401 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	75-3B
	1401 Meridian Ave.	South Pasadena	6Y, 6Z	243-3A
	1401 Monterey Rd.	South Pasadena	6Y, 6Z	1-3C
	1404 Maple St.	South Pasadena	6Y, 6Z	197-3A
	1406 Oneonta Knl.	South Pasadena	6Y, 6Z	209-3A
	1407 Fair Oaks Ave.	South Pasadena	6Y, 6Z	74-3B
	1408 Maple St.	South Pasadena	6Y, 6Z	198-3A
	1411 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	73-3B
	1412 Maple St.	South Pasadena	6Y, 6Z	199-3A
	1414 Beech St.	South Pasadena	6Y, 6Z	203-3A
	1414 Oneonta Knl	South Pasadena	6Y, 6Z	210-3A
	1415 Beech St.	South Pasadena	6Y, 6Z	202-3A
	1415 Fair Oaks Ave.	South Pasadena	6Y, 6Z	71-3B
	1417 Beech St.	South Pasadena	6Y, 6L, 6Z	201-3A
	1417 Meridian Ave.	South Pasadena	6Y, 6Z	241-3A
	1418 Beech St.	South Pasadena	6Y, 6Z	204-3A
	1420 Oneonta Knl.	South Pasadena	6Y, 6Z	211-3A
	1421 Beech St.	South Pasadena	6Y, 6Z	200-3A
	1421 Fair Oaks Ave.	South Pasadena	6Y, 6Z	70-3B
	1421 Oneonta Knl	South Pasadena	6Y, 6Z	208-3A
	1422 Beech St.	South Pasadena	6Y, 6Z	205-3A
	1424 Oneonta Knl	South Pasadena	6Y, 6L, 6Z	212-3A
	1425 Fair Oaks Ave.	South Pasadena	6Y, 6Z	69-3B
	1426 Beech St.	South Pasadena	6Y, 6Z	206-3A
	1428 Oneonta Knl.	South Pasadena	6Y, 6Z	213-3A
	1429 Oneonta Knl.	South Pasadena	6Y, 6L, 6Z	207-3A
Fashion Dry Cleaners	1431 Huntington Dr.	South Pasadena	6Y, 6Z	217-3A
	1432 Oneonta Knl.	South Pasadena	6Y, 6Z	214-3A

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Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.	
Dilbeck Real Estate	1499 Huntington Dr.	South Pasadena	6Y, 6Z	52-3B	
	1500 Oneonta Knl.	South Pasadena	6Y, 6Z	215-3A	
Fairway Apartments	1505 Fair Oaks Ave.	South Pasadena	6Y, 6Z	68-3B	
	1505 Huntington Dr.	South Pasadena	6Y, 6Z	216-3A	
Fair Laurel Apartments	1509 Laurel St.	South Pasadena	6Y, 6Z	57-3B	
	1515 Oak St.	South Pasadena	6Y, 6L, 6Z	64-3B	
	1517 Fair Oaks Ave.	South Pasadena	6Y, 6Z	67-3B	
	1520 Mission St.	South Pasadena	6Y, 6L, 6Z	96-3B	
	1520 Spruce St.	South Pasadena	6Y, 6Z	53-3B	
Law Offices	1525 Fair Oaks Ave.	South Pasadena	6Y, 6Z	66-3B	
	1540 Laurel St.	South Pasadena	6Y, 6L, 6Z	58-3B	
	1600 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	63-3B	
	1609 Raymond Hill Rd.	South Pasadena	6Y, 6Z	109-3B	
Lean by Marco	1610 Mission St.	South Pasadena	6Y, 6L, 6Z	310-3A	
	1612 Fair Oaks Ave.	South Pasadena	6Y, 6Z	62-3B	
	1615 Fair Oaks Ave.	South Pasadena	6Y, 6Z	60-3B	
	1616 Fair Oaks Ave.	South Pasadena	6Y, 6Z	59-3B	
	1656 Huntington Dr.	South Pasadena	6Y, 6Z	51-3B	
	1700-04 Fair Oaks Ave.	South Pasadena	6Y, 6Z	56-3B	
	1709 Garfield Ave.	South Pasadena	6Y, 6L, 6Z	49-3B	
	1709-11 Huntington Dr.	South Pasadena	6Y, 6Z	50-3B	
	1714 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	55-3B	
	1715 Fair Oaks Ave.	South Pasadena	6Y, 6Z	54-3B	
	1722 Gillette Crst.	South Pasadena	6Y, 6Z	245-CT-3A	
	1724 Gillette Crst.	South Pasadena	6Y, 6Z	244-CT-3A	
	1732 Gillette Crst.	South Pasadena	6X, 5D2	235-3A	
	1740 Gillette Crst.	South Pasadena	6Y, 6Z	234-3A	
	Fair Oaks Medical	1800 Fair Oaks Ave.	South Pasadena	6Y, 6Z	219-3A
		1800 Gillette Crst.	South Pasadena	6X, 5D2	227-3A
1801 Fair Oaks Ave.		South Pasadena	6Y, 6L, 6Z	220-3A	
1804 Gillette Crst.		South Pasadena	6X, 5D2	226-3A	
1808 Gillette Crst.		South Pasadena	6X, 5D2	225-3A	
1810 Fair Oaks Ave.		South Pasadena	6Y, 6Z	218-3A	
1812 Gillette Crst.		South Pasadena	6X, 5D2	223-3A	
1858 Alpha St.		South Pasadena	6Y, 6Z	196-3A	
1870 Alpha St.		South Pasadena	6Y, 6Z	195-3A	
1900 La Fremontia St.		South Pasadena	6Y, 6L, 6Z	192-3A	
1906 Alpha St.		South Pasadena	6Y, 6Z	193-3A	
1912 La Fremontia St.		South Pasadena	6Y, 6Z	191-3A	
1926 La Fremontia St.		South Pasadena	6Y, 6Z	190-3A	
1938 La Fremontia St.		South Pasadena	6Y, 6Z	188-3A	
2000 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	156-3A		
2001 Alpha St.	South Pasadena	6Y, 6Z	187-3A		
2004 Fremont Ave.	South Pasadena	6Y, 6Z	155-3A		
2005 Alpha St.	South Pasadena	6Y, 6Z	186-3A		

Table 6: Resources that are *Not* Historical Resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.
	2008 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	154-3A
	2010 Maycrest Ave.	South Pasadena	6Y, 6Z	183-3A
	2011 Alpha St.	South Pasadena	6Y, 6Z	185-3A
	2012 Alpha St.	South Pasadena	6Y, 6Z	184-3A
	2012 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	153-3A
	2012 Maycrest Ave.	South Pasadena	6Y, 6Z	182-3A
	2015 Alpha St.	South Pasadena	6Y, 6Z	181-3A
	2016 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	152-3A
	2018 Alpha Ave.	South Pasadena	6Y, 6Z	243-CT-3A
	2019 Alpha St.	South Pasadena	6Y, 6Z	179-3A
	2020 Maycrest Ave.	South Pasadena	6Y, 6Z	178-3A
	2021 Alpha St.	South Pasadena	6Y, 6Z	177-3A
	2025 Alpha St.	South Pasadena	6Y, 6Z	176-3A
	2028 Alpha St.	South Pasadena	6Y, 5D2	175-3A
	2028 Maycrest Ave.	South Pasadena	6Y, 6Z	173-3A
	2029 Alpha St.	South Pasadena	6Y, 6Z	174-3A
	2030 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	150-3A
	2032 Alpha St.	South Pasadena	6Y, 6Z	171-3A
	2033 Alpha St.	South Pasadena	6Y, 6Z	172-3A
	2034 Alpha St.	South Pasadena	6Y, 6Z	170-3A
	2037 Alpha St.	South Pasadena	6Y, 6Z	169-3A
	2040 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	149-3A
	2040 Maycrest Ave.	South Pasadena	6Y, 6Z	168-3A
	2041 Alpha St.	South Pasadena	6Y, 6Z	167-3A
	2042 Alpha Ave.	South Pasadena	6Y, 6Z	242-CT-3A
	2042 Alpha St.	South Pasadena	6Y, 6Z	166-3A
	2042 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	148-3A
	2043 Alpha St.	South Pasadena	6Y, 6Z	164-3A
	2046 Alpha St.	South Pasadena	6Y, 6L, 6Z	165-3A
	2049 Alpha St.	South Pasadena	6Y, 6Z	163-3A
	2050 Alpha St.	South Pasadena	6Y, 6Z	162-3A
	2054 Fremont Ave.	South Pasadena	6Y, 6Z	147-3A
	2060 Alpha St.	South Pasadena	6Y, 6Z	161-3A
	2064 Fremont Ave.	South Pasadena	6Y, 6Z	146-3A
	2070 Fremont Ave.	South Pasadena	6Y, 6L, 6Z	145-3A
	215 Fairview Ave. (vacant lot)	South Pasadena	6Y, 6Z	273-CT-3A
	216 Fairview Ave.	South Pasadena	6Y, 6Z	274-CT-3A
	218 Fairview Ave.	South Pasadena	6Y, 6Z	389-3A
	219 Fairview Ave.	South Pasadena	6Y, 6Z	388-3A
	223 Fairview Ave.	South Pasadena	6Y, 6Z	385-3A
	225 Fairview Ave.	South Pasadena	6Y, 6Z	271-CT-3A
	226 Fair Oaks Ave.	South Pasadena	6Y, 6Z	108-3B
	230 Fair Oaks Ave.	South Pasadena	6Y, 6Z	107-3B
	234 Fair Oaks Ave.	South Pasadena	6Y, 6Z	106-3B
	245 Fair Oaks Ave.	South Pasadena	6Y, 6Z	105-3B

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Name	Address	Local Jurisdiction/ Community	OHP Code	AP E Map Ref. No.
	300 Fairview Ave.	South Pasadena	6Y, 6Z	387-3A
	302 Fairview Ave.	South Pasadena	6Y, 6Z	272-CT-3A
	307 Fremont Ave.	South Pasadena	6Y, 6Z	383-3A
	308 Fairview Ave.	South Pasadena	6Y, 6Z	384-3A
	311 Fairview Ave.	South Pasadena	6Y, 6Z	270-CT-3A
	316 Fairview Ave.	South Pasadena	6Y, 6Z	269-CT-3A
	320 Fairview Ave.	South Pasadena	6Y, 6Z	380-3A
	328 Fairview Ave.	South Pasadena	6Y, 6Z	379-3A
	330 Fairview Ave.	South Pasadena	6Y, 6Z	378-3A
	408 Fairview Ave.	South Pasadena	6Y, 6Z	376-3A
	414 Fairview Ave.	South Pasadena	6Y, 6Z	375-3A
Carmine's Restaurant and Bar	424 Fair Oaks Ave.	South Pasadena	6Y, 6Z	103-3B
	501 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	102-3B
	505 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	101-3B
	509 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	100-3B
	513 Fair Oaks Ave.	South Pasadena	6Y, 6L, 6Z	99-3B
	607 Fairview Ave.	South Pasadena	6Y, 6Z	357-3A
	712 Hope Ct.	South Pasadena	6Y, 6Z	334-3A
	713 Hope Ct.	South Pasadena	6Y, 6Z	333-3A
	715 Hope Ct.	South Pasadena	6Y, 6Z	332-3A
	718 Hope Ct.	South Pasadena	6Y, 6Z	329-3A
	719 Hope Ct.	South Pasadena	6Y, 5D2	331-3A
Pet Store	725 Fair Oaks Ave.	South Pasadena	6Y, 6Z	98-3B
	807 Rollin St. (vacant)	South Pasadena	6Y, 6Z	247-CT-3A
	808 Meridian Ave.	South Pasadena	6Y, 6Z	324-3A
	809 Summit Dr.	South Pasadena	6Y, 6Z	231-3A
	815 Rollin St.	South Pasadena	6Y, 6Z	248-CT-3A
	817 Summit Dr.	South Pasadena	6Y, 6Z	230-3A
Comerca Bank	820 Fair Oaks Ave.	South Pasadena	6Y, 6Z	95-3B
	821 Summit Dr.	South Pasadena	6Y, 6Z	229-3A
	826 Oneonta Dr.	South Pasadena	6Y, 6Z	224-3A
	826 Summit Dr.	South Pasadena	6Y, 6Z	232-3A
	829 Rollin St.	South Pasadena	6Y, 6L, 6Z	238-3A
	830 Oneonta Dr.	South Pasadena	6Y, 6Z	222-3A
	834 Oneonta Dr.	South Pasadena	6Y, 6Z	221-3A
	839 Rollin St.	South Pasadena	6Y, 6Z	239-3A
	845 Rollin St.	South Pasadena	6Y, 6Z	240-3A
	857 Flores De Oro	South Pasadena	6Y, 6Z	237-3A
	857 Oneonta Dr.	South Pasadena	6Y, 6L, 6Z	194-3A
	863 Flores De Oro	South Pasadena	6Y, 6Z	236-3A
	870 Bank St.	South Pasadena	6Y, 6Z	246-3A
	887 Flores De Oro	South Pasadena	6Y, 6Z	246-CT-3A
	900 Bank St.	South Pasadena	6Y, 6Z	245-3A
	901 Summit Dr.	South Pasadena	6Y, 6L, 6Z	233-3A
	903 Monterey Rd.	South Pasadena	6Y, 6Z	252-CT-3A

Table 6: Resources that are *Not* Historical Resources under CEQA, per CEQA Guidelines 15064.5, because they do not meet the California Register criteria outlined in PRC 5024.1

Name	Address	Local Jurisdiction/ Community	OHP Code	APE Map Ref. No.
	904 Lyndon St.	South Pasadena	6Y, 6L, 6Z	262-3A
	904 Monterey Rd.	South Pasadena	6Y, 6L, 6Z	268-3A
	905 Monterey Rd.	South Pasadena	6Y, 6L, 6Z	267-3A
	908 Bank St.	South Pasadena	6Y, 6Z	244-3A
	908 Lyndon St.	South Pasadena	6Y, 6Z	261-3A
	908–910 Monterey Rd.	South Pasadena	6Y, 6Z	254-CT-3A
	911 Lyndon St.	South Pasadena	6Y, 6Z	256-3A
	912 Monterey Rd.	South Pasadena	6Y, 6Z	269-3A
	913 Lyndon St.	South Pasadena	6Y, 6Z	255-3A
	914 Lyndon St.	South Pasadena	6Y, 6L, 6Z	260-3A
	915 Lyndon St.	South Pasadena	6Y, 6Z	254-3A
	915 Monterey Rd.	South Pasadena	6Y, 6L, 6Z	266-3A
	916 Lyndon St.	South Pasadena	6Y, 6Z	251-CT-3A
Chuck's Appliance Service	917 Fair Oaks Ave.	South Pasadena	6Y, 6Z	94-3B
Speers TV	919 Fair Oaks Ave.	South Pasadena	6Y, 6Z	93-3B
	920 Lyndon St.	South Pasadena	6Y, 6L, 6Z	259-3A
	920 Monterey Rd.	South Pasadena	6Y, 6Z	270-3A
Luchas Comfort Footwear	921 Fair Oaks Ave.	South Pasadena	6Y, 6Z	92-3B
Bank of America	923 Fair Oaks Ave.	South Pasadena	6Y, 6Z	91-3B
	925 Lyndon St.	South Pasadena	6Y, 6Z	253-3A
	431, 429-429B Garfield Ave	South Pasadena	6Y, 6Z	7-3C
	427 Garfield Ave.	South Pasadena	6Y, 6Z	8-3C
	417-419 Garfield Ave.	South Pasadena	6Y, 6Z	9-3C
	413 Garfield Ave.	South Pasadena	6Y, 6Z	10-3C
	409 Garfield Ave.	South Pasadena	6Y, 6Z	11-3C
Valley View Heights Neighborhood	Roughly bounded by Meridian Avenue and Gillette Crescent	South Pasadena	6Y, 6L, 6Z	6-HD-3A
Gillette Crescent Neighborhood	Roughly bounded by Valley View Road and Alpha, Kendall, and Meridian Avenues	South Pasadena	6Y, 6L, 6Z	7-HD-3A

CONCLUSIONS

In conclusion, there are a total of 68 properties in the project APE that are either listed in or eligible for listing in the National Register. This includes 43 properties previously listed in or determined eligible for listing in the National Register (including 11 historic districts), 22 properties that were determined eligible for listing in the National Register as a result of this study (including 2 historic districts and one park), and 3 properties (Route 66, 318 Fairview Avenue, and 2020 Fremont Avenue) that are being considered eligible for listing in the National Register for purposes of this study only. In addition to these 68 National Register

properties, there are 9 properties (including one historic district) that are “historical resources” pursuant to CEQA, but are not eligible for listing in the National Register.

As stated in the paragraph above, pursuant to the 2014 Section 106 PA, Stipulation VIII.C.4, Caltrans is considering Route 66, 318 Fairview Avenue (APE Map Ref # 381-3A), and 2020 Fremont Avenue (APE Map Ref # 151-3A) as eligible for the National Register for purposes of this project only.

Pursuant to PRC 5024, all the State-owned historical resources within the APE were previously evaluated and the SHPO has concurred with those conclusions.

For CEQA purposes, in compliance with PRC 15064.5(a), Caltrans, as the Lead Agency under CEQA, has determined that the 74 resources listed in Table 5 are historical resources pursuant to CEQA. Caltrans, however, is providing this information to the SHPO as a courtesy only and is not seeking the SHPO’s comments.

VII. PREPARER QUALIFICATIONS

The architectural component of this study was undertaken by Architectural Historian/Historian Casey Tibbet with assistance from Architectural Historian Elisa Bechtel and Archaeologists Riordan Goodwin and Gini Austerman. The archaeological component was conducted by Archaeologists Roberta Thomas, M.A., RPA and Karl Holland, M.A., RPA.

Casey Tibbet is an Architectural Historian who earned her Master of Arts in Historic Preservation from the University of California, Riverside, and has been practicing architectural history and historic preservation in California since 1997. Ms. Tibbet defined the indirect APE, conducted one of the reconnaissance-level surveys, supervised the other reconnaissance-level surveys, and conducted the intensive field surveys. She also completed research, prepared the HRER, supervised preparation of the DPR forms, and assisted with preparation of the HPSR.

Elisa Bechtel is an Architectural Historian who earned her Masters of Letters in History from the University of Glasgow, Scotland. Ms. Bechtel has three years of experience doing historical research and writing. She assisted with the reconnaissance and intensive-level field surveys, conducted historic context research and property specific research, assisted with preparation of the HRER, and assisted with preparation of the DPR forms under the supervision of Ms. Tibbet, who qualifies as a Principal Architectural Historian.

Michael Hibma is an Architectural Historian who earned his Masters of Arts in History from the California State University, Sacramento in 2007. Mr. Hibma meets the Secretary of the Interior's Professional Qualification Standards as an architectural historian and is a Registered Professional Historian #603. He has over 10 years of experience in cultural resources management including archival and historical research, architectural field surveys, architectural inventories, analysis, and reporting. Mr. Hibma conducted all of the Sanborn Fire Insurance Map research that was used in the DPR forms.

Eugene Heck is an Architectural Historian who earned his Masters of Arts in Historic Preservation from the University of California, Riverside in 2000. Mr. Heck meets the Secretary of the Interior's Professional Qualification Standards as an architectural historian and is an active member of the Society of Architectural Historians, Southern California Chapter. He retired from state service after more than twenty years, during which he conducted archival and historical research, authored many reports, evaluated numerous bridges, and peer reviewed several statewide historical contexts. Mr. Heck conducted one of the reconnaissance-level field surveys, assisted with building permit research, and completed additional property specific research and the resource evaluations for properties in the cities of Alhambra and Pasadena. He also conducted the intensive-level field survey for several properties on Garfield Avenue in South Pasadena and completed the related evaluations of those properties.

Judith Marvin has over 30 years of experience in the field of historic cultural resources evaluation, identification, documentation, and preservation. Ms. Marvin meets the Secretary

of the Interior's Professional Qualification Standards as an architectural historian. Ms. Marvin completed the evaluations of the historic districts and properties in South Pasadena.

Laura G. Carías has over eight years of experience in the field of historic cultural resources evaluation, identification, documentation, and preservation. She specializes in Historic American Buildings Survey (HABS) documentation, assessment of historic significance, preparation of documentation to support the California Environmental Quality Act (CEQA), compliance with the Secretary of Interior's Standards, and coordination of historic resources surveys. Ms. Carías earned her Masters of Arts in Public History from California State University, Sacramento in 2006 and satisfies the Secretary of the Interior's professional qualification standards as an architectural historian. She completed evaluations for properties in South Pasadena.

Terry Brejla has worked in cultural resources for 29 years, beginning as a research assistant and editor. She has participated in historical resources inventories for city, county, state, and federal agencies in northern California, as well as Nevada. She has recorded numerous buildings and conducted extensive archival research using official records to establish historical context, ownership, occupation, and land-use history. She has co-authored or edited numerous architectural survey reports, contextual histories, state historic resource record forms, and publications for cultural resources management firms. She is a Tuolumne County Historic Preservation Review Commissioner. Ms. Brejla completed evaluations for properties in Los Angeles and South Pasadena.

Riordan Goodwin earned his Bachelor of Arts degree in Anthropology from San Diego State University (SDSU) and also completed the Anthropology Graduate Program coursework at SDSU. He has 21 years of archaeological experience, which includes a background in both prehistoric/historic archaeology and historic built environments of Southern California. Mr. Goodwin qualifies as a Co-Principal Investigator, Prehistoric Archaeology and Historical Archaeology, per the Programmatic Agreement. Mr. Goodwin assisted with the architectural field surveys (photography), historical research, records search, and development of the historic contexts.

Gini Austerman earned her Bachelor of Arts in 2002 and her Masters of Arts in Anthropology in 2004 from California State University, Fullerton (CSUF). She has 11 years of archaeological experience, which includes a background in both prehistoric/historic archaeology and historic built environments of Southern California. Ms. Austerman qualifies as a Principal Investigator, Prehistoric Archaeology and Historical Archaeology, per the Programmatic Agreement. Ms. Austerman assisted with the architectural field surveys (photography), historical research, and development of the historic contexts. Ms. Austerman also completed all of the City Directory and Ancestry.com research and assisted with the building permit research.

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**IX. DEPARTMENT OF PARKS AND RECREATION (DPR) 523
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