

ATTACHMENT H:

DETERMINATION DOCUMENTATION

WAR MEMORIAL BUILDING

435 FAIR OAKS AVENUE, SOUTH PASADENA, CA

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO 94296-0001
(916) 653-6624
FAX: (916) 653-9824



July 18, 1994

REPLY TO: HUD940509J

Linda Samels, Development Specialist
Community Development Block Grant Division
Community Development Commission
county of Los Angeles
2525 Corporate Place, Suite 200
MONTEREY PARK CA 91754

Dear Ms. Samels:

RE: REHABILITATION OF WAR MEMORIAL BUILDING, 435 FAIR OAKS
AVENUE, SOUTH PASADENA

Thank you for forwarding the above referenced undertaking to my office for review and comment pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations found at 36 CFR Part 800.

This 1922 City of Pasadena War Memorial Building at 435 Fair Oaks Avenue was previously identified as a property eligible for inclusion in the National Register of Historic Places. I agree that that designation is still appropriate. Thus, for purposes of this Section 106 review, it is considered a "historic property."

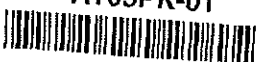
The undertaking consists of modifying restrooms on both floors making them handicapped accessible, and providing wheel-chair access ramps to allow entrance from the outside of the building to the lower floor. I have reviewed the plans prepared by Dan Peterson, dated December 27, 1993. Although you have not proposed an effect determination, I suggest that the work will have no adverse effect to the historic property. If you agree that is the appropriate effect determination, forward the project to the Advisory Council on Historic Preservation for their comment pursuant to Section 800.5(d)(1).

If you have further comments or questions, please do not hesitate to contact staff historian Lucinda Woodward at (916) 653-9116.

Sincerely,

Cherilyn Widell
State Historic Preservation Officer

AT05PK-01



SEQUOYAH SCHOOL/NEIGHBORHOOD CHURCH

535 S. PASADENA AVENUE, PASADENA, CA

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL ANALYSIS, MS 27
1120 N STREET
P. O. BOX 942874
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FAX (916) 653-7757
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April 28, 2010

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Attention: Susan Stratton

Subject: Request for Expedited Public Resources Code §5024 Eligibility Concurrence
535 South Pasadena Avenue, Pasadena - Route LA-710 Historic Houses

The Department of Transportation (Caltrans) requests State Historic Preservation Officer's (SHPO) expedited review of and concurrence with the adequacy and content of the electronically attached DPR 523 and Condition Assessment Report Part I (Character Defining Features) forms for the following four buildings and landscape features at the Sequoyah School at 535 South Pasadena Avenue, Pasadena.

- Former Parsonage (designed by Sylvanus Marston, built in 1910)
- Nursery School (designed by Whitney R. Smith and Wayne R. Williams, built in 1948)
- Children's Chapel (now known as the Library, designed by Whitney R. Smith and Wayne R. Williams, built in 1954)
- Religious Education Building (now known as the Millikan Building, designed by Whitney R. Smith and Wayne R. Williams, built in 1956)

Background

In 1969, the California Division of Highways (Caltrans former name) acquired the parcel at 535 South Pasadena Avenue for construction of the Route 710 Freeway Gap Closure Project. Included on the parcel at the time of acquisition were the Neighborhood Church (1875), former Parsonage, Nursery School, Children's Chapel, and Religious Education Building. In 1974 the Neighborhood Church was demolished as the freeway was being constructed to the north of the parcel. Between 1974 and 1983, when Pasadena was being surveyed to identify historic properties within the project's Area of Potential Effects, the Federal Highway Administration identified the Markham Place Historic District as eligible for inclusion in the National Register of Historic Places. On March 31, 1983, the Keeper of the National Register concurred. In 1995 the boundaries were expanded and on November 20, 1995, the Keeper determined that the district's expanded boundaries were eligible for the National Register. At the time of these determinations, the northern boundary included the properties on the south side of West California Boulevard, between South Pasadena Avenue and South Saint John Avenue. The Sequoyah School property at 535 South Pasadena Avenue, is on the north side of West California Boulevard at South Pasadena Avenue, and was not within the boundaries.

Sequoyah School, particularly the Parsonage, was not included within the district boundaries because the buildings had been overlooked in the original evaluations. On November 29, 1999, John Snyder, under the Public Resources Code (PRC) §5024 authority delegated to him by the SHPO, determined the property to be a contributor to the Markham Place Historic District in compliance with CEQA and Public Resources Code (PRC) §5024(b) and (d). For compliance with state environmental laws and PRC §5024, the boundaries were expanded to include the parcel at 535 South Pasadena Avenue and the buildings were determined to be contributors to this district because the former parsonage "...has both historical association with the Neighborhood church of which it was a part, and is the work of Sylvanus Marston, an important local architect. Further the newer buildings...are the designs of noted architect Whitney Smith [and Wayne R. Williams]; representing a modern interpretation of the Craftsman architectural ethic, these buildings are architecturally significant in their own right" (Snyder, 1999).

Caltrans architectural historians have concluded that the former Parsonage is a contributor to the Markham Place Historic District because it was there within the period of significance and its Craftsman design is compatible with the character of the district. The remaining Whitney Smith and Wayne R. Williams buildings, on the other hand, were constructed after the district's period of significance and are not contributors to the district. But, Caltrans has concluded that these three buildings each meet the eligibility criteria for inclusion in the National Register.

Conclusions

Caltrans Professionally Qualified Staff, certified as Principal Architectural Historians, have reevaluated the buildings at 535 South Pasadena Avenue to clarify the earlier determinations with the following conclusions for purposes of PRC §5024 and CEQA:

1. The former Parsonage is eligible for inclusion in the National Register as a contributor to the Markham Place Historic District, which was determined eligible for inclusion in the National Register of Historic Places by the Keeper in 1983 and November 20, 1995 (to expand boundaries), under Criterion A for community planning and under criterion C because it contains a dense concentration of residential buildings in a variety of pre-World War II styles; many of the houses were designed by Frederick L. Roehrig. Mature landscaping, period street furniture and park unify the district.
2. The boundaries of the Markham Place Historic District are expanded to include the parcel at 535 South Pasadena Avenue.
3. The Nursery School, Children's Chapel and the Religious Education Building each are individually eligible for inclusion in the National Register at the local level of significance under Criterion C as very good examples of Mid-Century Modern school architecture and as the works of master architects Whitney R. Smith and Wayne R. Williams. These three buildings are not contributors to the Markham Place Historic District because they were built after the district's period of significance and are not of a style that is found within the historic district.
4. Caltrans has determined that for the above-cited reasons the former Parsonage, Children's Chapel, Nursery School, and Religious Education Building meet the eligibility criteria outlined in PRC §5024.1 and, pursuant to CEQA [PRC §15064.5(a)], these four buildings are historical resources for the purposes of CEQA.

Mr. Milford Wayne Donaldson, FAIA
April 28, 2010
Page 3

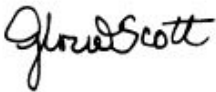
Pursuant to PRC §5024(b) Caltrans requests SHPO's concurrence with conclusions #1 through #3 above and requests that the former Parsonage, Children's Chapel, Nursery School and Religious Education building be added to the Master List of Historical Resources

These actions also are being requested in order to fulfill the recommendations of the Bureau of State Audit's December 14, 2000 report on the State Route 710 Historic Properties Rehabilitation Project.

It has been awhile since I sent Part I CDF forms, but as you recall, I was delegated the authority to forward eligibility and Part I CDF forms to you by the Chief of the Caltrans Division of Environmental Analysis. If you concur, please sign this letter in the space below and return the letter to me.

If you have any questions, or have trouble opening the documents, please call me at (916) 653-1029. And, thank you again for your continued willingness to expedite reviews of projects within the Route 710 corridor.

Sincerely,



GLORIA SCOTT
Chief
Built Environment Preservation Services Branch
Cultural and Community Studies Office
Division of Environmental Analysis

Electronic attachments

Concur:



Milford Wayne Donaldson, FAIA – SHPO

May 6, 2010
Date

c: SStratton – OHP
DDutschke - OHP

Mr. Milford Wayne Donaldson, FAIA
April 28, 2010
Page 4

NLindquist – OHP

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 AND SOUTH PASADENA, CA**

E.O.11593

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places
National Park Service

Name of Property: Pasadena Avenue Historic District

Location: Los Angeles County

State: CALIFORNIA

Request submitted by: FHWA/Bruce A. Eberle

Date received: 7/21/95

Additional Information received: 8/1/95, 10/26/95

Opinion of the State Historic Preservation Officer:

Eligible

Not Eligible

No Response

Need More Information

Comments:

The Secretary of the Interior has determined that this property is:

Eligible

Applicable criteria:

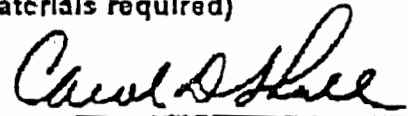
Not Eligible

Comments:

SEE ATTACHED COMMENTS

Documentation insufficient

(Please see accompanying sheet explaining additional materials required)



Keeper of the National Register

Date: 11-20-95



"Hans Kreutzberg"
<hkreu@ohp.parks.ca.gov>

03/24/2004 01:55 PM

To: "Gloria Scott (E-mail)" <Gloria_Scott@dot.ca.gov>
cc: Windows/admin/dwight <Windows/admin/dwight@mail.cwo.com>, Windows/admin/natalie <Windows/admin/natalie@mail.cwo.com>
Subject: FW: Message #1: Request SHPO CAR Part I review -- Route 710 Historic Houses - 12 various properties

Natalie, please print attachments for inclusion in the file. Dwight - the two properties would be added to the master list. Thanks.

-----Original Message-----

From: Gloria_Scott@dot.ca.gov [mailto:Gloria_Scott@dot.ca.gov]
Sent: Monday, March 22, 2004 11:17 AM
To: hkreu@ohp.parks.ca.gov; dduts@ohp.parks.ca.gov
Subject: Message #1: Request SHPO CAR Part I review -- Route 710 Historic Houses - 12 various properties

Hans and Dwight,

[The first of 5 e-mails due to the large number of attachments.]

The attached letter contains a request for expedited review using the process we developed last summer by which, if you agree with the adequacy and content of the Part I character-defining features forms for the following properties, the SHPO's signature appended to the electronic version of the letter and e-mailed back to us would expedite the transmission of your comments. Here are the properties for which we are requesting comments.

Pasadena Avenue Historic District (Pasadena and South Pasadena)

- 181 Columbia Street, Pasadena (e-mail message #2)
- 1131 Columbia Street, South Pasadena (e-mail message #2)
- 1080 South Pasadena Avenue, Pasadena (e-mail message #2)
- 1190 South Pasadena Avenue, Pasadena (e-mail message #2)
- 1200 South Pasadena Avenue, Pasadena (e-mail message #3)
- 1220 South Pasadena Avenue, Pasadena (e-mail message #3)
- 180 West State Street, Pasadena (e-mail message #3)

North of Mission Historic District (South Pasadena)

- North of Mission Historic District Character-Defining Features Cover Sheet (e-mail message #4)
- 1008 Hope Street (e-mail message #4)
- 726 Meridian Avenue/1002 Hope Street (e-mail message #4)

Prospect Circle Historic District (South Pasadena)

- Prospect Circle Historic District Character-Defining Features Cover Sheet (e-mail message #5)
- 400 Prospect Circle (e-mail message #5)

(See attached file: 3-22-04 SHPO Trns
ltr-Ptl-PasAve-NorthMission-Houses.doc)

Gloria Scott, Chief
Historical Architectural Specialty Branch
Cultural & Community Studies Office
Division of Environmental Analysis

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL ANALYSIS, MS 27
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March 22, 2004

Dr. Knox Mellon – SHPO
Office of Historic Preservation
Department of Parks & Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Attention: Hans Kreutzberg

Subject: Request for SHPO Concurrence Route LA-710 Historic Houses

The Department of Transportation requests SHPO's expedited review of and concurrence with the adequacy and content of the twelve attached Condition Assessment Report Part I (Character Defining Features) forms for the North of Mission Historic District, Pasadena Avenue Historic District, and Prospect Circle Historic District:

Pasadena Avenue Historic District (Pasadena and South Pasadena)

- 181 Columbia Street, Pasadena (excess parcel)
- 1131 Columbia Street, South Pasadena (excess parcel)
- 1080 South Pasadena Avenue, Pasadena
- 1190 South Pasadena Avenue, Pasadena (excess parcel)
- 1200 South Pasadena Avenue, Pasadena (also individually eligible, excess parcel)
- 1220 South Pasadena Avenue, Pasadena (excess parcel)
- 180 West State Street, Pasadena (also individually eligible, aka 1170 South Pasadena Avenue, excess parcel)

North of Mission Historic District (South Pasadena)

- North of Mission Historic District Character-Defining Features Cover Sheet
- 1008 Hope Street (excess parcel)
- 726 Meridian Avenue/1002 Hope Street (duplex, excess parcel)

Prospect Circle Historic District (South Pasadena)

- Prospect Circle Historic District Character-Defining Features Cover Sheet
- 400 Prospect Circle

The field survey forms for the properties are also attached.

In 1994 as part of its compliance with Section 106 of the National Historic Preservation Act, the Federal Highway Administration (FHWA) and the California Department of Transportation determined that the Mary Werner house at 1200 South Pasadena Avenue is eligible for inclusion in the National Register of Historic Places under Criterion C, at the local level of

"Caltrans improves mobility across California"

significance as one of the few remaining Italianate cottages from the pre-1890 period in Pasadena's history. Its period of significance is 1885. (See also 3rd Supplemental HASR, v. II Inventory Form Map Ref. #25J.) At the time, the FHWA notified the State Historic Preservation Officer (SHPO) of the determination and requested comments, but SHPO never commented. Caltrans is again requesting SHPO's comments on this property's individual eligibility to the National Register.

The R. Sturges Cook House at 180 West State Street in Pasadena (also known as 1170 South Pasadena Avenue in the original Keeper of the National Register of Historic Places determination of eligibility) was a "key" building in the original determination. Upon recent inspection, Caltrans architectural historians have determined that this designation is because the building is individually eligible under Criterion C as a very good example of Tudor Revival architecture. Caltrans is requesting SHPO's comments on the individual eligibility of this property, and is requesting that 1200 South Pasadena and 180 West State Street in Pasadena be included in the Master List of Historical Resources as individually eligible properties pursuant to Public Resources Code 5024(d).

These actions are being requested in order to fulfill the recommendations of the Bureau of State Audit's December 14, 2000 report on the State Route 710 Historic Properties Rehabilitation Project and to comply with Public Resources Code 5024.

If you have any questions, or have trouble opening the documents, please call Gloria Scott at (916) 653-1029.

Sincerely,



GARY R. WINTERS
Chief
Division of Environmental Analysis

gs:

Electronic attachment

Concur:

DR. KNOX MELLON – SHPO

Date

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov



September 13, 2004

Ms. Gloria Scott
Department of Transportation
Cultural and Community Studies Office
P.O. Box 942874
Sacramento, CA 94274-0001

Dear Ms. Scott:

Pursuant to Public Resources Code 5024(d), you have requested my comments regarding the inclusion of J. Durand Kennett House, 1000 S. Pasadena Avenue, Pasadena on the Master List of State-owned Historical Resources. My staff has reviewed the documentation you provided and I would like to offer the following comments.

As you note, in 1994 the Federal Highway Administration determined the J. Durand Kennett House to be eligible for the National Register of Historic Places. At that time, my Office did not respond to a request for concurrence in this determination. In evaluating its eligibility, the Department of Transportation has concluded that the Kennett House meets the National Register of Historic Places criterion C at the local level of significance. You have determined that it is a good example of California Mediterranean dwelling from the 1920s. You have concluded that the house appears to be a contributor to the Pasadena Avenue Historic District, but in addition, it is individually eligible for National Register. I concur with this determination and will include the J. Durand Kennett House on the Master List of State-owned Historical Resources.

Thank you for requesting my comments. If my staff can be of any further assistance, please contact Dwight Dutschke at 916-653-9134.

Sincerely,

A handwritten signature in cursive script, appearing to read "M. Donaldson for".

Milford Wayne Donaldson, F.A.I.A.
State Historic Preservation Officer

Headquarters Division of Environmental Analysis received this letter on December 26, 2001

State of California

M e m o r a n d u m

Date: December 10, 2001

To: Gary Winters, Acting Chief
Division of Environmental Analysis
Department of Transportation

Attention: Gloria Scott

From: Dr. Knox Mellon
State Historic Preservation Officer

Subject: Route 710 Historic Houses Condition Assessment Report
Part II – Physical Conditions Evaluation

On November 29, 2001, your staff requested my consultant staff to review and comment on the Part II forms prepared by Caltrans for the following historic property:

- Pasadena Avenue HD: 230 Wigmore Drive.

As with previous correspondence, the context for this consultation between our agencies consists of the BSA Report of December 14, 2000, §5024.5 of the California PRC and applicable orders of a court of competent jurisdiction.

It is reported that the subject property was damaged by fire. I have discussed this matter with my consultant staff and have decided that in this instance, it would be appropriate that I provide you with my comments directly.

Following review of the documentation provided, I have concluded that as a result of the damage caused by this fire, the property at 230 Wigmore Drive has lost the integrity needed to retain its status as a contributor to the historic district. Therefore, I do not consider this building to be an historic property pursuant to Section 106 of the NHPA and implementing regulations codified at 36 CFR Part 800, or an historical resource pursuant to any applicable state law, regulation, or court order. If this building were to be removed, this same judgment would apply to the resulting vacant lot. Unless I hear to the contrary from you within 10 days following your receipt of this memorandum, I will conclude that you agree with the foregoing views. If you do agree, then no further consultation under any applicable authority would be required.

If you have any questions regarding this matter, please contact Hans Kreutzberg of my staff.

Sincerely,



Dr. Knox Mellon
State Historic Preservation Officer

cc: Richard Starzak

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May 22, 2007

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Attention: Susan Stratton

Subject: Request for Expedited Public Resources Code §5024 Concurrence Route
LA-710 Historic Houses

The California Department of Transportation (Caltrans) requests SHPO's expedited review of and concurrence with the adequacy and content of the two attached Condition Assessment Report Part I (Character Defining Features) forms for contributing properties in the Pasadena Avenue Historic District and the South of Mission Historic District:

Pasadena Avenue Historic District

- 1041 South Pasadena Avenue, Pasadena (also individually eligible)

South of Mission Historic District

- 1131 Glendon Way

The field survey forms for the properties are also attached.

These properties are included in the Master List of Historical Resources as contributing properties to their respective historic districts. In addition, the property at 1131 Glendon Way is designated as historic under the City of South Pasadena Municipal Code.

The Mrs. D. Hagan House at 1041 South Pasadena Avenue was identified as a “key” building in the original (1983) National Register Determination of Eligibility for the Pasadena Avenue Historic District. Subsequently, in 1994 as part of its compliance with Section 106 of the National Historic Preservation Act, the Federal Highway Administration (FHWA) and Caltrans determined that the Mrs. D. Hagan House at

Mr. Milford Wayne Donaldson, FAIA
May 22, 2007
Page 2

1041 South Pasadena Avenue is eligible for inclusion in the National Register of Historic Places under Criterion C, at the local level of significance as an early and increasingly rare building type in the Pasadena area, the Transitional Foursquare dwelling. Its period of significance is 1898. (See also 3rd Supplemental HASR, v. II Inventory Form Map Ref. #10.) At the time, FHWA notified the State Historic Preservation Officer (SHPO) of the determination and requested comments, but SHPO never commented. Caltrans is again requesting SHPO's comments on this property's individual eligibility to the National Register, and pursuant to Public Resources Code 5024(d), that SHPO include the property in the Master List of Historical Resources as an individually eligible property.

These actions are being requested in order to fulfill the recommendations of the Bureau of State Audit's December 14, 2000 report on the State Route 710 Historic Properties Rehabilitation Project and to comply with Public Resources Code 5024.

If you have any questions, or have trouble opening the documents, please call Gloria Scott at (916) 653-1029.

Sincerely,



JAY NORVELL
Chief
Division of Environmental Analysis

Enclosure

Concur:



Milford Wayne Donaldson, FAIA – SHPO

Date May 29, 2007

Mr. Milford Wayne Donaldson, FAIA
May 22, 2007
Page 3

c: DDutschke - OHP
SMikesell – OHP
SStratton – OHP

GScott/jm

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DIVISION OF ENVIRONMENTAL ANALYSIS, MS 27
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September 25, 2007

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Attention: Susan Stratton

Subject: Request for Expedited Public Resources Code §5024 Concurrence Route
LA-710 Historic Houses

The Department of Transportation (Caltrans) requests SHPO's expedited review of and concurrence with the adequacy and content of the electronically attached Condition Assessment Report Part I (Character Defining Features) forms for six contributing properties within the Pasadena Avenue Historic District:

Pasadena Avenue Historic District (Pasadena, Los Angeles County)

- 866 South Pasadena Avenue (also individually eligible; see below)
- 900 South Pasadena Avenue (also individually eligible; see below)
- 1030 South Pasadena Avenue (also individually eligible; see below)
- 1051 South Pasadena Avenue (also individually eligible; see below)
- 1120 South Pasadena Avenue
- 1150 South Pasadena Avenue

The field survey forms for the properties are also attached. These properties already are included in the Master List of Historical Resources as contributing properties to their respective historic districts.

Request for SHPO concurrence on Individual Eligibility

In 1994 as part of its compliance with Section 106 of the National Historic Preservation Act, the Federal Highway Administration (FHWA) and the California Department of Transportation determined that the following four properties were individually eligible

for inclusion in the National Register, as explained below. At the time, the FHWA notified the State Historic Preservation Officer (SHPO) of the determination and requested comments, but SHPO never commented. Caltrans is again requesting SHPO's comments on these properties' individual eligibility to the National Register.

- Reverend Hiram Hill/Alonzo Beal House, 866 South Pasadena Avenue, Pasadena
The Reverend Hiram Hill/Alonzo Beal House at 866 South Pasadena Avenue, Pasadena, is individually eligible for listing in the National Register of Historic Places at the local level of significance under criterion C, as a good example of increasingly rare settlement architecture; its period of significance is 1887.
- Hurlbut Street Fire Station No. 5, 900 South Pasadena Avenue, Pasadena
The property was identified as a "key" building in the original determination of eligibility for this district. The Hurlbut Street Fire Station #5 at 900 South Pasadena Avenue, Pasadena, is individually eligible for listing in the National Register of Historic Places at the local level of significance under criterion A for its association with the Pasadena Fire Department's early neighborhood fire station period and represents not only the political clout of the neighborhood, but is the last remaining intact facility from this early period of expansion. The Hurlbut Fire Station #5 also is individually eligible under Criterion C for its association with the work of prominent local architect Joseph J. (J.J.) Blick, as a good example of the institutional designs from the middle years of Blick's career, and as a property type because it was designed to accommodate horse-drawn equipment. Its period of significance is 1887.
- Mrs. F.J. Kennett House, 1030 South Pasadena Avenue, Pasadena
The Mrs. F.J. Kennett House at 1030 S. Pasadena Avenue in Pasadena is individually eligible for inclusion in the National Register under Criterion C at the local level of significance as good example of the architect-designed California Mediterranean style residence from the 1920s. Its period of significance is 1928.
- James and Fannie Hale House, 1051 South Pasadena Avenue, Pasadena
The James and Fannie Hale House at 1051 South Pasadena Avenue, Pasadena, is individually eligible for listing in the National Register of Historic Places at the local level of significance under criterion C as an early and rare example of a transitional foursquare dwelling in Pasadena. Its period of significance is 1897.

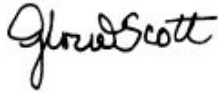
Mr. Milford Wayne Donaldson, FAIA
September 25, 2007
Page 3

These actions are being requested in order to fulfill the recommendations of the Bureau of State Audit's December 14, 2000 report on the State Route 710 Historic Properties Rehabilitation Project and to comply with Public Resources Code 5024.

It has been awhile since we sent Part I CDF forms, but as you recall, I was delegated the authority to forward these from to you by Chief of the Caltrans Division of Environmental Analysis. If you concur, please email your comments to me.

If you have any questions, or have trouble opening the documents, please call me at (916) 653-1029. And, thank you again for your continued willingness to expedite reviews of projects within the Route 710 corridor.

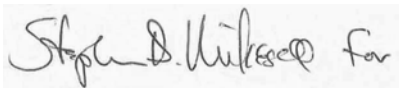
Sincerely,



GLORIA SCOTT
Chief
Built Environment Preservation Services Branch
Cultural and Community Studies Office
Division of Environmental Analysis

Electronic attachment

Concur:



10/12/07

Milford Wayne Donaldson, FAIA – SHPO

Date

c: ABlosser – OHP
DDutschke - OHP
SMikesell – OHP
SStratton – OHP

Gloria Scott/gs

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October 27, 2008

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Attention: Susan Stratton

Subject: Request for Expedited Public Resources Code §5024 Concurrence
1112 South Pasadena Avenue, Pasadena - Route LA-710 Historic Houses

The Department of Transportation (Caltrans) requests State Historic Preservation Officer's (SHPO) expedited review of and concurrence with the adequacy and content of the electronically attached Condition Assessment Report Part I (Character Defining Features) form for the W.W. Phelps House at 1112 South Pasadena Avenue, Pasadena. It is a contributing property within the Pasadena Avenue Historic District. The field survey form for the property also is attached. Because it is a contributing property to this district, the W.W. Phelps House already is included in the Master List of Historical Resources. The house was rehabilitated in 1998.

In addition, in 1994, as part of its compliance with Section 106 of the National Historic Preservation Act, the Federal Highway Administration (FHWA) and the California Department of Transportation determined that the W.W. Phelps House at 1112 South Pasadena Avenue, Pasadena, is individually eligible for listing in the National Register of Historic Places at the local level of significance under criterion C as a good example of the small bungalow design of prominent Pasadena architect, Charles Buchanan. Its period of significance is 1908. FHWA requested the SHPO's concurrence on this eligibility in 1994. The SHPO, however, did not comment on its eligibility or respond to FHWA's request for concurrence. Caltrans is again requesting SHPO's comments on this property's individual eligibility to the National Register of Historic Places.

While the house is listed in the California Register as a contributor to the Pasadena Avenue Historic District, Caltrans has determined that it also meets the criteria outlined in Section 5024.1 of the California Public Resources Code as an individual resource, and is a historical resource for purposes of CEQA, as outlined in Section 15064.5(a)(2)-(3) of the CEQA Guidelines, both as an individual resource and as a contributor to the Pasadena Avenue Historic District. See also the Third Supplemental HASR, v.II, Inventory form Map Reference #49.

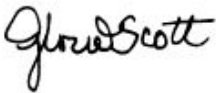
Mr. Milford Wayne Donaldson, FAIA
October 27, 2008
Page 2

These actions are being requested in order to fulfill the recommendations of the Bureau of State Audit's December 14, 2000 report on the State Route 710 Historic Properties Rehabilitation Project and to comply with Public Resources Code 5024.

It has been awhile since we sent Part I CDF forms, but as you recall, I was delegated the authority to forward these forms to you by the Chief of the Caltrans Division of Environmental Analysis. If you concur, please sign this letter in the space below and return the letter to me.

If you have any questions, or have trouble opening the documents, please call me at (916) 653-1029. And, thank you again for your continued willingness to expedite reviews of projects within the Route 710 corridor.

Sincerely,



GLORIA SCOTT
Chief
Built Environment Preservation Services Branch
Cultural and Community Studies Office
Division of Environmental Analysis

Electronic attachment

Concur:



29 October 2008

Milford Wayne Donaldson, FAIA – SHPO

Date

c: SMikesell – OHP
SStratton – OHP
DDutschke - OHP
NLindquist – OHP

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENVIRONMENTAL ANALYSIS

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TTY 711
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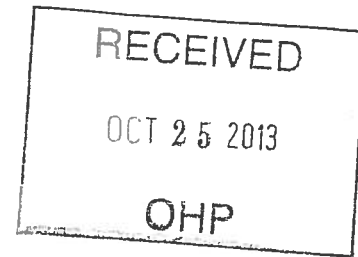


*Flex your power!
Be energy efficient!*

October 22, 2013

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer
Office of Historic Preservation
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Attention: Michelle Messinger



Subject: Request for Public Resources Code §5024 Eligibility Concurrences – Route 710
Historic Houses: Re-surveys in South Pasadena (Volume II) and Pasadena (Volume III)

The Department of Transportation (Caltrans) requests the State Historic Preservation Officer's (SHPO) review of and concurrence with the adequacy and content of the enclosed Historic Resources Evaluation Reports (HRERs) and DPR 523 forms for the Caltrans-owned buildings and structures within the corridor for the Interstate 710 North Gap Closure Project (formerly known as the Route 710 Freeway Gap Closure Project). This corridor runs through the Cities of South Pasadena (HRER Volume II) and Pasadena (Volume III) and Los Angeles (volume forthcoming). These HRERs include evaluations of Caltrans-owned properties that were less than fifty years of age during the last surveys in the 1980s through 1990s, or that were re-evaluated due to passage of time and changing historical perceptions.

Andrew Hope, former Caltrans Principal Architectural Historian, surveyed all of the Caltrans-owned properties within the Cities of Los Angeles, Pasadena and South Pasadena in 2008. At the time Mr. Hope was working in our headquarters cultural studies office. Because of the magnitude of the task, the number of peer reviews undertaken and other more pressing projects, the 2008 survey now is five years old. However, Caltrans District 7 and headquarters staff have reevaluated and, where necessary, updated that survey this year. In addition, last year, Ms. Amanda Blosser, formerly the Route 710/PRC §5024 reviewer in the OHP Review & Compliance Unit, accompanied Caltrans staff on a tour of the areas that were surveyed.

The Los Angeles segment (Volume I) of the 2008 survey still is being reviewed and updated by Caltrans staff and will be sent as soon as it is completed.

Caltrans initiated this comprehensive re-survey for three major reasons: 1) dozens of properties needed to be evaluated because they had turned fifty years of age; 2) Caltrans has state-mandated responsibilities to keep its historic properties maintained and 3) the new law (SB 416) signed by

"Caltrans improves mobility across California"

Governor Edmund G. Brown, Jr. on October 1, 2013, requires expediting the sale of excess parcels along the renamed “Interstate 710 North Gap Closure Project.” The new law also declared that Alternative F-6 in the December 2012 Alternative Analysis –the alternative within which most of the Caltrans properties are located—“shall no longer be deemed a feasible alternative for consideration in any state environmental review process for the Interstate 710 North Gap Closure project.”

For your information and records, Appendix III in each of the enclosed volumes contains a complete list of all the Caltrans-owned properties within in the Route 710 corridor within the Cities of South Pasadena and Pasadena respectively, along with their National Register eligibility or ineligibility status. These lists also include vacant lots that have not been evaluated for their archaeological potential.

Conclusions

Caltrans Professionally Qualified Staff, certified as Principal Architectural Historians, have reevaluated the Caltrans-owned buildings in the enclosed HRERs for Pasadena and South Pasadena to clarify the earlier determinations with the following conclusions for purposes of PRC §5024 and CEQA:

1. The Ralph B. Hubbard House, 1207 South Pasadena Avenue in Pasadena is individually eligible for inclusion in the National Register of Historic Places at the local level of significance under Criterion C for its Mid-20th-Century Modern architecture and as the work of the regionally significant architectural firm of Smith and Williams. Its period of significance is 1961. However, because it was constructed well after the period of significance for the Pasadena Avenue Historic District, it does not contribute to the district. *See HRER Volume III.*
2. The Victor and Clare Ward residence at 180 Arlington Drive within the Pasadena Avenue Historic District is a contributor because it was moved within the district’s period of significance and is of similar architecture. *See HRER Volume III.*
3. The houses at 1101 and 1109 Columbia Street in South Pasadena are both contributors to the Pasadena Avenue Historic District. Because they are on the same parcel, the building at 1101 Columbia Street was inadvertently omitted from the original determination of eligibility. *See HRER Volume II.*
4. The boundaries of the Pasadena Avenue Historic District are expanded to include 1015 Columbia Street in South Pasadena, which is of the same age and style as its neighbors within the district. *See HRER Volume II.*
5. The boundaries of the Prospect Circle Historic District in South Pasadena are expanded to include four additional properties, two of which are privately owned (501 and 505 Prospect Avenue), and two that Caltrans owns (495 Prospect Circle and 511 Prospect Avenue). *See HRER Volume II.*

6. Caltrans has determined that for the above-cited reasons the Ralph B. Hubbard House at 1207 South Pasadena Avenue meets the eligibility criteria outlined in PRC §5024.1 and, pursuant to CEQA [PRC §15064.5(a)], it is a historical resource for the purposes of CEQA.
7. Caltrans has determined that for the above-cited reasons the Victor and Clare Ward residence at 180 Arlington in Pasadena, and the houses at 1101 Columbia Street and 1015 Columbia Street meet the eligibility criteria outlined in PRC §5024.1 and, pursuant to CEQA [PRC §15064.5(a)] as contributors to the Pasadena Avenue Historic District, they are historical resources for the purposes of CEQA.
8. Caltrans has determined that for the above-cited reasons the privately-owned houses at 501 and 505 Prospect Avenue, and the Caltrans-owned houses at 495 Prospect Circle and 511 Prospect Avenue, all in South Pasadena, meet the eligibility criteria outlined in PRC §5024.1 and, pursuant to CEQA [PRC §15064.5(a)] as contributors to the Prospect Circle Historic District, they are historical resources for the purposes of CEQA.

Pursuant to PRC §5024(b) Caltrans requests SHPO's concurrence with conclusions #1 through #5 above and requests that the Ralph B. Hubbard House at 1207 South Pasadena Avenue, the Victor and Clare Ward residence at 180 Arlington Drive in Pasadena, and the houses at 1101 Columbia Street, 1015 Columbia Street, 495 Prospect Circle, and 511 Prospect Avenue in South Pasadena be added to the Master List of Historical Resources.

In addition, Caltrans requests SHPO's concurrence that the enclosed updated Character-defining Features forms for Pasadena Avenue Historic District and Prospect Circle Historic District are adequate in their inclusion of the newly identified contributors and boundaries, pursuant to PRC §5024.5.

We request SHPO's concurrence pursuant to PRC §5024.5, and also request SHPO's comments and concurrence to fulfill the Bureau of State Audit's recommendations outlined in its December 14, 2000 report. In addition, as stipulated in Condition #6 of the July 19, 1999 U. S. District Court "Order Granting in Part and Denying In Part Plaintiffs' Motion for Preliminary Injunction" [Case No. 98-6996 DDP (MANx), page 87], we request your approval of these determinations of eligibility.

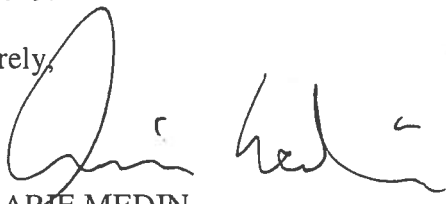
These actions also are being requested in order to fulfill the recommendations of the Bureau of State Audit's December 14, 2000 report on the State Route 710 Historic Properties Rehabilitation Project.

Carol Roland-Nawi, Ph.D.
October 22, 2013
Page 4

In the future, should a Caltrans federal undertaking include any of these properties, we or FHWA, as appropriate, will consult with you under our Section 106 Section 106 Programmatic Agreement or under 36CFR Part 800 the properties' National Register eligibility.

If you concur, please sign this letter and return it via e-mail to Gloria Scott, per the process that was set up for these properties. If you have any questions, please contact Gloria Scott at (916) 653-1029.

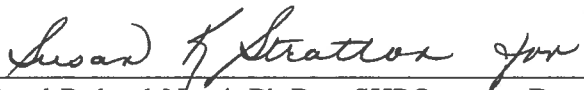
Sincerely,



ANMARIE MEDIN
Chief
Division of Environmental Analysis

Enclosures: South Pasadena HRER (Volume II)
Pasadena HRER (Volume III)
Pasadena Avenue Updated Historic District CDF Summary Form
Prospect Circle Updated Historic District CDF Summary Form

Concur:

 for 21 Nov 2013

Carol Roland-Nawi, Ph.D. – SHPO Date

c: SStratton – OHP
MMessinger – OHP

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

Primary # _____
HRI # _____
Trinomial _____

Page 1 of 7 *Resource Name or #: (Assigned by recorder) Pasadena Avenue Historic District
*Recorded by LSA Associates, Inc. *Date: 2014 _____ Continuation X Update

APE Map Reference # 19-HD-3A

This district, which was determined eligible for listing in the National Register of Historic Places (National Register) on March 28, 1983, includes properties in Pasadena and South Pasadena (Scott 2013; Hope and Scott 2013). The boundaries of the district are irregular. Generally, the district boundaries are Barclay Alley on the north, Avoca Avenue and West State Street on the east, Columbia Street (properties on both sides) on the south, and South Orange Grove Boulevard on the west. The district represents a distinctive grouping of residential architecture, including Queen Anne, Craftsman, and Period Revival styles dating to the 1888–1938 period (Hope and Scott 2013). The district is eligible for listing in the National Register under Criteria A and C in the areas of community development and planning and architecture (Scott 2013). There are 69 parcels in this district that are also within the project APE. Of those, 51 are contributors. It should be noted that the two Hartshorn Houses are on the same parcel.

California Historical Resources Status Code: 2S2

Contributors

180 Arlington Drive (APE Map Ref # 319-CT-3A)	Mrs. D. Hagan House, 1041 S. Pasadena Avenue (APE Map Ref # 314-CT-3A)*
181 Arlington Drive (APE Map Ref # 322-CT-3A)	James and Fanny Hale House, 1051 S. Pasadena Avenue (APE Map Ref # 313-CT-3A)*
216 Arlington Drive (APE Map Ref # 316-CT-3A)	1059 S. Pasadena Avenue (APE Map Ref # 312-CT-3A)
203 Columbia Street (APE Map Ref # 392-3A)	1080 S. Pasadena Avenue (APE Map Ref # 309-CT-3A)
231 Columbia Street (APE Map Ref #279-CT-3A)	1090 S. Pasadena Avenue (APE Map Ref # 305-CT-3A)
233 Columbia Street (APE Map Ref # 394-3A)	1100 S. Pasadena Avenue (APE Map Ref # 304-CT-3A)
1015 Columbia Street (APE Map Ref # 275-CT-3A)	W.W. Phelps House, 1112 S. Pasadena Avenue (APE Map Ref # 303-CT-3A)*
1101 Columbia Street (APE Map Ref # 276-CT-3A)	1120 S. Pasadena Avenue (APE Map Ref # 302-CT-3A)
1109 Columbia Street (APE Map Ref # 277-CT-3A)	1140–1142 S. Pasadena Avenue (APE Map Ref # 297-CT-3A)
1127 Columbia Street (APE Map Ref # 391-3A)	1150 S. Pasadena Avenue (APE Map Ref # 294-CT-3A)
177 Hurlbut Street (APE Map Ref # 336-CT-3A)	1180 S. Pasadena Avenue (APE Map Ref # 289-CT-3A)
Victoria Thompson House, 185 W. Glenarm Street (APE Map Ref # 318-CT-3A)	1190 S. Pasadena Avenue (APE Map Ref # 288-CT-3A)
202 Madeline Drive (APE Map Ref # 301-CT-3A)	1191 S. Pasadena Avenue (APE Map Ref # 285-CT-3A)
205 Madeline Drive (APE Map Ref # 308-CT-3A)	A.G. Simons/John McWilliams Jr. House, 1199 S. Pasadena Avenue (APE Map Ref # 281-CT-3A)*
215 Madeline Drive (APE Map Ref # 307-CT-3A)	Mary Werner House, 1200 S. Pasadena Avenue (APE Map Ref # 282-CT-3A)*
218 Madeline Drive (APE Map Ref # 300-CT-3A)	1210 S. Pasadena Avenue (APE Map Ref # 393b-3A)
225 Madeline Drive (APE Map Ref # 306-CT-3A)	1220 S. Pasadena Avenue (APE Map Ref # 393a-3A)
230 Madeline Drive (APE Map Ref # 299-CT-3A)	1225 S. Pasadena Avenue (APE Map Ref # 393-3A)
Reverend Hiram Hill/Alonzo Beal House, 866 S. Pasadena Avenue (APE Map Ref # 343-CT-3A)	180 W. State Street (aka 1170 S. Pasadena Avenue) (APE Map Ref # 290-CT-3A)*
876 S. Pasadena Avenue (APE Map Ref # 342-CT-3A)	214 W. State Street (APE Map Ref # 286-CT-3A)
888 S. Pasadena Avenue (APE Map Ref # 341-CT-3A)	Hartshorn House No. 1, 224 W. State Street (APE Map Ref # 284-CT-3A)*
Kroll Cottage 894 S. Pasadena Avenue, front and rear buildings (APE Map Ref # 338-CT-3A)	Hartshorn House No. 2, 232 W. State Street (APE Map Ref # 284-CT-3A)*
Hurlbut Street Fire Station No. 5, 900 S. Pasadena Avenue (APE Map Ref # 335-CT-3A)*	<i>See Continuation Sheet</i>
J. Durand Kennett House, 1000 S. Pasadena Avenue (APE Map Ref # 321-CT-3A)*	
F.J. Kennett House, 1030 S. Pasadena Avenue (APE Map Ref # 317-CT-3A)*	

*Properties that are also individually eligible for the National Register

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

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 7 *Resource Name or #: (Assigned by recorder) Pasadena Avenue Historic District
*Recorded by LSA Associates, Inc. *Date: 2014 _____ Continuation X Update

Contributors (continued)

225 W. State Street (APE Map Ref #292-CT-3A)
237 W. State Street (APE Map Ref # 291-CT-3A)
231 Wigmore Drive (APE Map Ref # 339-CT-3A)
215 Wigmore Drive (APE Map Ref # 340-CT-3A)
212 Wigmore Drive (APE Map Ref # 334-CT-3A)

Non-contributors

240 W. State Street (APE Map Ref # 283-CT-3A)
209 Columbia Street
1115 Columbia Street
180 W. Glenarm Street (APE Map Ref # 311-CT-3A)
926 S. Pasadena Avenue (APE Map Ref # 331-CT-3A)
936 S. Pasadena Avenue (APE Map Ref # 328-CT-3A)
946 S. Pasadena Avenue (APE Map Ref # 327-CT-3A)
956 S. Pasadena Avenue (APE Map Ref # 324-CT-3A)
966 S. Pasadena Avenue (APE Map Ref # 323-CT-3A)
1031 S. Pasadena Avenue (APE Map Ref # 315-CT-3A)

1062 S. Pasadena Avenue (APE Map Ref # 310-CT-3A)
1128 S. Pasadena Avenue (APE Map Ref # 297-CT-3A)
1131 S. Pasadena Avenue (APE Map Ref # 297-CT-3A)
1141 S. Pasadena Avenue (APE Map Ref # 295-CT-3A)
1151 S. Pasadena Avenue (APE Map Ref # 293-CT-3A)
1175 S. Pasadena Avenue (APE Map Ref # 287-CT-3A)
Ralph B. Hubbard Residence, 1207 South Pasadena
Avenue (APE Map Ref # 280-CT-3A)
230 Wigmore Drive (APE Map Ref # 333-CT-3A)

References

Hope, Andrew, and Gloria Scott

2013 Historical Resources Evaluation Report for Properties Owned by the California Department of Transportation (Caltrans) in the LA-710 Corridor in Los Angeles, South Pasadena, and Pasadena, Volume II South Pasadena. Provided by and on file with Caltrans District 7.

Scott, Gloria

2013 Route 710 Historic Houses Condition Assessment Report. Part 1 – Historic District Character-Defining Features Cover Sheet. Pasadena Avenue Historic District. Provided by and on file with Caltrans District 7.

Related Report: Historic Property Survey Report for the SR 710 North Study, Los Angeles County, California, California Department of Transportation District 7, EA 187900, EFIS 0700000191, 2014

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENVIRONMENTAL ANALYSIS

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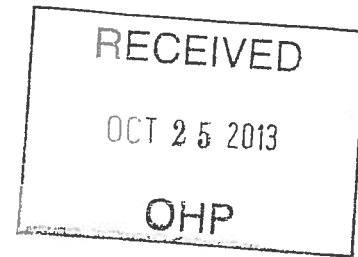


*Flex your power!
Be energy efficient!*

October 22, 2013

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer
Office of Historic Preservation
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

Attention: Michelle Messinger



Subject: Request for Public Resources Code §5024 Eligibility Concurrences – Route 710
Historic Houses: Re-surveys in South Pasadena (Volume II) and Pasadena (Volume III)

The Department of Transportation (Caltrans) requests the State Historic Preservation Officer's (SHPO) review of and concurrence with the adequacy and content of the enclosed Historic Resources Evaluation Reports (HRERs) and DPR 523 forms for the Caltrans-owned buildings and structures within the corridor for the Interstate 710 North Gap Closure Project (formerly known as the Route 710 Freeway Gap Closure Project). This corridor runs through the Cities of South Pasadena (HRER Volume II) and Pasadena (Volume III) and Los Angeles (volume forthcoming). These HRERs include evaluations of Caltrans-owned properties that were less than fifty years of age during the last surveys in the 1980s through 1990s, or that were re-evaluated due to passage of time and changing historical perceptions.

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"Caltrans improves mobility across California"

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Conclusions

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4. The boundaries of the Pasadena Avenue Historic District are expanded to include 1015 Columbia Street in South Pasadena, which is of the same age and style as its neighbors within the district. *See HRER Volume II.*
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Pursuant to PRC §5024(b) Caltrans requests SHPO's concurrence with conclusions #1 through #5 above and requests that the Ralph B. Hubbard House at 1207 South Pasadena Avenue, the Victor and Clare Ward residence at 180 Arlington Drive in Pasadena, and the houses at 1101 Columbia Street, 1015 Columbia Street, 495 Prospect Circle, and 511 Prospect Avenue in South Pasadena be added to the Master List of Historical Resources.

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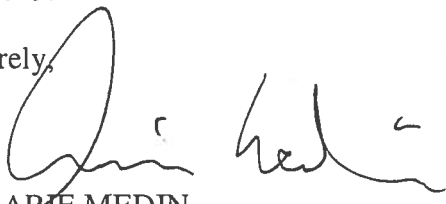
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Carol Roland-Nawi, Ph.D.
October 22, 2013
Page 4

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If you concur, please sign this letter and return it via e-mail to Gloria Scott, per the process that was set up for these properties. If you have any questions, please contact Gloria Scott at (916) 653-1029.


Sincerely,



ANMARIE MEDIN
Chief
Division of Environmental Analysis

Enclosures: South Pasadena HRER (Volume II)
Pasadena HRER (Volume III)
Pasadena Avenue Updated Historic District CDF Summary Form
Prospect Circle Updated Historic District CDF Summary Form

Concur:

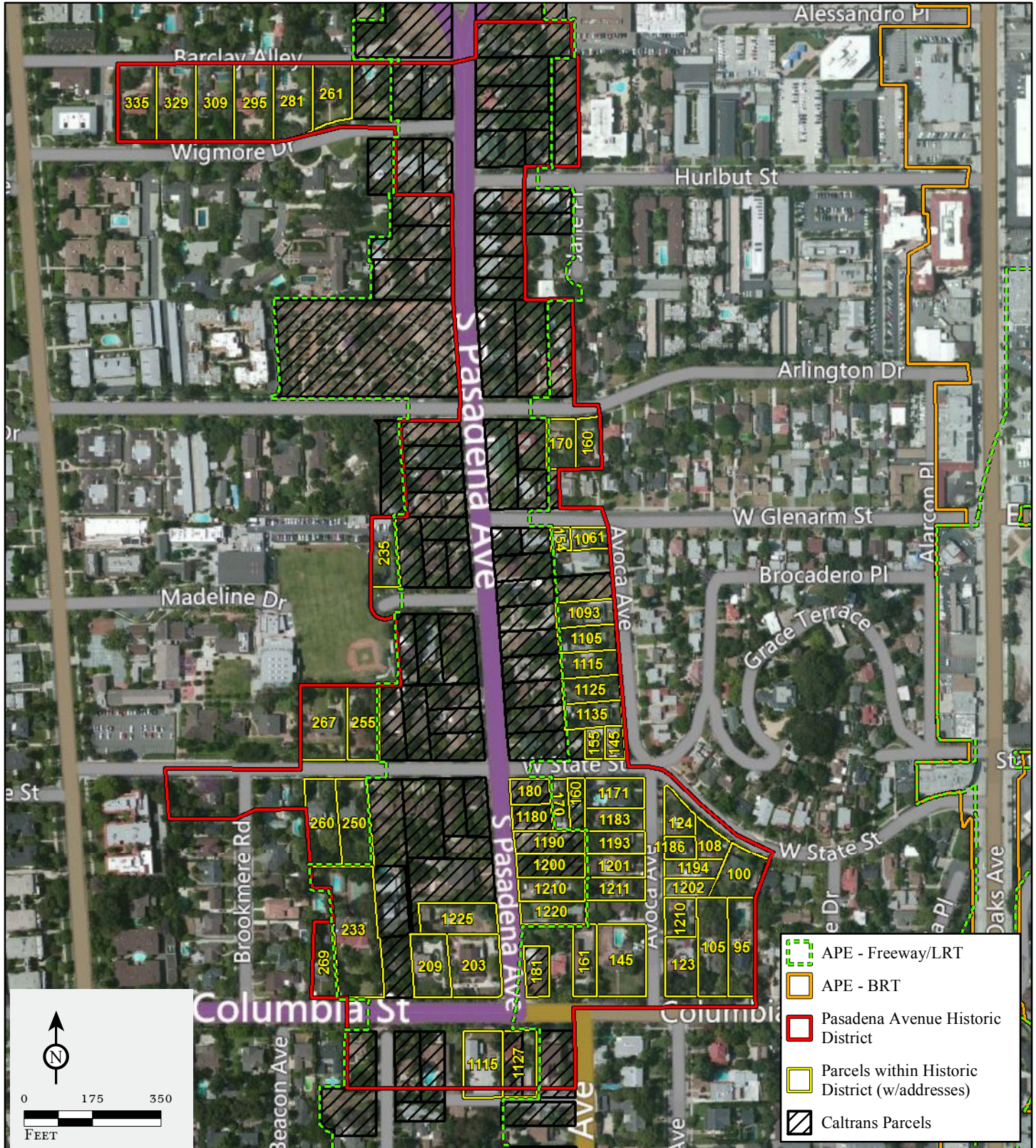
 for 21 Nov 2013

Carol Roland-Nawi, Ph.D. – SHPO Date

c: SStratton – OHP
MMessinger – OHP

State of California - Resource Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
 HRI # _____
 Trinomial _____



MARKHAM PLACE HISTORIC DISTRICT

**ROUGHLY BOUNDED BY W. CALIFORNIA BLVD., S. PASADENA AVE., BELLEFONTAINE ST.,
AND S. ORANGE GROVE BLVD.,
PASADENA, CA**

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov



April 8, 2013

Gloria Scott
California Department of Transportation
Cultural Studies Office, Division of Environmental Analysis
1120 N Street
Sacramento, California 95814

RE: Markham Place Historic District Listing on the
National Register of Historic Places

Dear Property Owner:

I am pleased to notify you that on March 27, 2013, the above-named property was placed on the National Register of Historic Places (National Register). As a result of being placed on the National Register, this property has also been listed in the California Register of Historical Resources, pursuant to Section 4851(a)(2) of the Public Resources Code.

Placement on the National Register affords a property the honor of inclusion in the nation's official list of cultural resources worthy of preservation and provides a degree of protection from adverse effects resulting from federally funded or licensed projects. Registration provides a number of incentives for preservation of historic properties, including special building codes to facilitate the restoration of historic structures, and certain tax advantages.

There are no restrictions placed upon a private property owner with regard to normal use, maintenance, or sale of a property listed in the National Register. However, a project that may cause substantial adverse changes in the significance of a registered property may require compliance with local ordinances or the California Environmental Quality Act. In addition, registered properties damaged due to a natural disaster may be subject to the provisions of Section 5028 of the Public Resources Code regarding demolition or significant alterations, if imminent threat to life safety does not exist.

If you have any questions or require further information, please contact the Registration Unit at (916) 445-7008.

Sincerely,

A handwritten signature in black ink that reads "Carol Roland-Nawi, Ph.D.".

Carol Roland-Nawi
State Historic Preservation Officer

Enclosure: National Register Notification of Listing

April 5, 2013

The Director of the National Park Service is pleased to send you the following announcements and actions on properties for the National

Register of Historic Places. For further information contact Edson Beall via voice (202) 354-2255, or E-mail: <Edson_Beall@nps.gov>

This and past Weekly Lists are also available here: <http://www.nps.gov/history/nr/nrlist.htm>

Our physical location address is:

National Park Service 2280, 8th floor
National Register of Historic Places
1201 "I" (Eye) Street, NW,
Washington D.C. 20005

Recently Designated National Historic Landmarks Announced (See Below)

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 3/25/13 THROUGH 3/29/13

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

CALIFORNIA, LOS ANGELES COUNTY,
Markham Place Historic District,
Roughly bounded by California St., Pasadena Ave., Bellefontaine St. & Orange Grove Blvd.,
Pasadena, 13000106,
LISTED, 3/27/13
(Late 19th and Early 20th Century Development and Architecture in Pasadena MPS)

State of California

M e m o r a n d u m

Date: April 11, 2003

To: Gary Winters, Acting Chief
Division of Environmental Analysis
Department of Transportation
Attention: Gloria Scott

From: Dr. Knox Mellon
State Historic Preservation Officer

Subject: Route 710 Historic Houses Condition Assessment Report
Part I – Building Character Defining Features (CDF) Summary Form

On March 4, 2003, your staff requested my consultant staff to review and comment on the Part I-CDF forms prepared by Caltrans for the following four (4) historic properties:

- Markham Place HD: 602 S. St. John Avenue;
- Markham Place HD: 620 S. St. John Avenue;
- Markham Place HD: 202-204 West California Boulevard; and
- Markham Place HD: 206-216 West California Boulevard.

All of these historic properties are contributing features of a district that was determined eligible for listing in the National Register of Historic Places. Regarding the property located at **206-216 W. California Boulevard**: I concur with your determination that the property is individually eligible for inclusion in the National Register of Historic Places under Criterion C at the local level of significance; it is a historical resource under CEQA because it was automatically listed in the California Register of Historical Resources pursuant to PRC 5024.1(d)(1); and, per your request, it is to be added to the master list of state-owned historical resources pursuant to PRC 5024(d).

As with previous correspondence, the context for this consultation between our agencies consists of the BSA Report of December 14, 2000, §5024.5 of the California PRC and applicable orders of a court of competent jurisdiction.

Based on the review made by my consultant staff on the Part I-CDF forms and field notes for the four (4) historic properties, I have determined that the Part I-CDF forms are generally adequate for describing the character defining features of these properties, and I agree with their content.

Thank you for the opportunity to comment. If you have any questions, please contact Richard Starzak of the SHPO consultant staff at rstarzak@myrafrank.com or (213) 627-5376.

Sincerely,



Dr. Knox Mellon
State Historic Preservation Officer

State of California

Memorandum

Date: July 31, 2001

To: Gary Winters, Acting Chief
Division of Environmental Analysis
Department of Transportation

Attention: Gloria Scott

From: Dr. Knox Mellon
State Historic Preservation Officer

Subject: Route 710 Historic Houses Condition Assessment Report
Part II – Physical Conditions Evaluation

On July 17, 2001, your staff requested my consultant staff to review and comment on the Part II forms prepared by Caltrans for the following historic properties:

- Markham Place HD: 737 South Pasadena Avenue;
- Markham Place HD: 595 South Pasadena Avenue (also individually eligible);
- Markham Place HD: 190 W. California Boulevard (part of 595 South Pasadena Avenue, also individually eligible);
- Pasadena Avenue HD: 185 West Glenarm Street; and
- Pasadena Avenue HD: 231 Wigmore Drive.

As with previous correspondence, the context for this consultation between our agencies consists of the BSA Report of December 14, 2000, §5024.5 of the California PRC and applicable orders of a court of competent jurisdiction.

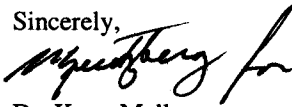
After reviewing the comments made by my consultant staff on the Part II forms, I have determined that in general the suggested treatment for character defining features (CDFs) will not have an adverse effect on the historic properties. However, I have the following additional comments:

The additions and alterations to the north (rear) of 231 Wigmore Drive do not appear to contribute to the significance of the Pasadena Avenue Historic District. I recommend that you adopt the most cost-effective treatment option for this portion of the building.

The buildings currently located at 595 S. Pasadena Avenue, 190 West California Boulevard (part of 595 S. Pasadena Avenue), 737 S. Pasadena Avenue, and 231 Wigmore Avenue would have to be relocated or demolished if the project is constructed. I recommend that you adopt the most cost-effective treatment, as determined by ballpark estimates based on professional expertise, for portions of these properties that would not ultimately be subject to relocation, such as foundations, water and sewer pipes, walkways, driveways, and sidewalks.

Please notify me as soon as possible whether you concur with the above recommendations. If you identify a more fiscally prudent treatment as you prepare your cost estimates for the treatment of CDFs, please so inform the SHPO consultant staff so that they have an opportunity to comment on the additional treatment proposal(s). Thank you for the opportunity to comment. If you have any questions, please contact Richard Starzak of the SHPO consultant staff at rstarzak@myrafrank.com or (213) 627-5376.

Sincerely,



Dr. Knox Mellon
State Historic Preservation Officer

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

Primary # _____
HRI # _____
Trinomial _____

Page 1 of 3 *Resource Name or #: (Assigned by recorder) Markham Place Historic District
*Recorded by LSA Associates, Inc. *Date: March 2014 _____ Continuation X Update

APE Map Reference # 20-HD-3A

In March 2013, the Markham Place Historic District, which is located in the City of Pasadena, was listed in the National Register of Historic Places 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 generally bounded by West California Boulevard on the north, South Pasadena Avenue on the east, Barclay Alley on the south, and South Orange Grove Boulevard on the west and overlaps a portion of the locally designated Governor Markham Historic District.

There are 33 properties in this district that are also within the project APE. Of those, 29 are contributors and 4 are non-contributors.

California Historical Resources Status Code: 1S

Contributors

- | | |
|---------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| 203 Bellefontaine Street (APE Map Ref # 347a-CT-3A) | 640 S. St. John Avenue (APE Map Ref # 363-CT-3A) |
| 235 Bellefontaine Street (APE Map Ref # 346-CT-3A) | 646 S. St. John Avenue (APE Map Ref # 362-CT-3A) |
| 202-204 W. California Boulevard (APE Map Ref # 370-CT-3A) | 650 S. St. John Avenue (APE Map Ref # 360-CT-3A) |
| 206 W. California Boulevard (APE Map Ref # 369-CT-3A) | 670 S. St. John Avenue (APE Map Ref # 359-CT-3A) |
| 535 S. Pasadena Avenue (Craftsman style building only; APE Map Ref # 373-CT-3A) | 678 S. St. John Avenue (APE Map Ref # 358-CT-3A) |
| 595 S. Pasadena Avenue/190 W. California Boulevard (APE Map Ref # 371-CT-3A)* | 696 S. St. John Avenue (APE Map Ref # 357-CT-3A)* |
| 679 S. Pasadena Avenue (APE Map Ref # 356a-CT-3A)* | 714 S. St. John Avenue (APE Map Ref # 354-CT-3A) |
| 703 S. Pasadena Avenue (APE Map Ref # 356-CT-3A) | 726 S. St. John Avenue (APE Map Ref # 353-CT-3A) |
| 737 S. Pasadena Avenue (APE Map Ref # 352-CT-3A) | 734 S. St. John Avenue (APE Map Ref # 350-CT-3A) |
| 763 S. Pasadena Avenue (APE Map Ref # 351-CT-3A)* | 762 S. St. John Avenue (APE Map Ref # 349-CT-3A) |
| 765 S. Pasadena Avenue (APE Map Ref # 348-CT-3A)* | Singer Park, 280 W. California Boulevard (APE Map Ref # 413-3A) |
| 779 S. Pasadena Avenue (APE Map Ref # 348a-CT-3A)* | |
| 801 S. Pasadena Avenue (APE Map Ref # 347-CT-3A)* | <u>Non-contributors</u> |
| 584 S. St. John Avenue (APE Map Ref # 368-CT-3A) | 535 S. Pasadena Avenue (Mid-Century Modern style buildings; APE Map Ref # 373-CT-3A) |
| 600 S. St. John Avenue (APE Map Ref # 367-CT-3A) | 615 and 633 S. Pasadena Avenue (APE Map Ref # 361-CT-3A) |
| 602 S. St. John Avenue (APE Map Ref # 366-CT-3A) | 721 S. Pasadena Avenue (vacant lot) |
| 620 S. St. John Avenue (APE Map Ref # 365-CT-3A) | 731 S. Pasadena Avenue (APE Map Ref # 355-CT-3A) |
| 628 S. St. John Avenue (APE Map Ref # 364-CT-3A) | |

*Also individually eligible for listing in the National Register

References

Scott, Gloria
2013 Historical Resources Evaluation Report for properties owned by the California Department of Transportation (Caltrans), In the State Route 710 Corridor in Los Angeles, South Pasadena, and Pasadena. Volume III: Pasadena. Provided by and on file with Caltrans District 7.

Related Report: Historic Property Survey Report for the SR 710 North Study, Los Angeles County, California, California Department of Transportation District 7, EA 187900, EFIS 0700000191, 2014



(Expires 5/31/2012)

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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Markham Place Historic District

other names/site number N/A

2. Location

street & number Roughly bounded by California Street, Pasadena Avenue,
Bellevue Street, and Orange Grove Boulevard

N/A	not for publication

city or town Pasadena vicinity

state California code CA County Los Angeles code 037 zip code 91105

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Carol Roland-Nawi
Carol Roland-Nawi, Ph.D., State Historic Preservation Officer Date 1-31-13

California State Office of Historic Preservation
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

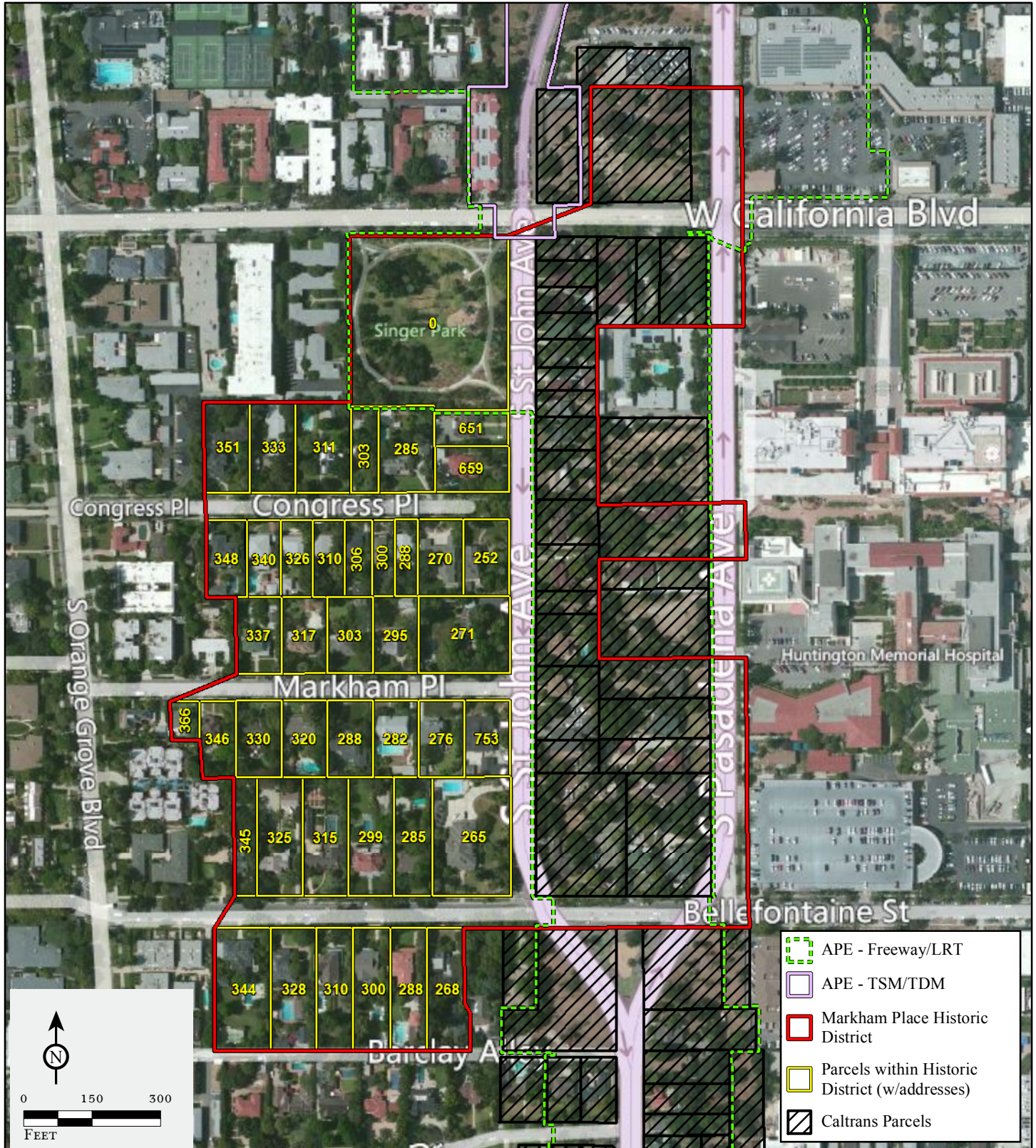
I hereby certify that this property is:

entered in the National Register determined eligible for the National Register

 determined not eligible for the National Register removed from the National Register

 other (explain:)

Joe Edson H. Beall
Signature of the Keeper Date of Action 3.27.13



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, CA**



United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240RECEIVED
OCT 03 1983

OHP

IN REPLY REFER TO:

File
under

→ 19-184771

SEP 20 1983

~~19-120690~~

The Director of the National Park Service is pleased to inform you that the following properties have been entered in the National Register of Historic Places beginning September 11, 1983 and ending September 17, 1983. For further information call (202) 343-9552.

State, County, Vicinity, Property, Address, (Date Listed)

ARIZONA, Apache County, St. Johns, **Isaacson Building, 37 Commercial St. (09/12/83)CALIFORNIA, Alameda County, Oakland, Oakland City Hall, 1421 Washington St. (09/15/83)CALIFORNIA, Del Norte County, Crescent City, Crescent City Lighthouse, A St., Battery Point Island (09/15/83)CALIFORNIA, Fresno County, Fresno, Brix, H.H., Mansion, 2844 Fresno St. (09/15/83)CALIFORNIA, Humboldt County, Garberville, Benbow Inn (Hotel Benbow), 445 Lake Benbow Dr. (09/15/83)CALIFORNIA, Los Angeles County, Avalon, Gano, Peter, House, 718 Crescent Ave. (09/15/83)CALIFORNIA, Los Angeles County, Hollywood, Toberman, C.E., Estate, 1847 Camino Palmero (09/15/83)CALIFORNIA, Los Angeles County, Pasadena, Old Pasadena Historic District, Roughly bounded by Pasadena, Fair Oaks, Raymond Aves., Arroyo Pkwy., Del Mar Blvd., and Corson St. (09/15/83)CALIFORNIA, Merced County, Merced, Cook, Maj. George Beecher, House, 356 W. 21st St. (09/15/83)CALIFORNIA, Monterey County, Gonzales, Community Church of Gonzales, 301 4th St. (09/15/83)CALIFORNIA, Sacramento County, Sacramento, Old Tavern, 2801 Capitol Ave. (09/15/83)CALIFORNIA, San Diego County, San Diego, Park Place Methodist Episcopal Church South, 508 Olive St. (09/15/83)CALIFORNIA, San Francisco County, San Francisco, Liberty Street Historic District, Roughly 15-188 Liberty St. (09/15/83)CALIFORNIA, San Francisco County, San Francisco, McMullen, John, House, 827 Guerrero St. (09/15/83)COLORADO, Denver County, Denver, Haskell House, 1651 Emerson St. (09/15/83)COLORADO, Summit County, Frisco, Frisco Schoolhouse, 120 Main St. (09/15/83)DISTRICT OF COLUMBIA, Washington, Bond Building, 1404 New York Ave., NW (09/15/83)DISTRICT OF COLUMBIA, Washington, Prince Hall Masonic Temple, 1000 U St., NW (09/15/83)IDAHO, Lincoln County, Shoshone, Purdum Livery Stable (Lava Rock Structures in South Central Idaho TR), 113 N. Rail St. E. (09/15/83)ILLINOIS, Putnam County, Putnam, Condit, Cortland, House, Off IL 29 (09/16/83)INDIANA, LaPorte County, LaPorte, Downtown LaPorte Historic District, Roughly bounded by State, Jackson, Maple and Chicago Sts. (09/15/83)INDIANA, Marion County, Indianapolis, Alameda (Apartments and Flats of Downtown Indianapolis TR), 37 W. St. Clair St. (09/15/83)INDIANA, Marion County, Indianapolis, Alexandra (Apartments and Flats of Downtown Indianapolis TR), 402-416 N. New Jersey St. and 332-336 E. Vermont St. (09/15/83)

National Register Listing:

Pasadena 19-184771 Old Pasadena Historic District
Roughly Bounded by Pasadena, Fair Oaks, Raymond Avenues.,
Arroyo Parkway, Del Mar blvd., and Corson Street NR83001200,
ADDITIONAL DOCUMENTATION APPROVED, 3/25/08

Old Pasadena Historic District (Boundary Increase and Decrease), Fair Oaks & Raymond
Aves., Colorado Blvd., Green St., Pasadena, 07001303, LISTED, 3/25/08

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

Primary # _____
HRI # _____
Trinomial _____

Page 1 of 4 *Resource Name or #: (Assigned by recorder) Old Pasadena Historic District
*Recorded by LSA Associates, Inc. *Date: March 2014 _____ Continuation X Update

APE Map Reference # 22-HD-3A

The Old Pasadena Historic District, located in the City of Pasadena, essentially consists of what is commonly known as Old Town Pasadena. The district was listed in the National Register of Historic Places in 1983 and its boundaries were adjusted in 2008. It is generally bounded by Corson Street on the north, Raymond Avenue and Arroyo Seco Parkway on the east, East Del Mar Boulevard on the south, and Pasadena Avenue on the west (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.). It also established Colorado Boulevard as the principal axis through town (Ibid.).

There are 12 parcels associated with the district that are located within the APE, and 11 are contributors to the district. The remaining parcel is developed with a parking lot.

California Historical Resources Status Code: 1S

Contributors

- 26 South Pasadena Avenue (1D, APE Map Ref # 426-3A)
- 30 East Del Mar Boulevard (1D, APE Map Ref # 147-3B)
- 34 South Pasadena Avenue (1D, APE Map Ref # 425-3A)
- 148 West Colorado Boulevard (1D, APE Map Ref # 427-3A)
- 161 West Colorado Boulevard (1D, APE Map Ref # 431-3A)
- 163 West Colorado Boulevard (1D, APE Map Ref # 430-3A)
- 169 West Colorado Boulevard (1D, APE Map Ref # 429-3A)
- 281 South Raymond Avenue (1D, APE Map Ref # 438-3A)
- 300 South Fair Oaks Avenue (1D, APE Map Ref # 148-3B)
- 301 North Raymond Avenue (1D, APE Map Ref # 439-3A)
- 330 South Fair Oaks Avenue (1D, APE Map Ref # 146-3B)

Non-contributor

Parking lot south of 34 South Pasadena Avenue

References

National Park Service

- n.d. Early History of the California Coast, A National Register of Historic Places Travel Itinerary, Old Pasadena Historic District. Accessed online in December 2013 at: <http://www.nps.gov/nr/travel/ca/ca14.htm>.

Related Report: Historic Property Survey Report for the SR 710 North Study, Los Angeles County, California, California Department of Transportation District 7, EA 187900, EFIS 0700000191, 2014

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section _____ Page _____

=====

SUPPLEMENTARY LISTING RECORD

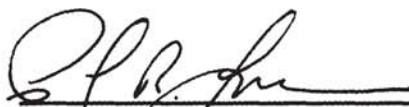
NRIS Reference Number: 83001200/07001303 Date Listed: 3/25/2008

Old Pasadena Historic District
(Boundary Increase/Decrease/Additional Documentation)

Property Name Los Angeles CA
County State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.



Signature of the Keeper

3/25/2008

Date of Action

=====

Amended Items in Nomination:

U. T. M. Coordinates:

The U.T.M. Coordinates presented in the original nomination are correct and are retained for the revised Additional Documentation. [The coordinates presented in the current AD do not circumscribe the nominated area.]

The U.T.M. Coordinates for the three specific Boundary Increase areas (noted as points A, B, and E on the new USGS map) are: [A] 11 394031 3778108, [B] 11 393820 3778440, and [E] 11 394031 3779000. [These points are effectively contained within the original four district coordinate points.]

Verbal Boundary Description:

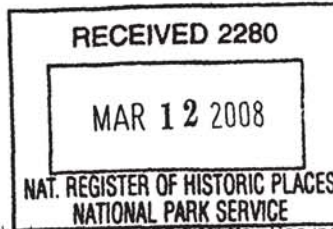
The Verbal Boundary Description for the new Boundary Increase and Decrease areas should refer to the map accompanying the new documentation. [The increase areas are limited to the lots historically associated with the properties at 108-112 South Delacey [#66], 80 West Dayton [#62], 130 -134 North Fair Oaks [#78], and 330 South Fair Oaks [#90]. The Boundary Decrease areas are described as the lots historically associated with the properties at 251 and 255 South Fair Oaks and the lot at NE corner of South Raymond and Del Mar Boulevard. The increase and decrease areas all total < one acre and represent no net change to the listed historic district.]

These clarifications were confirmed with the CA SHPO office.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Old Pasadena Historic District (Additional Documentation/Boundary Changes)

other names/site number _____

2. Location

street & number See Attached Map N/A not for publication

city or town Pasadena N/A vicinity

state California code CA county Los Angeles code 37 zip code 91105

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Stephen D. Kuske DSHPO 3/10/08
Signature of certifying official/Title Date

California Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

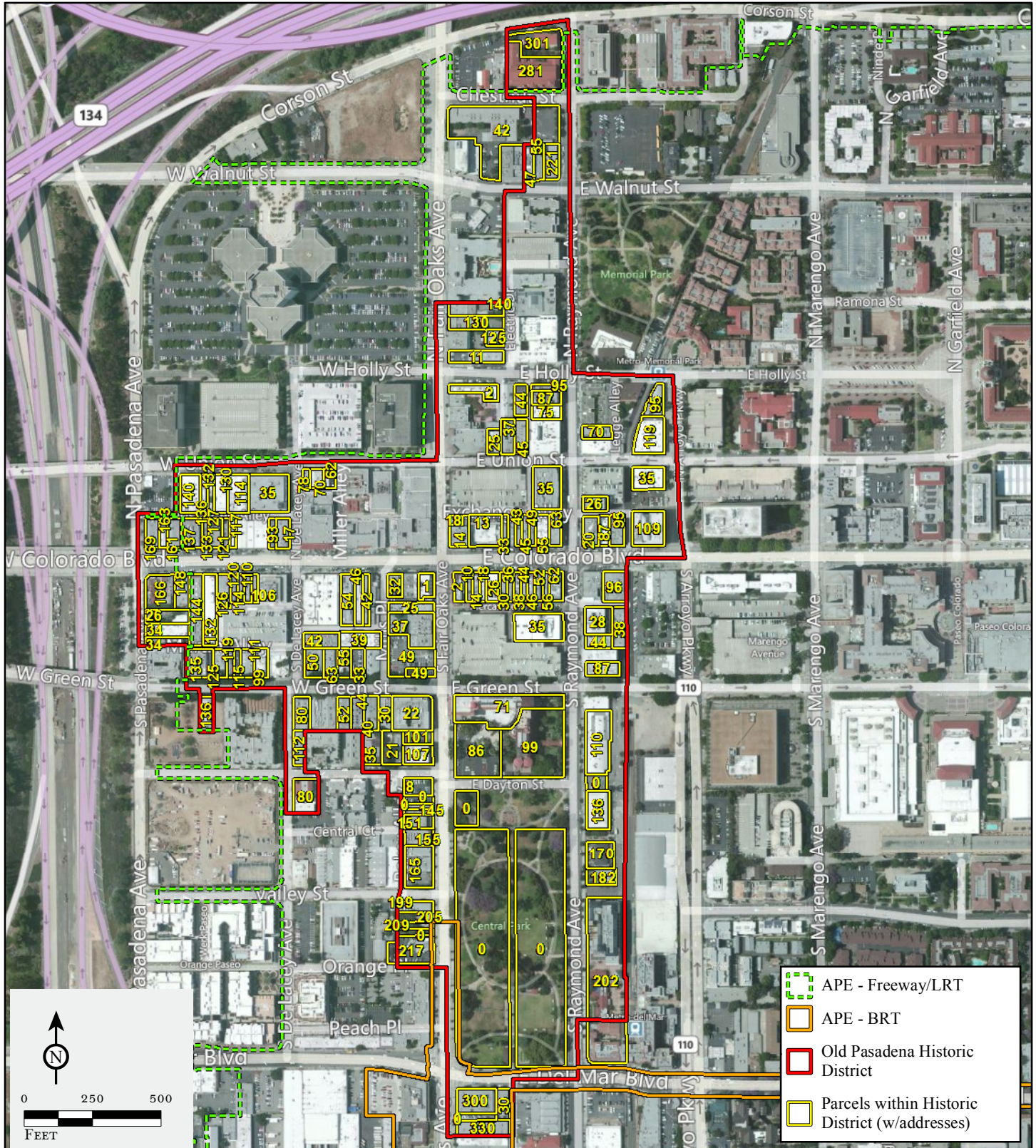
Signature of the Keeper

Date of Action

[Signature] 3/25/2008

State of California - Resource Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
 HRI # _____
 Trinomial _____



RAYMOND-SUMMIT HISTORIC DISTRICT

**ROUGHLY BOUNDED BY N. RAYMOND AVE., E. VILLA ST., SUMMIT AVE., AND
E. MAPLE ST.,
PASADENA, CA**

South Central Coastal Information Center,

From: Edson_Beall@nps.gov
Sent: Thursday, August 18, 2011 11:57 AM
To: WASO_CR_NR-NHL@nps.gov; WASO_CR_HISTORY@nps.gov
Subject: National Register Weekly List 08/19/2011

August 19, 2011

The Director of the National Park Service is pleased to send you the following announcements and actions on properties for the National Register of Historic Places. For further information contact Edson Beall via voice (202) 354-2255, or E-mail: <Edson_Beall@nps.gov> This and past Weekly Lists are also available here: <http://www.nps.gov/history/nr/nrlist.htm>

Our physical location address is:

National Park Service
 National Register of Historic Places
 1201 "I" (Eye) Street, NW,
 Washington D.C. 20005

August is Archeology Month. Check Out Our Feature:
<http://www.nps.gov/history/nr/feature/archeology/index.htm>

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 8/12/11 THROUGH 8/12/11

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

CALIFORNIA, LOS ANGELES COUNTY,
 Bristol--Cypress Historic District,
 438-516 Cypress Ave.,,
 Pasadena, 11000489,
 LISTED, 8/09/11
 (Late 19th and Early 20th Century Development and Architecture in Pasadena MPS)

CALIFORNIA, LOS ANGELES COUNTY,
 Cosby, James Fielding, House,
 510 Locke Haven St.,
 Pasadena, 11000490,
 LISTED, 8/09/11
 (Late 19th and Early 20th Century Development and Architecture in Pasadena MPS)

CALIFORNIA, LOS ANGELES COUNTY,
 Denham, Mary E., House,
 297 S. Orange Grove Blvd.,,
 Pasadena, 11000491,
 LISTED, 8/09/11
 (Late 19th and Early 20th Century Development and Architecture in Pasadena MPS)

CALIFORNIA, LOS ANGELES COUNTY,
 Hartwell, John S. House,
 423 Lincoln Ave.,
 Pasadena, 11000492,
 LISTED, 8/09/11
 (Late 19th and Early 20th Century Development and Architecture in Pasadena MPS)

CALIFORNIA, LOS ANGELES COUNTY,
 Hillmont,

1375 E. Mountain St.,
Pasadena, 11000493,
LISTED, 8/09/11
(Late 19th and Early 20th Century Development and Architecture in Pasadena MPS)

CALIFORNIA, LOS ANGELES COUNTY,
Hood, Mrs. J.H., House,
494 Ellis St.,
Pasadena, 11000494,
LISTED, 8/09/11
(Late 19th and Early 20th Century Development and Architecture in Pasadena MPS)

CALIFORNIA, LOS ANGELES COUNTY,
House at 1360 Lida Street,
1360 Lida St.,,
Pasadena, 11000495,
LISTED, 8/09/11
(Late 19th and Early 20th Century Development and Architecture in Pasadena MPS)

CALIFORNIA, LOS ANGELES COUNTY,
Jarvis, Benjamin, House,
531 N. Raymond Ave.,
Pasadena, 11000496,
LISTED, 8/09/11
(Late 19th and Early 20th Century Development and Architecture in Pasadena MPS)

CALIFORNIA, LOS ANGELES COUNTY,
Lacey, Friend, House,
679 E. Villa St.,,
Pasadena, 11000497,
LISTED, 8/09/11
(Late 19th and Early 20th Century Development and Architecture in Pasadena MPS)

CALIFORNIA, LOS ANGELES COUNTY,
New Fair Oaks Historic District,
480-512 Lincoln Av. & 57-103 W. Villa St.,, Pasadena, 11000498, LISTED, 8/09/11 (Late
19th and Early 20th Century Development and Architecture in Pasadena MPS)

CALIFORNIA, LOS ANGELES COUNTY,
Post, George B., House,
360 S. Grand Ave.,
Pasadena, 11000499,
LISTED, 8/09/11
(Late 19th and Early 20th Century Development and Architecture in Pasadena MPS)

CALIFORNIA, LOS ANGELES COUNTY, *prop. no. 087097*
Raymond--Summit Historic District,
Roughly bounded by N. Raymond Ave., E. Villa St., Summit Ave. & E. Maple St.,, Pasadena,
11000500, LISTED, 8/09/11 (Late 19th and Early 20th Century Development and Architecture
in Pasadena MPS)

CALIFORNIA, SAN FRANCISCO COUNTY,
San Francisco Public Library North Beach Branch, 2000 Mason St., San Francisco, 11000501,
LISTED, 8/08/11

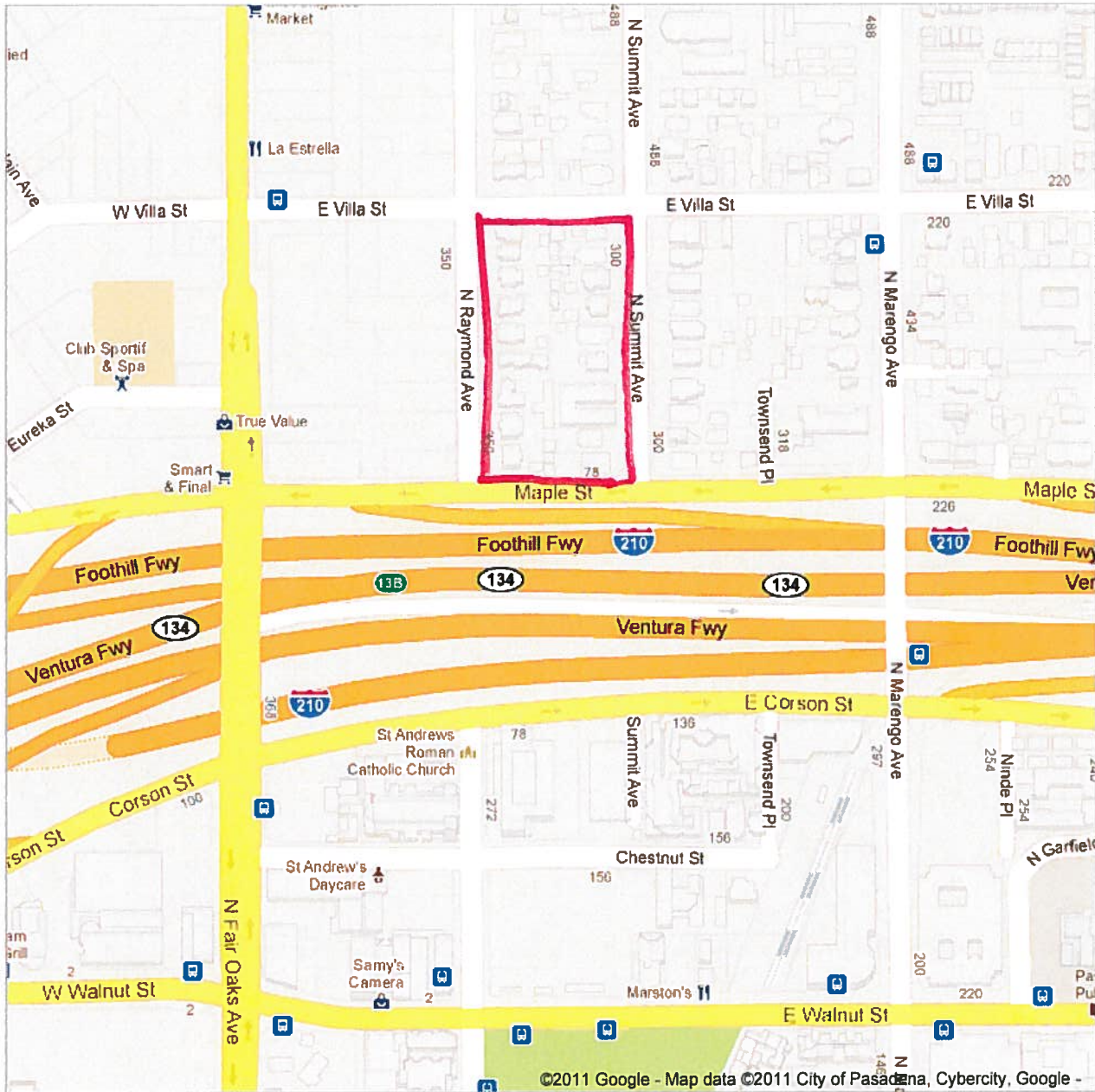
COLORADO, LARIMER COUNTY,
Peep O Day Park,
5445 Wild Ln.,
Loveland, 11000520,
LISTED, 8/10/11

COLORADO, ROUTT COUNTY,
Solandt Memorial Hospital,
150 W. Jackson St.,
Hayden, 11000521,
LISTED, 8/10/11



Address **N Raymond Ave**
Pasadena, CA

Get Google Maps on your phone
Text the word "GMAPS" to 466453



©2011 Google - Map data ©2011 City of Pasadena, Cybercity, Google -

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

Primary # _____
HRI # _____
Trinomial _____

Page 1 of 22 *Resource Name or #: (Assigned by recorder) Raymond-Summit Historic District
*Recorded by LSA Associates, Inc. *Date: March 2014 _____ Continuation Update

APE Map Reference # 23-HD-3A

The Raymond-Summit Historic District is located in the City of Pasadena. This district was listed in the National Register of Historic Places in 2011. According to the Draft National Register of Historic Places Registration Form, prepared by the City of Pasadena, the residential district is generally bounded by North Raymond Avenue, East Villa Street, Summit Street, and East Maple Street. It includes 22 contributing and 27 non-contributing properties and has a period of significance from 1874 to 1906.

There is one property, 396 North Summit Avenue (APE map reference number 444-3A), within the historic district that is also within the project APE.

California Historical Resources Status Code: 1S

Related Report: Historic Property Survey Report for the SR 710 North Study, Los Angeles County, California, California Department of Transportation District 7, EA 187900, EFIS 0700000191, 2014

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Raymond-Summit Historic District
other names/site number N/A

2. Location

street & number Roughly bounded by North Raymond Avenue, East Villa Street, Summit Avenue and East Maple Street not for publication
city or town Pasadena vicinity
state California code CA county Los Angeles code 37 zip code 91103

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:
___ national ___ statewide ___ local

Signature of certifying official Date

Title State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

___ entered in the National Register ___ determined eligible for the National Register
___ determined not eligible for the National Register ___ removed from the National Register
___ other (explain:) _____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only **one** box)

Number of Resources within Property
(Do not include previously listed resources in the count.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
22	27	buildings
		district
		site
		structure
		object
22	27	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Number of contributing resources previously listed in the National Register

Late 19th and Early 20th Century Development and Architecture in Pasadena; Residential Architecture of Pasadena, CA 1895-1918: Influence of the Arts and Crafts Movement

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Current Functions
(Enter categories from instructions)

DOMESTIC/Single Dwelling

DOMESTIC/Single Dwelling
DOMESTIC/Multiple Dwelling

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

LATE VICTORIAN
Queen Anne
Other: Folk Victorian
Other: American Foursquare
Other: Vernacular Gabled Cottage
Other: Vernacular Hipped Cottage
LATE 19TH AND 20TH CENTURY REVIVALS
Colonial Revival

foundation: STONE, WOOD, CONCRETE
walls: WOOD
roof: ASPHALT
other:

Narrative Description
(See continuation sheets)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

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

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

EXPLORATION/SETTLEMENT

Period of Significance

1874-1906

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Buchanan, Charles W.; Greene & Greene;

Bradshaw, C.R.; Cross, Pierce & Bishop

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Period of Significance (justification)

(See continuation sheets)

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

(See continuation sheets)

Narrative Statement of Significance (provide at least one paragraph for each area of significance)

(See continuation sheets)

Developmental history/additional historic context information (if appropriate)

(See continuation sheets)

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form)

City of Pasadena & Historic Resources Group. *Final Report: Northwest Survey Revision Project—Phase I Historic Resources Inventory*. Pasadena, 1993.

Page, Henry Markham. *Pasadena: Its Early Years*. Los Angeles: Lorrin L. Morrison Printing and Publishing, 1964.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been Requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 4.6 acres
(Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1 _____
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

Verbal Boundary Description (describe the boundaries of the property)

(See attached map)

Boundary Justification (explain why the boundaries were selected)

(See continuation sheets)

11. Form Prepared By

name/title _____
organization City of Pasadena date _____
street & number 175 N. Garfield Avenue telephone 626-744-4009
city or town Pasadena state CA zip code 91101
e-mail _____

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Representative photographs of the property. See Continuation Sheets for photo log page.

Property Owner:

(complete this item at the request of the SHPO or FPO)

name _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 1

Raymond-Summit Historic District ----- Name of Property Los Angeles County, CA ----- County and State Late 19 th /Early 20 th Century Architecture and Development in Pasadena ----- Name of multiple listing (if applicable)

DESCRIPTION

The Raymond-Summit Historic District is one of three neighborhoods in Pasadena with a high concentration of adjoining, intact residential buildings from the late 19th/early 20th century. The buildings in this district reflect both high-style and vernacular property subtypes of the Single Family Residence property type identified in the Multiple Property Documentation Form, "Late 19th and Early 20th Century Development and Architecture in Pasadena," including Queen Anne, Colonial Revival, American Foursquare, Folk Victorian, and Vernacular Hipped and Gabled Cottages. Generally, properties in the district have a one or two-story main house from the period of significance situated at the front behind a landscaped yard, a concrete driveway on one side of the house, and a newer detached garage or additional residential units at the rear. The positioning of each of these elements on the lots and their relationship to the street and to each other are relatively uniform. The streets are lined with mature trees and four properties have mature Canary Island date palms in their front yards. Although there is uniformity in the features of the public right-of-way in the district, they appear to date from a later period.

Many of the contributing houses, as described further below, have had minor alterations. Despite these alterations and newer additions at the rear of the properties, the feeling of the district from the public right-of-way is one of a late 19th/early 20th century middle class neighborhood. The surrounding area outside the district boundaries has a similar residential character, but the houses have either been altered or were built in different time periods unrelated to the specific context of this nomination. As compared to the other two districts being nominated under this context, the houses in the Raymond-Summit Historic District are generally larger, higher style architect-designed houses that were built for wealthier clients.

The following list gives the address, year built, year relocated (where applicable), architect/contractor and architectural description of each building in the district, separated into categories of contributing and non-contributing resources. The primary sources for the information below include the final report for the Northwest Survey Revision Project (Phase I) Historic Resources Inventory dated July 1993, permit records and slides from historic resources surveys on file with the Pasadena Planning & Development Department and field work and current photographs taken as part of this project. Property subtypes relate to the Multiple Property Documentation Form, "Late 19th and Early 20th Century Development and Architecture in Pasadena" unless otherwise indicated.

Contributing Resources

- 406 N. Raymond Avenue Constructed: ca. 1896; Architect: Charles W. Buchanan

One contributing building (house). This two-story house is an example of the oversized American Foursquare subtype with Colonial Revival influences. It has a low hipped roof with flared, boxed eaves, below which is a row of extended modillions with rounded ends. Centered on the street-facing elevation at the second story is a polygonal bay with windows separated by engaged columns with classical capitals; a separate, octagonal roof with eave detailing matching the main roof and topped by a sheet-metal finial; and a frieze with plaster vine-and-flower relief (running ornament). The base of the second floor flares outward directly above a simple wood molding. The projecting full-width front porch has a hipped roof with a small centered gable with wood shingles in the gable end, supported by fluted

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wood columns with Corinthian capitals and with a simple wood railing. Curving concrete wing-walls flank the main entry steps, which lead to an original wood front door with a rectangular light flanked by sidelights. The house has a roof covered in composition shingles; walls clad in rectangular wood shingles on the upper floors and narrow exposure wood lap siding with corner boards on the first floor; an Arroyo stone foundation; wood fixed, double-hung and transom windows with round patterned-leaded glass in wood-framed openings. The front yard is slightly elevated above street level, is bordered by an Arroyo stone retaining wall, and has a single mature Canary Island date palm. The house retains integrity and is contributing to the district.

2. 436 N. Raymond Avenue Constructed: 1899; Architect: C.R. Bradshaw

One contributing building (house) and one non-contributing building (garage). This two-story house is an example of the oversized American Foursquare subtype with Colonial Revival influences. It has a hipped roof with boxed eaves and curving exposed rafters with rounded ends. A brick chimney extends from the peak of the roof and a small off-center polygonal bay with a gable-with-shed roof, three arched louvered vents and rectangular wood shingles in the gable end projects from the northern end of the street-facing elevation at the second floor. The full-width front porch has a shed roof with exposed rafters matching those of the main roof, a row of dentils, and a small centered gable with two groups of three curving brackets and plaster ornament (scrolled vines and garlands) in relief in the pediment, which repeats on the enclosed sides of the shed roof. It is supported by Tuscan columns and has a simple wood railing. A two-story gabled bay with a rectangular upper floor with consoles and a polygonal lower floor projects from the south side elevation. Another polygonal two-story bay projects from the north elevation. The house has a composition shingle roof; walls clad in rectangular wood shingles on the second floor and narrow exposure wood lap siding with mitered corners on the first floor; a concrete foundation; wood casement, double-hung, fixed and transom windows with transoms and upper sashes having lozenge-patterned muntins, all within wood-frame surrounds with - dentiled cornices; and an original wood front door with beveled glass and a leaded-glass transom. The two-car garage, at the end of the driveway and visible from the street, is a later addition to the property, with a lower roof pitch than the house. Its date of construction is unknown. It is clad in wood lap siding and has an extruded metal door with glass panels. The front yard is slightly elevated from the street by a concrete curb, which is topped by a newer wood picket fence. The house retains integrity and is contributing to the district.

3. 450 N. Raymond Avenue Constructed: 1897; Architect: Greene & Greene

One contributing building (house). This two-story house is an example of the Shingle Style subtype (with some Colonial Revival detailing) and is an early work of the Pasadena-based architectural firm of Charles Greene & Henry Greene, whose later work would be the most celebrated of the American Arts & Crafts movement in Pasadena. The house has a complex roof form, including a primary hipped roof with gambrel-roofed wings projecting from the west and south elevations and a five-sided polygonal bay with an octagonal roof at the southeast corner. All roofs have boxed eaves with extended block modillions. The oval-shaped attic window on the front-facing gambreled-roof wing has colored art glass and an elongated keystone. A second-floor balcony with a rounded solid railing accessed by French doors connects the two bays on the west elevation. The projecting full-width front porch has a hipped roof, a low solid wall rather than an open railing and is supported by heavy square columns clad in wood lap siding with mitered corners. The house has a composition shingle roof; walls clad in

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rectangular wood shingles on the second floor and narrow exposure wood lap siding with mitered corners on the first floor; a concrete foundation; wood double-hung windows in wood-framed openings and a non-original front door with a fan-shaped light in an original wood-framed opening flanked by sidelights. Two different muntin patterns are evident in the house, including diamond-shaped and, on the polygonal bay, a centered circular muntin with four radiating muntins at 90-degree intervals. Between the polygonal bay and the southerly gambrel-roofed wing is a brick chimney; a wood exterior staircase was attached to the north elevation when the house was converted to apartments in 1940. The front yard is slightly elevated from the street by a concrete curb, which is topped by a newer wood fence. The house retains integrity and is contributing to the district.

4. 460 N. Raymond Avenue Constructed: 1894; Architect: Cross, Pierce & Bishop

One contributing building (house) and one non-contributing building (garage). This two-story house is an example of the Queen Anne subtype. It has a complex roof form consisting of a steeply pitched, primary hipped roof with two-story gabled bays, polygonal on the first floor portion, projecting from the west, north and south elevations and a centered polygonal turret at the attic level, which engages a lower shed-roofed dormer with bordered-glass sash at its base. Gable ends are detailed with sunken panels, returns, dentiled collarbeams, and curvilinear window sills and brackets. The projecting half-width front porch, which has a hipped roof, low solid walls clad in wood shingles, is supported by simple square wooden columns. The house has a composition shingle roof; walls clad in rectangular wood shingles on the second floor and narrow exposure wood lap siding with areas of both mitered corners and corner boards on the first floor; an Arroyo stone foundation; wood fixed, transom and double-hung windows in wood-framed openings; and an original wood front door with a rectangular light in a wood-framed opening. The windows in the house have a variety of muntin patterns; most of the sashes have horned stiles. The front yard, which has a mature Canary Island date palm, is slightly elevated from the street by a concrete curb, which is topped by a newer ornamental steel fence. A rear garage, visible from the street, was built in 1996. The house retains integrity and is contributing to the district.

5. 464 N. Raymond Avenue Constructed: 1903; Builder: R. J. Perry

One contributing building (house) and one non-contributing building (garage). This two-story house is an example of the American Foursquare subtype. It has a hipped roof form with curving exposed rafters and a centered hipped roof dormer. The full-width front porch has a hipped roof, a low solid wall clad in lap siding rather than an open railing, and is supported by simple square wood columns. The house has a composition shingle roof; walls clad in asbestos shingles on the second floor (which appears to cover the original material beneath) and narrow exposure wood lap siding with mitered corners on the first floor; a concrete foundation; wood double-hung and replacement sliding aluminum windows (which, though, in original wood-framed openings are undersized); and an original wood paneled front door with rectangular light in a wood-framed opening. The south elevation has a brick chimney and a one-story polygonal bay. The garage at the rear of the property, visible from the street, was built in the 1920's. The house retains much of its original character, despite the alterations that have occurred; therefore, it retains sufficient integrity to be contributing to the district.

6. 472 N. Raymond Avenue Constructed: 1905; Architect: Charles W. Buchanan

One contributing building (house) and one non-contributing building (garage). This two-and-one-half-

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story house is an example of an early Arts and Crafts Period House, as identified in the Multiple Property Documentation Form "Residential Architecture of Pasadena, CA 1895-1918: Influence of the Arts and Crafts Movement" with elements of the Shingle Style. It has highly symmetrical facades and a cross-gabled roof with extended open eaves with curved exposed rafters and wide barge boards with curved ends supported by knee braces. The west-facing gable has an attic window within curving recessed walls, while a similar window on the north-facing gable has a shallow projecting hood. The full-width front porch on the west elevation has a hipped roof with a large central gable with three louvered vents supported by heavy bracketed wood columns. The foundation of the house and low walls on the front porch are brick. Exterior walls are clad in rectangular wood shingles on the upper floors and wood lap siding with mitered corners on the first floor. Windows are double-hung multi-light upper sashes in wood-framed openings. On the west elevation, window groupings have shallow projecting hoods with a sawtooth shingle edge above. The front door is an original wood door with a rectangular glass panel in a wood-framed opening flanked by sidelights. The property is surrounded by an ornamental steel fence. The detached garage, which faces E. Villa Street, appears larger than the garage depicted in the 1910 Sanborn Fire Insurance map and, although compatible with the house, is non-contributing. The house is an example of a transitional design by an accomplished local architect, is fully intact, retains integrity and is contributing to the district.

7. 396 Summit Avenue Constructed: 1898

One contributing building (house) and two non-contributing buildings (garage and rear house). This one-story house at the corner of Summit Avenue and E. Maple Street is an example of a vernacular hipped-roof cottage with Colonial Revival influences. The roof, which has a low hip with flared boxed eaves, has a central hipped roof dormer on the west, north and south elevations. The full-width recessed front porch is supported by Tuscan columns and has a simple wood railing and Arroyo stone sidewalls flanking the steps. A polygonal bay projects from the south elevation. The house has a composition shingle roof; walls clad in narrow exposure wood lap siding with corner boards; a concrete foundation; wood double-hung windows in wood-framed openings; and an original wood front door with a rectangular glass panel in a wood-framed opening. The relatively large yard is surrounded by a chain-link fence. The rear garage was built in 1937 and the second house on the property was built in 1914. Neither building is visible from Summit Avenue, the focal point of the district; they are visible from E. Maple Street and Townsend Place, a small road stub at the eastern edge of the district boundary. The house retains integrity and is contributing to the district.

8. 406 Summit Avenue Constructed: 1892:

One contributing building (house) and one non-contributing building (rear building). This one-and-one-half story house is an example of the Folk Victorian subtype. It has a cross-gabled roof and a projecting half-width front porch, which engages a projecting polygonal bay window, with a hipped roof supported by simple square wood columns. The house originally had a second porch to the south of the projecting bay, which wrapped to the south elevation, but it was enclosed sometime between 1903 and 1910. It has a hipped roof and is compatible with the detailing of the original house. The house has a composition shingle roof; walls clad in wood drop channel siding with corner boards; a concrete foundation; wood casement, double-hung, fixed and transom windows, some with square divided lights, in wood-framed openings; and a solid front door in a wood-framed opening. An exterior staircase was added to the north elevation at an unknown date and the front yard is enclosed by a newer ornamental

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steel fence. The rear building is not visible from the street and its use and date of construction are unknown. The house retains integrity and is contributing to the district.

9. 416 Summit Avenue Constructed: 1896; Builder: J.W. Morrison

One contributing building (house) and two non-contributing buildings (carport and rear house). This one-story house is an example of the Vernacular Hipped Cottage subtype with Colonial Revival detailing. The roof is covered in composition shingles and has extended eaves with decorative brackets with scrolled ends grouped in fours. Exterior walls are clad in wood lap siding with mitered corners and the foundation is concrete. The recessed full-width front porch is supported by pairs of partially fluted Tuscan columns and has a turned wood balustrade with swan's neck banisters.. Below the porch columns are plaster-coated bases with inset rectangles and plaster medallions. Windows are wood and double-hung with lozenge and diamond-shaped muntins in the upper sash. A replacement front door and sidelights are in an original pedimented, dentiled and fluted opening. The property is surrounded by a wood picket fence and is heavily landscaped. A rear house, minimally visible from the street, was built in 1948 and a carport, not visible from the street, was built in 2000. The house retains much of its original character, despite the alterations that have occurred; therefore, it retains integrity and is contributing to the district.

10. 422 Summit Avenue Constructed: 1894

One contributing building (house). This one-story house is an example of Queen Anne subtype with extensive Colonial Revival detailing. It has a complex roof form consisting of a primary gable-on-hip roof and projecting polygonal bays with gable-with-shed roofs and consoles. Gable ends have collarbeams, wood hexagonal fish-scale shingle cladding, curved brackets and wood louvered vents. On the street-facing elevation, the peak of the primary gable has sunburst detailing; photographs on file with the City of Pasadena indicate that a matching detail, now missing, was also in the gable of the projecting bay. The peak of the gable on the side elevation has a lattice detail with cutout holes. The northern half of the west elevation has a Colonial Revival wrap-around front porch with classical turned balusters and Tuscan columns resting on raised panelized pedestals. Curved in plan, the porch is recessed under the extended main roof; a frieze with dentils extends under the full length of the roof over the porch. A small pediment aligned with the front entry and is enriched with plaster ornament in relief and dentils. The house has a composition shingle roof; walls clad in narrow exposure wood lap siding with corner boards; vertically oriented wood tongue-and-groove skirting at the base; wood fixed, transom and double-hung windows framed in window surrounds with cornices and curvilinear cut-out aprons; and an original wood front door with a rectangular glass panel with a wood transom above. The front yard is level with the sidewalk and is not enclosed. The house retains integrity and is contributing to the district.

11. 431 Summit Avenue Constructed: 1901

One contributing building (house) and one non-contributing building (garage). This two-story house is an example of the American Foursquare subtype. It has a low hipped roof—with flared ends—and a centered hipped roof dormer with a louvered vent. A two-story gabled bay projects from the south elevation and an attached staircase on the north side, likely installed in 1944 when the house was converted to apartments, is covered by a hipped-roof canopy. The recessed half-width front porch is

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supported by a single turned-wood column. The house has a composition shingle roof; walls clad in rectangular wood shingles on the second floor and narrow exposure wood lap siding with corner boards on the first floor; wood casement windows with square divided lights at the top in wood-framed and pedimented openings; and a front door, obscured by a metal security screen, in a wood-framed opening. The front yard is slightly elevated from street level by a concrete retaining wall, which is topped with a wood picket fence. A permit for the rear garage was not found; however, a note in the records indicates destruction of a garage by fire in 1972; therefore, it is likely that the existing garage was built following the fire. The house retains integrity and is contributing to the district.

12. 437 Summit Avenue

Constructed: 1912; Builder: H.O. Clarke

One contributing building (house) and one non-contributing building (garage). This house is an example of a one-and-one-half-story California Bungalow, as identified in the Multiple Property Documentation Form, "Residential Architecture of Pasadena, CA 1895-1918: Influence of the Arts and Crafts Movement." The main roof of the house is a shallow gable oriented to the sides, with a projecting gabled dormer and front porch. Based on photographs on file with the City of Pasadena, the dormer originally had two pairs of casement windows which have been replaced with three adjoining fixed windows. The roof, which is covered in composition shingles, has deep, extended eaves with paired exposed rafters extending beyond the roofline. The front porch roof is supported by battered posts with concrete-capped brick bases and square wood posts above and the side walls of the porch as well as the chimney are also in red brick. Exterior walls are clad in rectangular wood shingles within the gable end and in wood lap siding with mitered corners below the windows. The house has wood casement, fixed and transom (with lozenge-shaped divided lights) windows and a polygonal bay with a shallow hipped roof projects from the south elevation behind which is a side-gabled addition. The wide front door is wood with a large rectangular glass panel. Window and door surrounds are wood with extended top rails. Records indicate that the house had previously been divided into three units and was reverted to a single-family house in 2000. The house retains integrity and is contributing to the district.

13. 442 Summit Avenue

Constructed: 1895; Architect: Greene & Greene

One contributing building (house) and one non-contributing building (garage). This one-story house, an early example of the work of Charles Greene & Henry Greene, is an example of the Vernacular Hipped Cottage subtype, with Colonial Revival details including dentiled rails in window openings; engaged, partially fluted pilasters with Ionic capitals; and paired exposed rafters with rounded and cut-out ends. The flared ends of the multiple hipped roofs lend a certain exoticism to the overall design. The gable-roofed portico at the front entry has a shallow pediment with a plaster cartouche with wreaths and garlands (which are not original to the house); the porch roof is supported by fluted Ionic columns matching the pilasters on the house. The porch is enclosed by a simple wood railing with turned balusters set amid square newel posts. The house has a composition shingle roof; walls clad in drop channel wood siding; a concrete foundation; wood double-hung, fixed and transom windows with leaded glass in wood-framed openings (including one oval-shaped window with a leaded fleur-de-lis on the front elevation); and an original wood door with a rectangular glass panel that has a large diamond-shaped muntin in a wood-framed opening and is flanked by sidelights with interlacing gothic-style muntins, which also appear in the upper sash of double-hung windows on the street-facing elevation. The front yard is slightly elevated above street level by an Arroyo stone retaining wall topped by a wood

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picket fence. A newer garage, constructed in 2002, sits at the end of the driveway toward the rear of the property. The house retains integrity, and is contributing to the district.

14. 448 Summit Avenue Constructed: 1895; Architect: Greene & Greene

One contributing building (house). This one-story house is another example of the hipped cottage subtype (with Colonial Revival detailing) designed by Charles Greene & Henry Greene during the early years of their careers. It has features to the adjacent house at 442 Summit Avenue. Similarities include use of fluted Ionic columns and pilasters, gabled dormers with and scrolled foliated ornament in the pediment of the front portico, roof material, windows, front porch and Arroyo stone retaining wall. Differences include the attenuated block modillions (in place of curving extended rafter tails); a frieze with Vitruvian scrolled plaster ornament on the front elevation; the exterior walls clad in wood lap siding; the front door design, including stained glass and leaded glass sidelights and transom; the absence of a garage; and the perimeter ornamental-steel fencing. The house retains integrity and is contributing to the district.

15. 451 Summit Avenue Constructed: 1894

One contributing building (house) and two non-contributing buildings (garage and rear house). This one-and-one-half-story house is an example of the Folk Victorian subtype (with some Colonial Revival details). It has a cross-gabled roof with the roof of the southerly bay being oriented toward the street and the northerly bay oriented toward the side with a street-facing shed-roofed dormer. Gables have a barge board with sawn-wood ornament, returns, ends clad in rectangular wood shingles and a pair of wood double-hung windows. The projecting half-width front porch, attached to the northerly bay, has a shed roof supported by simple square wood posts and a simple wooden railing. The house has a composition shingle roof; walls clad in wood tongue-and-groove siding with corner boards; wood tongue-and-groove skirting at the base; wood and vinyl double-hung, fixed and transom windows in wood-framed openings, some of which have friezes and dentiled cornices; and an original wood front door with a rectangular light in a wood-framed opening. The front yard is slightly elevated above street level by an Arroyo stone retaining wall topped by a picket fence of a wood composite material. The rear house was likely built in 1925; the date of garage construction is undetermined. The garage is obscured from street view, thus it is not possible to determine whether it is contributing. It appears to match, with the exception of an addition to the side, the footprint size of an original one-and-one-half-story building in the same location that is depicted on 1903 and 1910 Sanborn Fire Insurance maps. The house retains integrity and is contributing to the district.

16. 456 Summit Avenue Constructed: 1904; Builder: Menzo H. Hamilton

One contributing building (house). This one-and-one-half story house has elements of the Shingle Style subtype and the California Bungalow subtype described in the Multiple Property Documentation Form, "Residential Architecture of Pasadena, CA 1895-1918: Influence of the Arts and Crafts Movement." It has a shallowly sloped gabled roof, oriented toward the street with two gabled dormers on the south elevation flanking a two-story flat-roofed polygonal bay. Gables have barge boards with a triangular detail at the ends and the primary gable has knee braces supporting the extended eaves and is clad in rectangular wood shingles. The first floor walls are clad in wide wood lap siding with mitered corners, as is the entire two-story bay. The full-width front porch has a hipped roof supported by

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square wood columns with classical capitals, diagonal bracket supports and a simple wood railing. The house has a composition shingle roof; an Arroyo stone foundation; wood and vinyl double-hung, fixed and transomed multi-light windows (simulated in the vinyl replacement sashes) in wood-framed openings; and an original wood paneled front door with a rectangular glass panel in a wood-framed opening. The front yard is level with the sidewalk and is surrounded by a chain-link fence. The house retains integrity and is contributing to the district.

17. 455 Summit Avenue Constructed: 1893

One contributing building (house) and three non-contributing buildings (rear buildings). This house is an example of the Vernacular Hipped Cottage subtype, with Queen Anne detailing applied in the form of turned porch posts and railing, spindlework and lacelike curvilinear brackets. A hipped roof dormer projects from the roof and covers an open balcony with a turned wood balustrade. A polygonal bay with a gable-with-shed roof with fish-scale shingles in the gable end projects from the north elevation. The full-width, wrap-around front porch is recessed under the main roof, which is covered in composition shingles. The house has exterior walls clad in wood drop channel siding with corner boards, a concrete foundation and wood double-hung, fixed and transom windows, some with square divided lights, within wood-framed and pedimented openings. The house has a replacement front door with an oval-shaped light in a wood-framed opening topped by a transom. A secondary door at the south end of the street-facing elevation is obscured by a metal security screen and is in a pedimented opening. Based on county assessor's records, the property has two rear houses were built in 1937 and 1940; the use and construction date of the third is unknown. Two of the buildings are minimally visible from the street; one is not visible at all. The front yard is slightly elevated above street level by an Arroyo stone retaining wall topped by an ornamental-steel fence with concrete piers. The house retains integrity and is contributing to the district.

18. 464 Summit Avenue Constructed: 1890
 Relocated: 1915

One contributing building (house). This two-story house is an example of the Folk Victorian subtype and was relocated to the site from an unknown location in Los Angeles. It has a steeply pitched flat-topped hipped roof with non-original cresting on the flat portion and two two-story projecting gabled bays on the west and south elevations. The gables have returns and barge boards with cutout ornament and, in the gable end, fish-scale wood shingles and a wood window in a decorative framed and pedimented opening. The house is the most extensively ornamented in the district, including sawn-wood railings, chamfered posts, a frieze of cut-out ornament, rounded cut-out wood brackets and leaded glass; however, permits from 2001 for extensive work to the house suggest that the railings and other exterior ornamentation were added at that time. A 1977 photograph on file with the City of Pasadena of a portion of the house depicts asbestos siding and a simpler second-floor porch railing; barge board and window detailing match the current condition, except for an added header in the window in the gable end. The full-width projecting front porch has a pent roof with a balcony above. The roof is covered in composition shingles and walls are clad in wide drop channel wood siding with corner boards. The wall cladding may not be original; however, it is compatible with the style and period of the house. The foundation is concrete and the wood-framed windows are fixed, transomed and double-hung. Transom windows, and the secondary door and transom, appear to be non-original, but are also compatible with the house. The original wooden front doors with leaded glass panels are

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within wood-framed openings. The front yard is level with the sidewalk and is surrounded by a wooden picket fence. In all likelihood, the porches were reconstructed at the time when the house was moved to Pasadena. Although ornamentation consistent with the style and period of the house has been added, the original form and essential features of the house are intact; therefore, the house retains integrity and is contributing to the district.

19. 465 Summit Avenue Constructed: 1902

One contributing building (house) and two non-contributing buildings (rear house and accessory building). This one-story house is an example of the Vernacular Hipped Cottage subtype. It has a low hipped roof with flared ends, with exposed rafters with cutout ends and centered hipped roof dormers on the east and north elevations. The half-width projecting front porch has a shed roof supported by one square post and has large curving brackets. The house has a composition shingle roof; walls clad in wood lap siding with mitered corners; a concrete foundation; vinyl replacement windows in original wood-framed openings; and an original wood-paneled door with a glass panel in a wood-framed opening. The rear building that is visible from the street appears to have been an original carriage house that has been altered and converted to a residential unit. The use and construction date of the third building is unknown; it is not visible from the street. The yard is surrounded by a picket fence of a wood composite material. The house retains much of its original character, despite the alterations that have occurred; therefore, it retains integrity and is contributing to the district.

20. 469 Summit Avenue Constructed: 1888

One contributing building (house) and one non-contributing building (garage). This house is an example of the Folk Victorian subtype. It has a cross-gabled roof and a projecting half-width front porch with a hipped roof supported by simple wood posts and with a newer, but compatible, wood railing. Detailing includes perforated scroll-sawn ornament at the gable peaks and a hood with cut-out ornament over one window on the east elevation. The house has a composition shingle roof; newer vinyl siding with the appearance of wood lap siding with corner boards; a concrete foundation; vinyl replacement windows in original openings; and an original wood-paneled door with a rectangular light in a wood-framed opening. The two-car detached garage, which is visible from E. Villa Street, is a newer feature and is not shown on the 1903 or 1910 Sanborn Fire Insurance maps. The property is elevated from the street by an Arroyo stone retaining wall, which is topped by a chain-link fence. The house retains much of its original character, despite the alterations that have occurred; therefore, it retains integrity and is contributing to the district.

21. 491 Summit Avenue Constructed: 1902; Architect: William B. Edwards

Two contributing buildings (house and carriage house) and one non-contributing building (accessory building). This house is an example of the oversized American Foursquare subtype with influences of the Two-Story Arts and Crafts Period House subtype described in the Multiple Property Documentation Form, "Residential Architecture of Pasadena, CA 1895-1918: Influence of the Arts and Crafts Movement." It has a primary hipped roof with flared eaves and multiple large dormers, all of which have exposed curving rafter tails with rounded ends. The full-width front porch also has a flared hipped roof, which is truncated due to the presence of a balcony above. The porch roof is supported by square wooden posts with classical capitals; the balcony has a simple wooden railing. A portion of the

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second story on the south elevation extends beyond the first floor and has curving consoles. The base of the second floor flares outward directly above a simple wooden molding. The house has a composition shingle roof; walls clad in rectangular wood shingles on the second floor and wood lap siding with mitered corners on the first floor and solid porch walls; a concrete foundation; wood double-hung, casement, transom and fixed windows, some with diamond-patterned muntins; and a front door obscured from view by a metal security screen in an original wood-framed opening. One window on the south elevation has a shallow arch. The influence of the emerging Arts and Crafts movement is expressed in the complexity of the massing, the width of the eaves and the exposed rafters.

To the rear of the property, visible from E. Villa Street is a carriage house with both one and two-story elements, flared low-hipped roofs with a central gable on the two-story portion, metal finials, an upper-story hayloft door with a hoist, replacement solid wood doors in original wood-framed openings, and walls clad in wood lap siding matching the house. The third building on the property, a small accessory building, was built after 1910 and is non-contributing. The property is elevated from the street by an Arroyo stone retaining wall topped by a chain link fence. Two mature Canary Island date palms flank the entry gate in the front yard. The house and carriage house are in excellent condition, retain most of their original character, with the exception of replaced doors on the carriage house, and are contributing to the district. The carriage house is an exceptional feature in the district because of the scarcity of this property type, because of its size and relatively elaborate massing, and because of its relatively intact condition.

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Non-contributing Resources

22. 414 N. Raymond Avenue

Constructed: 1927

Relocated:

Two non-contributing buildings (house and garage). The house on this property was not constructed within the period of significance of the district.

23. 422 N. Raymond Avenue

Constructed: 1989

One non-contributing building (house). The house on this property was not constructed within the period of significance of the district.

24. 430 Summit Avenue

Constructed: 1897

Two non-contributing buildings (house and garage). In 1983 a permit was issued to flatten the rear portion of roof. A new garage was built in 1991. Original doors and windows have been replaced. The extent of alterations to the house has obscured the original form and character of the house such that it no longer conveys its significance, rendering it non-contributing. The unenclosed front yard has a single mature Canary Island palm.

25. 104 E. Villa Street

Constructed: 1923

One non-contributing building (house). The house on this property was not constructed within the period of significance of the district.

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Period of Significance (Justification)

The period of significance begins with the date of the original subdivision of Lake Vineyard Land & Water Association Lands and ends with the construction date of the last house that exhibits features associated with property types identified in the Multiple Property Documentation Forms "Late 19th and Early 20th Century Development and Architecture in Pasadena" & "Residential Architecture of Pasadena, CA 1895-1918: Influence of the Arts and Crafts Movement." Extant resources in the district date from 1888.

Criteria Considerations

One building within the boundaries of the district was moved to its current site: the house at 464 Summit Avenue. The house was originally built in an unknown location in Los Angeles. The building is representative of development patterns and property types identified in the Multiple Property Documentation Form "Late 19th and Early 20th Century Development and Architecture in Pasadena" and was originally constructed within the period of significance of the district.

Summary Statement of Significance

The Raymond-Summit Historic District is a contiguous grouping of single-family residences that represents the contexts of The Early Settlement of Pasadena: 1833-1885, The Boom of the 1880s and Its Impact on Pasadena: 1886-1895, and Residential Architecture in Pasadena: 1883–1904 as identified in the Multiple Property Documentation Form (MPDF) "Late 19th and Early 20th Century Development and Architecture in Pasadena." The district exhibits the distinguishing characteristics of the "Residential Neighborhoods" property type.

Statement of Significance

As documented in more detail in the MPDF, Pasadena's lands were originally part of the lands of the San Gabriel Mission, which was established in 1771 and converted to private ownership when the Spanish missions were secularized in 1833. The Mission's lands became Rancho San Pasqual, which was subdivided into large tracts and several were sold to conglomerates of East-Coast investors, then apportioned to individuals within those conglomerates, then subdivided into smaller lots for development.

The Raymond-Summit Historic District is significant under Criterion A because it is representative of early development patterns in Pasadena. The land was originally part of Rancho San Pasqual, 2,500 acres of which became the property of the Lake Vineyard Land and Water Company (LVLWC), which was founded in 1875 by one of the original owners of Rancho San Pasqual, Benjamin "Don Benito" Wilson on the land that remained from the 14,000-acre Rancho following the sale of several large tracts. Beginning in 1875, Wilson subdivided and sold off portions of the land in roughly ten-acre increments, which were then subdivided further when the building boom began in 1886. The Raymond-Summit district is comprised of portions of four subdivisions that occurred between 1886 and 1888: the Miller, Carter & Frost Subdivision at the southwest corner, the New Fair Oaks Tract at the northwest corner; S. Townsend's Subdivision at the southeast corner; and a leftover portion of the San Pasqual Tract (a portion of Lot 6, Block B) in the central/northeast portion of the district. The properties in the

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district (with the exception of 464 Summit Avenue which was moved into the district), represent the remaining houses from this early residential subdivision.

The Raymond-Summit Historic District also meets the registration requirements under Criterion C for the "Residential Neighborhoods" property type identified in the MPDF in that it 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 district as a whole retains integrity as follows:

Location: The majority of the buildings in the district are in their original locations. One building was moved into the district from Los Angeles in 1915 onto a property that had remained vacant until that time. This relocation represents only a fraction of the 25 properties in the district; therefore the overall integrity of the district is not affected.

Design: The scale, rhythm, layout and organization of individual elements within the district is consistent with its original configuration of lots, houses, yards, accessory buildings and architectural styles.

Setting: The setting of the district has remained residential, with lots as configured in the original subdivisions of the area. Although many of the buildings surrounding the district have been altered or replaced with new construction, sometimes at a higher density, the general placement and massing of buildings and their relationships to the street and surrounding buildings are consistent with the form of the neighborhood when it achieved its significance.

Materials: The majority of the original materials that were used to construct the houses in the district has been retained and is evident.

Workmanship: The vernacular methods of construction employed when the district was established are clearly evident.

Feeling: The grouping of buildings in the district clearly expresses the characteristics of a late nineteenth century middle class residential neighborhood in Pasadena.

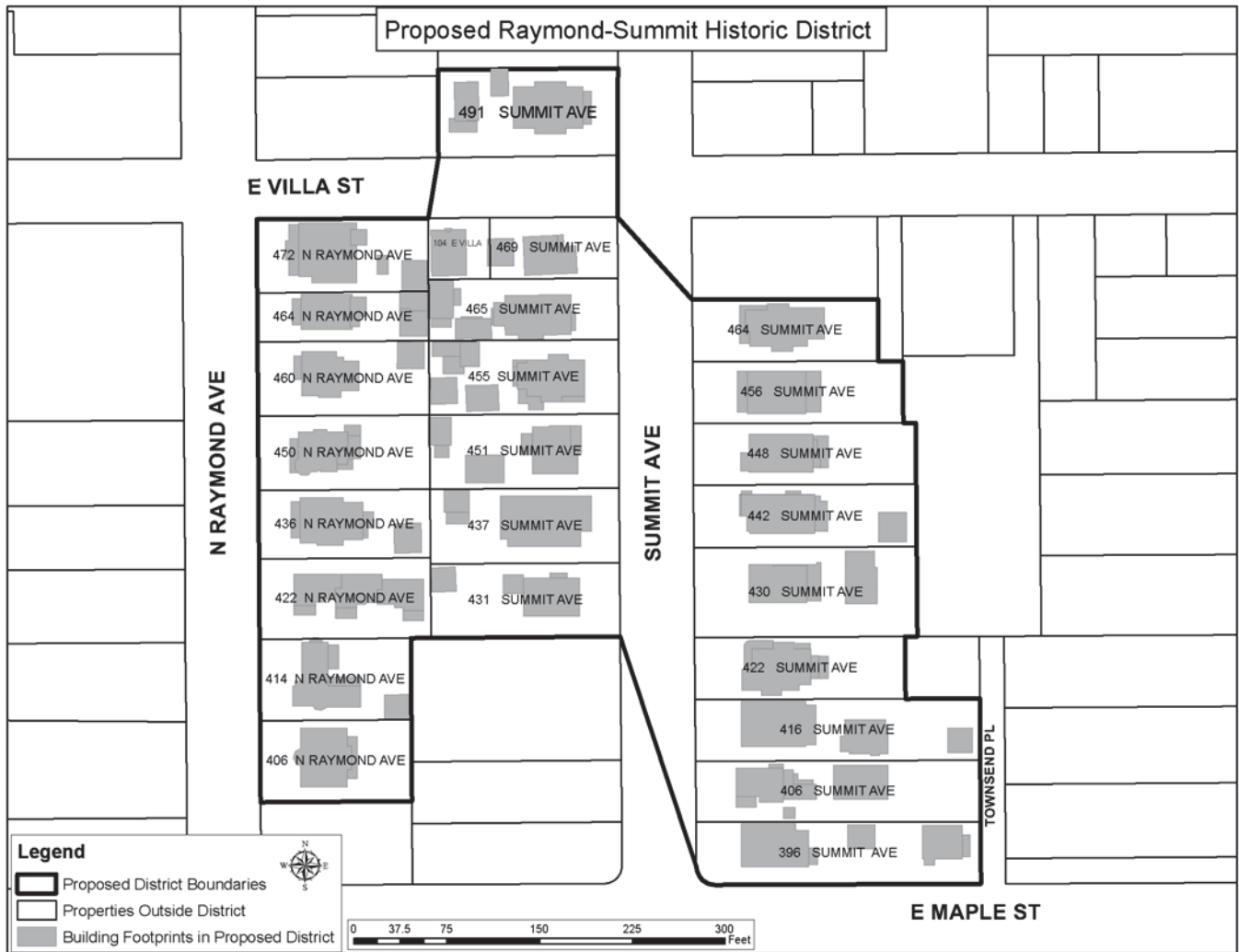
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PHOTOGRAPHS

The following is the same for all photographs:

Name of Property: Raymond-Summit Historic District
City: Pasadena
County: Los Angeles
State: California
Name of Photographer: Kevin Johnson
Location of Original Digital Files: 175 N. Garfield Avenue, Pasadena, CA 91101

1. 406 N. Raymond Avenue looking east, December 2009
2. 436 N. Raymond Avenue looking northeast, December 2009
3. 450 N. Raymond Avenue looking northeast, December 2009
4. 460 N. Raymond Avenue looking east, August 2010
5. 464 N. Raymond Avenue looking northeast, December 2009
6. 472 N. Raymond Avenue looking east, August 2010
7. 396 Summit Avenue looking east, December 2009
8. 406 Summit Avenue looking east, December 2009
9. 422 Summit Avenue looking southeast, December 2009
10. 431 Summit Avenue looking west, December 2009
11. 437 Summit Avenue, looking northwest, August 2010
12. 442 Summit Avenue, looking northeast, December 2009
13. 442 Summit Avenue, gable detail, looking northeast, August 2010
14. 448 Summit Avenue, looking east, December 2009
15. 451 Summit Avenue, looking west, December 2009
16. 456 Summit Avenue, looking east, August 2010
17. 459 Summit Avenue, looking west, December 2009
18. 459 Summit Avenue, dormer detail, looking southwest, August 2010
19. 464 Summit Avenue, looking northeast, December 2009
20. 465 Summit Avenue, looking southwest, August 2010
21. 469 Summit Avenue, looking west, December 2009
22. 491 Summit Avenue, looking northwest, February 2010
23. 491 Summit Avenue, side elevation, looking north, August 2010
24. 491 Summit Avenue, carriage house, looking northwest, August 2010
25. 491 Summit Avenue, carriage house & accessory building, looking north, August 2010



**NATIONAL REGISTER LISTINGS FOR THE FOLLOWING HISTORIC
PROPERTIES IN THE PROJECT APE:**

Golden Gate Theater

Oaklawn Bridge and Waiting Station

Old Pasadena Historic District

South Pasadena Historic District

NATIONAL REGISTER OF HISTORIC PLACES 1966-1988

NATIONAL CONFERENCE OF
STATE HISTORIC PRESERVATION OFFICERS
Washington, D.C.

NATIONAL PARK SERVICE
Washington, D.C.

AMERICAN ASSOCIATION FOR
STATE AND LOCAL HISTORY
Nashville, Tennessee

INFORMATION CONTAINED IN THIS BOOK

This volume includes all properties listed between October 15, 1966 and December 31, 1988. Properties are organized alphabetically by county, and property name. Each entry gives the following information:

- 1) Property name as recorded in the National Register;
- 2) Name of the multiple property submission of nominations that includes the property, if applicable (e.g. Earth Figures of California--Arizona Colorado River Basin Thematic Resources, or US Post Office in California 1900-1941 Thematic Resources);
- 3) Address, if applicable;
- 4) Town or vicinity;
- 5) Date the property was listed in the National Register;
- 6) National Register criterion(ia) for which property was designated (upper case designation, e.g. A = criterion A-events);
- 7) Criteria exception(s), if applicable (lower case letter designation, e.g. c = birthplace or grave);
- 8) Identification of National Historic Landmarks, if applicable (NHL); and
- 9) Computer reference number for the property.

Please note that this volume **does not contain Determinations of Eligibility**, only properties that have been officially listed in the National Register of Historic Places. Properties listed after December 31, 1988 are not included. For these two categories of properties, please consult the *Federal Register* updates and correspondence provided by Caltrans OEA/Headquarters.

(October 1989)

Kings County

- Hanford Carnegie Library, 109 E. 8th St., Hanford, 12/17/81, A.C, 81000152
 Kings County Courthouse, 114 W. 8th St., Hanford, 9/21/78, A.C, 78003063
 Taoist Temple, No. 12 China Alley, Hanford, 6/13/72, A.a, 72000226
 Witt Site, Address Restricted, Kettleman City vicinity, 5/06/71, D, 71000141

Lake County

- Anderson Marsh Archeological District, Address Restricted, Lower Lake vicinity, 8/24/78, A.D, 78000676
 Archeological Site.No. Ca-Lak-711, Address Restricted, Anderson Springs vicinity, 5/25/79, D, 79000479
 Lake County Courthouse, 255 N. Main St., Lakeport, 10/28/70, C, 70000134
 Patwin Indian Site, Address Restricted, Clearlake Oaks vicinity, 2/23/72, D, 72000227

Lassen County

- Roop's Fort, N. Weatherlow St., Susanville, 5/02/74, A,B,C, 74000516
 Willow Creek Rim Archeological District, Address Restricted, Litchfield vicinity, 12/21/78, D, 78000677

Los Angeles County

- 500 Varas Square—Government Reserve, Address Restricted, Los Angeles vicinity, 3/12/86, A.C, 86000326
 Adamson House, 23200 W. Pacific Coast Highway, Malibu, 10/28/77, C.g, 77000298
 Adobe Flores, 1804 Foothill St., South Pasadena, 6/18/73, A, 73000404
 Al Malaikah Temple, 655 W. Jefferson Blvd., Los Angeles, 4/02/87, A.C, 87000577
 Alvarado Terrace Historic District, Alvarado Terr., Bonnie Brae and 14th Sts., Los Angeles, 5/17/84, A.C, 84000783
 American Trona Corporation Building, Pacific Ave., Los Angeles, 8/30/84, C, 84000785
 Angelus Mesa Branch [Los Angeles Branch Library System TR], 2700 W. Fifty-second St., Los Angeles, 5/19/87, A.C, 87001005
 Antelope Valley Indian Museum, 15701 East Ave., Lancaster, 2/26/87, A.C, 87000509
 Atchison, Topeka, and Santa Fe Railroad Station, 110 W. 1st St., Claremont, 7/15/82, C, 82002188
 Auditorium [Torrance High School Campus TR], 2200 W. Carson, Torrance, 10/13/83, A.C, 83003499
 Aztec Hotel, 311 W. Foothill Blvd., Monrovia, 5/22/78, C, 78000691
 Bailey, Jonathan, House, 13421 E. Camilla St., Whittier, 8/29/77, B, 77000304
 Banning House, 401 E. M St., Wilmington, 5/06/71, C, 71000160
 Barnsdall Park, 4800 Hollywood Blvd., Los Angeles, 5/06/71, C, 71000143
 Batchelder House, 626 S. Arroyo Blvd., Pasadena, 12/14/78, A.C, 78000695
 Battery John Barlow and Saxton, Fort MacArthur, San Pedro, 5/04/82, A.C, 82002200
 Battery Osgood-Farley, Fort MacArthur Upper Reservation, San Pedro, 10/16/74, A.C, 74000526
 Bell, James George, House, 6500 Lucille Ave., Bell, 4/18/77, B.b, 77000296 *REMOVED 7/2/89*
 Bentz, Louise C., House, 657 Prospect Blvd., Pasadena, 12/02/77, C, 77000299
 Bernard, Susana Machado, House and Barn, 845 S. Lake St., Los Angeles, 9/04/79, C, 79000482
 Beverly Wilshire Hotel, 9528 Wilshire Blvd., Beverly Hills, 6/12/87, C, 87000908
 Blacker, Robert R., House, 1177 Hillcrest Ave., Pasadena, 2/06/86, C, 86000147
 Bolton Hall, 10116 Commerce Ave., Tujunga, 11/23/71, A.C, 71000159
 Bolton, Dr. W. T., House, 370 W. Del Mar Blvd., Pasadena, 7/09/80, C, 80004491
 Bowen Court, 539 E. Villa St., Pasadena, 6/17/82, C, 82002194
 Bradbury Building, 304 S. Broadway, Los Angeles, 7/14/71, C, NHL, 71000144
 Britt, Eugene W., House, 2141 W. Adams Blvd., Los Angeles, 5/17/79, C, 79000483
 Broadway Theater and Commercial District, 300—849 S. Broadway, Los Angeles, 5/09/79, A.C, 79000484
 Bryan Court [Bungalow Courts of Pasadena TR], 427 S. Morengo Ave., Pasadena, 4/16/86, C, 86000790
 Bryson Apartment Hotel, 2710 Wilshire Blvd., Los Angeles, 4/07/83, C, 83001184
 Bullock's Wilshire Building, 3050 Wilshire Blvd., Los Angeles, 5/25/78, B.C, 78000685
 Bunche, Ralph J., House, 1221 E. 40th Pl., Los Angeles, 5/22/78, B, 78000686
 Cahuenga Branch [Los Angeles Branch Library System TR], 4591 W. Santa Monica Blvd., Los Angeles, 5/19/87, A.C, 87001006
 Carroll Avenue, 1300 Block, Carroll Ave. between Edgeware and Douglas Sts., Los Angeles, 4/22/76, A.C, 76000488
 Casa de Parley Johnson, 7749 Florence Ave., Downey, 3/20/86, C, 86000449
 Catholic-Protestant Chapels, Veterans Administration Center, Eisenhower Ave., Los Angeles, 2/11/72, C.a, 72000229
 Centinela Adobe, 7634 Midfield Ave., Los Angeles, 5/02/74, A.C, 74000522
 Citizens Publishing Company Building, 9355 Culver Blvd., Culver City, 2/12/87, A,B,C, 87000082
 Civic Center Financial District, E. Colorado Blvd. and Marengo Ave., Pasadena, 10/29/82, A.C, 82000967

- Colonial Court [Bungalow Courts of Pasadena TR], 291-301 N. Garfield Ave., Pasadena, 7/11/83, C, 83001185
 Colonial House, 1416 N. Havenhurst Dr., Los Angeles, 4/15/82, A.C, 82002190
 Colorado Street Bridge, Colorado Blvd., Pasadena, 2/12/81, A.C, 81000156
 Congregation B'nai B'rith, 3663 Wilshire Blvd., Los Angeles, 12/21/81, C.a, 81000154
 Cottage Court [Bungalow Courts of Pasadena TR], 642-654 S. Margeno Ave., Pasadena, 7/11/83, C, 83001186
 Court [Bungalow Courts of Pasadena TR], 497-503 1/2 N. Madison Ave., Pasadena, 7/11/83, C, 83001187
 Court [Bungalow Courts of Pasadena TR], 744-756 1/2 S. Marengo Ave., Pasadena, 7/11/83, C, 83001188
 Court [Bungalow Courts of Pasadena TR], 732-744 Santa Barbara St., Pasadena, 7/11/83, C, 83001189
 Crossroads of the World, 6671 Sunset Blvd., Hollywood, 9/08/80, C.g, 80000805
 Culbertson, Cordelia A., House, 1188 Hillcrest Ave., Pasadena, 9/12/85, C, 85002198
 Cypress Court [Bungalow Courts of Pasadena TR], 623-641 N. Madison Ave., Pasadena, 7/11/83, C, 83001190
 Dana, Richard Henry, Branch [Los Angeles Branch Library System TR], 3320 Pepper St., Los Angeles, 5/19/87, A.C, 87001007
 De Neve, Felipe, Branch [Los Angeles Branch Library System TR], 2820 W. Sixth St., Los Angeles, 5/19/87, A.C, 87001008
 Derby, James Daniel, House, 2535 E. Chey Chase Dr., Glendale, 12/14/78, C, 78000682
 Doheny Estate/Greystone, 905 Loma Vista Dr., Beverly Hills, 4/23/76, C, 76000485
 Dominguez Ranch Adobe, 18127 S. Alameda St., Compton, 5/28/76, C.a, 76000486
 Don Carlos Court [Bungalow Courts of Pasadena TR], 374-386 S. Marengo Ave., Pasadena, 7/11/83, C, 83001191
 Drum Barracks, 1053 Carey St., Wilmington, 2/12/71, A, 71000161
 Eagle Rock Branch Library [Los Angeles Branch Library System TR], 2224 Colorado Blvd., Los Angeles, 5/19/87, A.C, 87001004
 Edison Historic District, 611, 637, and 500 blk. of W. Second St., Pomona, 8/13/86, A.C, 86001477
 El Greco Apartment, 817 N. Hayworth Ave., Los Angeles, 11/03/88, C, 88002017
 El Molino Viejo, 1120 Old Mill Rd., Pasadena, 5/06/71, A.C, 71000154
 Engine Co. No. 27, 1355 N. Cahuenga Blvd., Los Angeles, 9/24/85, A.C, 85002559
 Engine Company No. 28, 644—646 S. Figuara St., Los Angeles, 11/16/79, C, 79000485
 Engine House No. 18, 2616 S. Hobart Blvd., Los Angeles, 10/29/82, C, 82000968
 Ennis House, 2607 Glendower Ave., Los Angeles, 10/14/71, C, 71000145
 Episcopal Church of the Ascension, 25 E. Laurel Ave., Sierra Madre, 8/19/77, A.C.a, 77000303

Los Angeles County—Continued

- Euclid Court [Bungalow Courts of Pasadena TR], 545 S. Euclid Ave., Pasadena, 7/11/83, C, 83001193
- Evanston Inn, 385-395 S. Marengo Ave., Pasadena, 9/13/84, A,C, 84000787
- Federal Reserve Bank of San Francisco, 409 W. Olympic Blvd., Los Angeles, 9/20/84, C, 84000843
- Fenyas Estate, 470 W. Walnut St. & 160 N. Orange Grove Blvd., Pasadena, 9/05/85, C, 85001983
- Fire Station No. 23, 225 E. 5th St., Los Angeles, 6/09/80, A,C, 80000809
- First Trust Building and Garage, 587—611 E. Colorado Blvd. and 30-44 N. Madison Ave., Pasadena, 6/12/87, C, 87000941
- Freeman, Samuel, House, 1962 Glencoe Way, Los Angeles, 10/14/71, C, 71000146
- Fremont, John C., Branch [Los Angeles Branch Library System TR], 6121 Melrose Ave., Los Angeles, 5/19/87, A,C, 87001009
- Friday Morning Club, 938-940 S. Figueroa St., Los Angeles, 5/17/84, A,C, 84000865
- Friendship Baptist Church, 80 W. Dayton St., Pasadena, 11/20/78, A,C,a, 78000696
- Gamble House, 4 Westmoreland Pl., Pasadena, 9/03/71, C, NHL, 71000155
- Gano, Peter, House, 718 Crescent Ave., Avalon, 9/15/83, A,C, 83001194
- Garbutt House, 1809 Apex Ave., Los Angeles, 7/22/87, B,C, 87001174
- Garfield Building, 403 W. 8th St., Los Angeles, 6/25/82, C, 82002191
- Garfield House, 1001 Buena Vista St., South Pasadena, 4/24/73, C, 73000405
- Gartz Court [Bungalow Courts of Pasadena TR], 270 N. Madison, Pasadena, 8/25/83, C, 83001195
- Glendora Bougainvillea, Bennett and Minnesota Aves., Glendora, 2/07/78, A,C, 78000603
- Golden Gate Theater, 5170-5188 E. Whittier Blvd., Los Angeles, 2/23/82, A,C, 82002192
- Granada Snoppes and Studios, 672 S. Lafayette Park Pl., Los Angeles, 11/20/86, C, 86003320
- Greenwood, Barbara, Kindergarten, Hacienda Pl. and McKinley Ave., Pomona, 9/18/78, B,b, 78000697
- Guaranty Building, 6331 Hollywood Blvd., Hollywood, 9/04/79, A,C,g, 79000481
- HUGHES FLYING BOAT (HERCULES), Berth 121, Pier E, Port of Long Beach, Long Beach, 11/26/80, B,C,g, 80004493
- Hacienda Arms Apartments, 8439 Sunset Blvd., Los Angeles, 12/15/83, C, 83003531
- Hale House, Heritage Sq., 3800 N. Homer St., Highland Park, Los Angeles, 9/22/72, C,b, 72000230
- Hale Solar Laboratory, 740 Holladay Rd., Pasadena, 1/23/86, A,B,C,g, 86000103
- Haskett Court, 824—834 E. California Blvd., Pasadena, 2/25/82, C, 82002195
- Hawkins—Nimocks Estate—Patricio Ontiveros Adobe, 12100 Telegraph Rd., Santa Fe Springs, 12/31/87, A,B,C,D, 82004982
- Heinsbergen Decorating Company Building, 7415 Beverly Blvd., Los Angeles, 9/20/84, B,C, 84000873
- Highland Park Police Station, 6045 York Blvd., Los Angeles, 3/22/84, A,C, 84000874
- Holly Street Livery Stable, 110 E. Holly St., Pasadena, 10/25/79, A, 79000491
- Hollywood Boulevard Commercial and Entertainment District, 6200-7000 Hollywood Blvd., N. Vine St., N. Highland Ave. and N. Ivar St., Los Angeles, 4/04/85, A,C, 85000704
- Hollywood Masonic Temple, 6840 Hollywood Blvd., Hollywood, 2/28/85, A,C, 85000355
- Hollywood Studio Club, 1215 Lodi Pl., Hollywood, 11/25/80, A,C, 80000806
- Home Economics Building [Torrance High School Campus TR], 2200 W. Carson, Torrance, 10/13/83, A,C, 83003536
- Home Laundry, 432 S. Arroyo Pkwy., Pasadena, 6/18/87, B,C, 87000980
- Horatio West Court, 140 Hollister Ave., Santa Monica, 4/11/77, A,C, 77000302
- Hotel Green, 99 S. Raymond Ave., Pasadena, 3/23/82, A,C, 82002196
- House at 530 S. Marengo Avenue, 530 S. Marengo Ave., Pasadena, 9/13/79, C, 79000492
- Hubble, Edwin, House, 1340 Woodstock Rd., San Marino, 12/08/76, B, NHL, 76000494
- Humaliwo, Address Restricted, Malibu vicinity, 9/01/76, D,d, 76000492
- Irving, Washington, Branch [Los Angeles Branch Library System TR], 1803 S. Arlington Ave., Los Angeles, 5/19/87, A,C, 87001010
- Jackson, Helen Hunt, Branch [Los Angeles Branch Library System TR], 2330 Naomi St., Los Angeles, 5/19/87, A,C,a, 87001011
- Jardinette Apartments, 5128 Marathon St., Los Angeles, 12/29/86, C, 86003524
- Jefferson Branch [Los Angeles Branch Library System TR], 2211 W. Jefferson Blvd., Los Angeles, 5/19/87, A,C, 87001012
- Johnston, Darius David, House, 12426 Mapledale St., Norwalk, 11/02/78, A,C, 78000693
- Jordan, Orin, House, 8310 S. Comstock Ave., Whittier, 7/28/80, B, 80000815
- Keyes Bungalow, 1337 E. Boston St., Altadena, 11/14/78, B,C, 78000678
- La Belle Tour, 6200 Franklin Ave., Hollywood, 1/22/88, A,C, 87002291
- La Casa Alvarado, 1459 Old Settlers Lane, Pomona, 4/19/78, A,C, 78000698
- La Casa Primera de Rancho San Jose, 1569 N. Park Ave., Pomona, 4/03/75, C, 75000436
- Las Casitas Court [Bungalow Courts of Pasadena TR], 656 N. Summit Ave., Pasadena, 7/11/83, C, 83001196
- Leonis Adobe, 23537 Calabasas Rd., Calabasas, 5/29/75, A,C, 75000433
- Lincoln Heights Branch [Los Angeles Branch Library System TR], 2530 Workman St., Los Angeles, 5/19/87, A,C, 87001013
- Little Rock Creek Dam, 4.5 mi. S of Pearland off CA 138, Pearland vicinity, 4/15/77, A,C, 77000301
- Little Tokyo Historic District, 301—369 First and 106—120 San Pedro Sts., Los Angeles, 8/22/86, A,C,a,g, 86001479
- Lloyd, Harold, Estate, Address Restricted, Beverly Hills vicinity, 2/09/84, B,C, 84000876
- Longfellow-Hastings House, 85 S. Allen Ave., Pasadena, 3/02/82, C,b, 82002197
- Longley, Howard, House, 1005 Buena Vista St., South Pasadena, 4/16/74, C, 74000527
- Lopez Adobe, 1100 Pico St., San Fernando, 5/06/71, A,C, 71000157
- Los Angeles Central Library, 630 W. 5th St., Los Angeles, 12/18/70, C, 70000136
- Los Angeles Harbor Light Station, Los Angeles Harbor (San Pedro Breakwater), Los Angeles, 10/14/80, A, 80000810
- Los Angeles Memorial Coliseum, 3911 S. Figueroa St., Los Angeles, 7/27/84, A, NHL, 84003866
- Los Angeles Pacific Company Ivy Park Substation, 9015 Venice Blvd., Los Angeles, 3/25/81, A,C, 81000155
- Los Angeles Plaza Historic District, Roughly bounded by Spring, Macy, Alameda and Arcadia Sts., and Old Sunset Blvd., Los Angeles, 11/03/72, A,C,a,e, 72000231
- Los Angeles Union Passenger Terminal, 800 N. Alameda St., Los Angeles, 11/13/80, A,C,g, 80000811
- Los Cerritos Ranch House, 4600 Virginia Rd., Long Beach, 4/15/70, C, NHL, 70000135
- Lovell House, 4616 Dundee Dr., Los Angeles, 10/14/71, C,g, 71000147
- Lukens, Theodore Parker, House, 267 N. El Molino Ave., Pasadena, 3/29/84, B,C, 84000879
- Lummis House, 200 E. Ave. 43, Los Angeles, 5/06/71, A,B,C, 71000148
- Lynwood Pacific Electric Railway Depot, 11453 Long Beach Blvd., Lynwood, 9/25/74, A,C, 74000524
- Machell—Seaman House, 2341 Scarff St., Los Angeles, 6/23/88, C, 88000922
- Main Building [Torrance High School Campus TR], 2200 W. Carson, Torrance, 10/13/83, A,C, 83003538
- Malabar Branch [Los Angeles Branch Library System TR], 2801 Wabash Ave., Los Angeles, 5/19/87, A,C, 87001014
- Marengo Gardens [Bungalow Courts of Pasadena TR], 982, 986, 990 S. Marengo Ave. and 221-241 Ohio St., Pasadena, 7/11/83, C, 83001197
- McNally's Windemere Ranch Headquarters, San Esteban and San Cristobal Dr., La Mirada, 7/20/78, A,B, 78000684
- Memorial Branch [Los Angeles Branch Library System TR], 4645 W. Olympic Blvd., Los Angeles, 5/19/87, A,C, 87001015
- Menlo Avenue—West Twenty-ninth Street Historic District, Bounded by Adams Blvd., El-

Los Angeles County—Continued

- lendale, Thirtieth Ave., and Vermont, Los Angeles, 2/12/87, A.C, 87000139
- Millard House, 645 Prospect Crescent, Pasadena, 12/12/76, C, 76000493
- Miller and Herriott House, 1163 W. 27th St., Los Angeles, 11/16/79, C, 79000486
- Million Dollar Theater, 307 S. Broadway, Los Angeles, 7/20/78, A.C, 78000687
- Miltimore House, 1301 S. Chelton Way, South Pasadena, 3/24/72, C, 72000235
- Mission Court [Bungalow Courts of Pasadena TR], 567 N. Oakland Ave., Pasadena, 7/11/83, C, 83001198
- Mission San Fernando Rey de Convento Building, 15151 San Fernando Mission Blvd., Los Angeles, 10/27/88, A.C.a, 88002147
- Moneta Branch [Los Angeles Branch Library System TR], 4255 S. Olive St., Los Angeles, 5/19/87, A.C, 87001016
- Montecito Apartments, 6650 Franklin Ave., Los Angeles, 7/18/85, C, 85001592
- Mooers, Frederick Mitchell, House, 818 S. Bonnie Brae St., Los Angeles, 6/03/76, C, 76000489
- Mount Pleasant House, Heritage Sq., 3800 Homer St., Los Angeles, 12/12/76, A.C.b, 76000490
- Muir, John, Branch [Los Angeles Branch Library System TR], 1005 W. Sixty-fourth St., Los Angeles, 5/19/87, A.C, 87001017
- National Bank of Whittier Building, 13002 E. Philadelphia St., Whittier, 12/30/82, A.C, 82000969
- Natural History Museum, 900 Exposition Blvd., Los Angeles, 3/04/75, C, 75000434
- Newcomb House, 675—677 N. El Molino Ave., Pasadena, 9/02/82, C, 82002198
- Nicholson, Grace, Building, 46 N. Los Robles Ave., Pasadena, 7/21/77, A,B,C, 77000300
- North Hollywood Branch [Los Angeles Branch Library System TR], 5211 N. Tujunga Ave., Los Angeles, 5/19/87, A.C, 87001018
- Oaklawn Bridge and Waiting Station, Between Oaklawn and Fair Oaks Aves., South Pasadena, 7/16/73, C, 73000406
- Oaks, The, 250 N. Primrose Ave., Monrovia, 4/06/78, A.C, 78000692
- Odd Fellows Temple, 175 N. Los Robles Ave., Pasadena, 8/01/85, C, 85001682
- Old Pasadena Historic District, Roughly bounded by Pasadena, Fair Oaks, Raymond Aves., Arroyo Pkwy., Del Mar Blvd., and Corson St., Pasadena, 9/15/83, A.C, 83001200
- Old Santa Susana Stage Road, Address Restricted, Chatsworth vicinity, 1/10/74, A,D, 74000517
- Orange Grove Court [Bungalow Courts of Pasadena TR], 745 E. Orange Grove Blvd., Pasadena, 7/11/83, C, 83001199
- Oviatt, James, Building, 617 S. Olive St., Los Angeles, 8/11/83, A.C, 83004529
- Pacific Coast Club, 850 E. Ocean Blvd., Long Beach, 11/20/80, C, 80000807 *Removed 4/4/89*
- Pacific Electric Railway Company Substation No. 8, 2245 N. Lake Ave., Altadena, 11/09/77, A.C, 77000295
- Paddison Ranch Buildings, 11951 Imperial Hwy., Norwalk, 6/23/78, A.C, 78000694
- Palmer, Minnie Hill, House, Chatsworth Park South, Chatsworth, 9/04/79, A, 79000480
- Palmetto Court [Bungalow Courts of Pasadena TR], 100 Palmetto Dr., Pasadena, 7/11/83, C, 83001201
- Palomares, Ygnacio, Adobe, Corner of Arrow Hwy. and Orange Grove Ave., Pomona, 3/24/71, C, 71000156
- Pan-Pacific Auditorium, 7600 Beverly Blvd., Los Angeles, 6/16/78, C.g, 78000688
- Parkhurst Building, 185 Pier Ave., Santa Monica, 11/17/78, A, 78000699
- Pasadena Civic Center District, Roughly bounded by Walnut and Green Sts., Raymond and Euclid Aves., Pasadena, 7/28/80, A.C, 80000813
- Pasadena Playhouse, 39 S. El Molino Ave., Pasadena, 11/11/75, A.C, 75000435
- Patio del Moro, 8225—8237 Fountain Ave., West Hollywood, 9/11/86, C, 86002418
- Pegler, John Carlton, House, 419 E. Highland Ave., Sierra Madre, 10/20/88, A,B,C, 88002019
- Pellissier Building, 3780 Wilshire Blvd., Los Angeles, 2/23/79, A,C.g, 79000483
- Phillips Mansion, 2640 W. Pomona Blvd., Pomona, 11/06/74, B,C, 74000525
- Pico, Pio, Casa, 6003 Pioneer Blvd., Whittier, 6/19/73, B, 73000408
- Pico, Romulo, Adobe, 10940 Sepulveda Blvd., Mission Hills, 11/13/66, C.e, 66000211
- Pitzer House, 4353 N. Towne, Claremont, 9/04/86, B,C, 86002192
- Plaza Substation, 10 Olvera St., Los Angeles, 9/13/78, A, 78000689
- Point Fermin Lighthouse, 805 Paseo Del Mar, San Pedro, 6/13/72, A, 72000234
- Point Vicente Light, Rancho Palos Verdes, Long Beach, 10/31/80, C, 80000808
- Pomona Fox Theater, 102—144 3rd St., Pomona, 2/19/82, A.C, 82002201
- Pomona YMCA Building, 350 N. Geary Ave., Pomona, 3/06/86, A.C, 86000408
- Prospect Historic District, Prospect Blvd., Square, Crescent, and Terrace, Rosemont Ave., Armada and Fremont Drs., and La Mesa Pl., Pasadena, 4/07/83, C, 83001202
- Puvunga Indian Village Sites, Address Restricted, Long Beach vicinity, 1/21/74, D, 74000521
- Puvunga Indian Village Sites (Boundary Increase), Address Restricted, Long Beach, 5/22/82, D, 82000429
- Queen Anne Cottage and Coach Barn, 301 N. Baldwin Ave., Arcadia, 10/31/80, C, 80000804
- Rancho El Encino, 16756 Moorpark St., Encino, 2/24/71, C, 71000142
- Rancho Los Alamitos, 6400 Bixby Hill Rd., Long Beach, 7/07/81, A,C,D.b, 81000153
- Redondo Beach Original Townsite Historic District, N. Gertruda Ave., Carnelian St., N. Guadalupe Ave. and Diamond St., Redondo Beach, 6/30/88, A.C, 88000970
- Redondo Beach Public Library, 309 Esplanade St., Redondo Beach, 3/12/81, C, 81000158
- Reeve, Jennie A., House, 4260 Country Club Dr., Long Beach, 6/21/84, C, 84000883
- Rialto Theatre, 1019—1023 Fair Oaks Ave., South Pasadena, 5/24/78, A.C, 78000700
- Rindge, Frederick Hastings, House, 2263 Harvard Blvd., Los Angeles, 1/23/86, C, 86000105
- Rives, James C., House, 10921 S. Paramount Blvd., Downey, 5/22/78, C, 78000681
- Robinson, Virginia, Estate, 1008 Elden Way, Beverly Hills, 11/15/78, A.C, 78000679
- Rogers, Will, House, 14253 Sunset Blvd., Los Angeles, 2/24/71, B.g, 71000149
- Ronda, 1400—1414 Havenhurst Dr., West Hollywood, 2/28/85, C, 85000356
- Rose Bowl, The, 991 Rosemont Ave., Brookside Park, Pasadena, 2/27/87, A, NHL, 87000755
- Rose Court [Bungalow Courts of Pasadena TR], 449-457 S. Hudson Ave., Pasadena, 7/11/83, C, 83001203
- Rowland, John A., House, 16021 E. Gale Ave., Industry, 7/16/73, A.C, 73000403
- Russian Village District, 290—370 S. Mills Ave. and 480 Cucamonga Ave., Claremont, 12/28/78, A.C.g, 78000680
- S.S. CATALINA, Berth 96, Los Angeles Harbor, San Pedro, 9/01/76, A,C.g, 76000495
- Saddle Rock Ranch Pictograph Site, Address Restricted, Malibu vicinity, 2/12/82, D, 82004617
- San Dimas Hotel, 121 San Dimas Ave., San Dimas, 3/16/72, C, 72000233
- San Fernando Building, The, 400—410 S. Main St., Los Angeles, 7/31/86, A.C, 86002098
- San Gabriel Mission, Junipero St. and W. Mission Dr., San Gabriel, 5/06/71, C.a, 71000158
- San Rafael Rancho, Bonita Dr., Glendale, 12/12/76, A.C, 76000487
- Santa Monica Loeff Hippodrome, 276 Santa Monica Pier, Santa Monica, 2/27/87, A, NHL, 87000766
- Sara-Thel Court [Bungalow Courts of Pasadena TR], 618-630 S. Marengo Ave., Pasadena, 7/11/83, C, 83001192
- Schindler, R.M. House, 833 N. Kings Rd., Los Angeles, 7/14/71, C, 71000150
- Scripps College for Women, Columbia and 10th St., Claremont, 9/20/84, C, 84000887
- Second Church of Christ, Scientist, 946 W. Adams Blvd., Los Angeles, 4/02/87, A.C.a, 87000576
- Security Trust and Savings, 6381-85 Hollywood Blvd., Hollywood, 8/18/83, A.C, 83001204
- Sinclair, Upton, House, 464 N. Myrtle Ave., Monrovia, 11/11/71, B.g, NHL, 71000153
- Singer Building, 16 S. Oakland Ave. and 520 E. Colorado Blvd., Pasadena, 5/16/85, C, 85001066

Los Angeles County—Continued

- Smith Estate, 5905 El Mio Dr., Los Angeles, 10/29/82, C, 82000971
- Smith, Ernest W., House, 272 S. Los Robles Ave., Pasadena, 1/14/88, C, 87002397
- Somerville Hotel, 4225 S. Central Ave., Los Angeles, 1/17/76, A.g, 76000491
- South Bonnie Brae Tract Historic District, 1026—1053 S. Bonnie Brae St. and 1830—1851 W. Eleventh St., Los Angeles, 1/14/88, C,b, 87002401
- South Marengo Historic District, S. Marengo Ave., Pasadena, 6/02/82, C, 82002199
- South Pasadena Historic District, Roughly bounded by Mission and El Centro Sts., and Fairview and Meridian Aves., South Pasadena, 7/21/82, A, 82002202
- South Serrano Avenue Historic District, 400 blk. of S. Serrano Ave., Los Angeles, 1/28/88, A,C, 87002407
- Southern Pacific Railroad Station, 11825 Bailey St., Whittier, 5/22/78, A, 78000701
- Sowden, John, House, 5121 Franklin Ave., Los Angeles, 7/14/71, C,g, 71000151
- Space Flight Operations Facility, Jet Propulsion Laboratory, Pasadena, 10/03/85, A,C,g, NHL, 85002814
- Spring Street Financial District, 354—704 S. Spring St., Los Angeles, 8/10/79, A,C, 79000489
- Standard Oil Building, 7257 Bright Ave., Whittier, 6/09/80, A,C, 80000816
- Stevenson, Robert Louis, Branch [Los Angeles Branch Library System TR], 803 Spence St., Los Angeles, 5/19/87, A,C, 87001021
- Stimson House, 2421 S. Figueroa St., Los Angeles, 3/30/78, C,a, 78000690
- Storer House, 8161 Hollywood Blvd., Los Angeles, 9/28/71, C,g, 71000152
- Stoutenburgh House, 255 S. Marengo Ave., Pasadena, 11/25/80, A,C, 80000814
- Streetcar Depot, Pershing and Dewey Aves., Los Angeles, 2/23/72, C, 72000232
- Sunset Towers, 8358 Sunset Blvd., Los Angeles, 5/30/80, C, 80000812
- Sweetser Residence, 417 E. Beryl St., Redondo Beach, 9/05/85, C, 85001984
- Temple Mansion, 15415 E. Don Julian Rd., Industry, 12/02/74, C, 74000518
- Title Guarantee and Trust Company Building, 401-411 W. 5th St., Los Angeles, 7/26/84, C, 84000891
- Toberman, C. E., Estate, 1847 Camino Palmero, Hollywood, 9/15/83, A,C, 83001205
- Torrance School [Torrance High School Campus TR], 2200 W. Carson, Torrance, 10/13/83, A,C, 83003542
- Twenty-Five Foot Space Simulator, Jet Propulsion Laboratory, Pasadena, 10/03/85, A,C,g, NHL, 85002812
- US Post Office—Beverly Hills Main [US Post Office in California 1900-1941 TR], 469 N. Crescent Dr., Beverly Hills, 1/11/85, C, 85000126

- US Post Office—Burbank Downtown Station [US Post Office in California 1900-1941 TR], 125 E. Olive Ave., Burbank, 1/11/85, C,g, 85000127
- US Post Office—Glendale Main [US Post Office in California 1900-1941 TR], 313 E. Broadway St., Glendale, 1/11/85, C, 85000128
- US Post Office—Hollywood Station [US Post Office in California 1900-1941 TR], 1615 N. Wilcox Ave., Los Angeles, 1/11/85, C,g, 85000130
- US Post Office—Long Beach Main [US Post Office in California 1900-1941 TR], 300 Long Beach Blvd., Long Beach, 1/11/85, C, 85000129
- US Post Office—Los Angeles Terminal Annex [US Post Office in California 1900-1941 TR], 900 Alameda St., Los Angeles, 1/11/85, C,g, 85000131
- US Post Office—San Pedro Main [US Post Office in California 1900-1941 TR], 839 S. Beacon St., San Pedro, 1/11/85, C,g, 85000132
- Van Nuys Branch [Los Angeles Branch Library System TR], 14553 Sylvan Way, Los Angeles, 5/19/87, A,C, 87001019
- Vasquez Rocks, Agua Dulce Rd., Agua Dulce, 6/22/72, D, 72000228
- Venice Branch [Los Angeles Branch Library System TR], 610 California Ave., Los Angeles, 5/19/87, A,C, 87001020
- Venice Canal Historic District, Roughly bounded by Grand, Carroll, Eastern, and Sherman canals, Los Angeles, 8/30/82, A, 82002193
- Vermont Square Branch [Los Angeles Branch Library System TR], 1201 W. Forty-eighth St., Los Angeles, 5/19/87, A,C, 87001022
- Villa Bonita, 1817 Hillcrest Rd., Hollywood, 9/12/86, C, 86001950
- Villa Francesca, 1 Peppertree Dr., Rancho Palos Verdes, 10/02/86, A,C, 86002796
- Villa Verde, 800 S. San Rafael, Pasadena, 9/13/84, C, 84000896
- Vista del Arroyo Hotel and Bungalows, 125 S. Grand Ave., Pasadena, 4/02/81, C, 81000157
- Watts Station, 1686 E. 103rd St., Los Angeles, 3/15/74, A,C, 74000523
- Watts Towers of Simon Rodia, 1765 E. 107th St., Los Angeles, 4/13/77, C,g, 77000297
- Well No. 4, Pico Canyon Oil Field, 9.5 mi. N of San Fernando, W of U.S. 99, San Fernando vicinity, 11/13/66, A, NHL, 66000212
- Whitley Heights Historic District, Roughly bounded by Franklin, Highland, Cahuenga, and Fairfield Aves., Hollywood, 8/19/82, A,C,g, 82002189
- Wilmington Branch [Los Angeles Branch Library System TR], 309 W. Opp St., Los Angeles, 5/19/87, A,C, 87001023
- Wilshire Branch [Los Angeles Branch Library System TR], 149 N. Saint Andrews Pl., Los Angeles, 5/19/87, A,C, 87001024
- Wilson, Warren, Beach House, 15 Thirtieth St., Venice, 7/17/86, A,C, 86001666

- Wilton Historic District, S. Wilton Pl., S. Wilton Dr., and Ridgewood Pl., Los Angeles, 7/24/79, C, 79000490
- Woman's Club of Redondo Beach, 400 S. Broadway, Redondo Beach, 4/19/84, A,C, 84000900
- Workman Adobe, 15415 Don Julian Rd., Industry, 11/20/74, A,C, 74000519
- Workman Family Cemetery, 15415 E. Don Julian Rd., Industry, 11/20/74, B,C,d, 74000520
- Wright, Lloyd, Home and Studio, 858 N. Doheny Dr., West Hollywood, 4/06/87, C,g, 87000562
- Wrigley, William, Jr., Summer Cottage, 76 Wrigley Rd., Avalon, 8/15/85, C, 85001785
- Wynate, 851 Lyndon St., South Pasadena, 4/24/73, B,C, 73000407

Madera County

- Madera County Courthouse, 210 W. Yosemite Ave., Madera, 9/03/71, A,C, 71000162

Marin County

- Alexander-Acacia Bridge, Alexander Ave. between Acacia and Monte Vista Aves., Larkspur, 1/05/84, C, 84000903
- Angel Island, SE of Tiburon in San Francisco Bay, Tiburon vicinity, 10/14/71, A,C,D, 71000164
- Barrett, William G., House, 156 Bulkley, Sausalito, 6/17/80, C, 80004490
- Boyd House, 1125 B St., San Rafael, 12/17/74, C,f, 74000528
- Bradford House, 333 G St., San Rafael, 6/06/80, A,B,C, 80000818
- China Camp, 247 N. San Pedro Dr., San Rafael, 4/26/79, A,C,D, 79000493
- Dixie Schoolhouse, 2255 Las Gallinas Ave., San Rafael, 12/26/72, A,C,b, 72000236
- Dollar, Robert, Estate, 1408 Mission Ave., San Rafael, 12/11/72, A,B,C, 72000237
- Dolliver House, 58 Madrone Ave., Larkspur, 5/22/78, A,B,C,f, 78000703
- Fashion Shop and Stephen Porcella House, 800 Grant Ave. and 1009 Reichert Ave., Novato, 6/25/80, A,D, 80000817
- Forts Baker, Barry, and Cronkhite, S of Sausalito off U.S. 101, Sausalito vicinity, 12/12/73, A, 73000255
- Green Brae Brick Yard, 125 E. Sir Francis Drake Blvd., Larkspur, 3/24/78, A,C,D, 78000704
- Griswold House, 639 Main St., Sausalito, 9/12/85, C, 85002306
- Larkspur Downtown Historic District, 234-552 1/2 Magnolia Ave., Larkspur, 10/07/82, C, 82000972
- Lyford's Stone Tower, 2034 Paradise Dr., Tiburon, 12/02/76, A,C, 76000497
- McNear, Erskine, B., House, 121 Knight Dr., San Rafael, 1/11/82, A,B,C,a, 82002204

**GILLETTE CRESENT NEIGHBORHOOD AND VALLEY VIEW HEIGHTS
NEIGHBORHOOD, SOUTH PASADENA, CA**

E.O. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places
National Park Service

Project Name: 710 Freeway Gap Closure Project (between I-10 and I-210)

Location: South Pasadena, Los Angeles County

State: CALIFORNIA

Request submitted by: Thomas J. Ptak, FHWA

Date received: 1/10/97

Additional information received: 2/20/97, 2/21/97

Name of property	SHPO opinion	Secretary of the Interior's opinion	Criteria
Gillette Crescent Neighborhood	N/A	Not Eligible	
Valley View Heights Neighborhood	N/A	Not Eligible	

See Comments Attached

Carol D. Shell

Keeper of the National Register

Date: 2-24-97

PROJECT NAME: 710 Freeway Gap Closure Project
LOCATION: Los Angeles County, California
SUBMITTING AGENCY: FHWA/CALTRANS

SOUTH PASADENA

The current study looks at two potential historic districts: the Valley View Heights neighborhood located immediately north of the Short Line Villa Tract (Determined Eligible in 1995) and the Gillette Crescent neighborhood located just to the north of that area. CALTRANS staff studied the areas and determined that eligible districts did not exist in either neighborhood, citing loss of integrity, unremarkable design, and commonplace architectural forms. The city of South Pasadena sponsored its own study of the Gillette Crescent neighborhood. Since the two areas both lie in South Pasadena the context provided in the previous round of determinations still served as the basis for these determinations.

Based on the documentation provided by FHWA (including individual Architectural Inventory/Evaluation forms generated by CALTRANS and the City of South Pasadena's own consultant, the narrative context overviews, and the previous information submitted as part of the determination of eligibility process) I concur with the FHWA's findings that the Gillette Crescent and Valley View Heights neighborhoods are not eligible for listing in the National Register of Historic Places as historic districts. The proposed "districts" do not represent significant and distinguishable entities within the context of South Pasadena history.

GILLETTE CRESCENT NEIGHBORHOOD

NOT ELIGIBLE

The Gillette Crescent area was first platted in 1922 and was largely built up by the 1930s. The housing is fairly modest in scale with mostly one-story single family homes and a few historic multi-family units (bungalow courts and duplexes). Of the 69 buildings surveyed by CALTRANS approximately 70% date from the 1920-1930 period and about 50% are Spanish or Mediterranean Revival in style. The architecture is described in the CALTRANS report as "typical examples of builders' houses of the period, which can be seen in uncountable numbers throughout South Pasadena and surrounding communities." CALTRANS' study goes on to say that "Although the neighborhood is geographically discrete, its architecture is not distinguishable from similar middle-class 1920s neighborhoods in South Pasadena and surrounding communities."

The 1920s represented the third major boom period in South Pasadena's developmental history. This 1920s boom was part of a region-wide boom that saw

approximately 5,300 new subdivisions platted in the Southern California area from 1920 to 1925; 1,434 in 1923 alone. According to CALTRANS' study, the plats making up the expanded Gillette Crescent neighborhood represented about 10-15% of the new subdivisions platted in South Pasadena during the 1920s. In general effect, however, the 1920s-era development "was neither as massive nor as significant in determining the character of the town (S. Pasadena) as the earlier periods."

The City of South Pasadena's study portrays the neighborhood as an architecturally significant collection of Spanish Colonial and California Mediterranean Revival-style residential architecture from the 1920s. The documentation, however, provides no comparative context evaluating this neighborhood with others in South Pasadena and elsewhere in the region. The CALTRANS report states that "whole neighborhoods and hillsides in the Pasadena area are covered with the white-walled houses and clay tile roofs characteristic of the style (California Mediterranean).....Like the earlier Craftsman architecture, the style was picked up by builders, and as the population of the region expanded, whole streets were lined with new bungalows clad in the Mediterranean style, forming a lasting image of Southern California." The current documentation fails to show how the Gillette Crescent houses represent a significant and distinguishable entity within the context of the hundreds of modest builder-designed homes erected in the 1920s in South Pasadena and the surrounding communities.

The City's study also attempts to portray the neighborhood as part of the continuing evolution of speculative development stimulated by the expansion of suburban railroad and streetcar systems. The CALTRANS study successfully argues, however, that by the 1920s rail connections were much less of an influential element driving residential development than the sheer post-War demand for new housing. While clear links can be shown between pre-World War I developments like the Short Line Villa Tract and the establishment of new rail line connections, these connections are much less evident in the 1920s, when there appears to have been a mad rush to develop any remaining open undeveloped land. Where South Pasadena's earlier nineteenth and twentieth century developments had established a distinctive urban pattern through their reliance on proximity to the newly established rail lines, the 1920s developments show no such pattern or connections.

The City's study also proposed that the distinctive hillside setting of the Gillette Crescent neighborhood represented a significant aspect of period urban planning and design. CALTRANS, however, counters their argument by analyzing the origins of hillside development and comparing the South Pasadena work to other contemporary and innovative developments in the southern California region. The study reveals that the Gillette Crescent project 1) was not the work of first rate or innovative architects, 2) did not use particularly innovative methods or architecturally significant forms, and 3) shows no direct evidence that the selection of the hillside location was a significant design consideration.

The architecture in the Gillette Crescent neighborhood represents rather workman-like illustrations of the common design traditions of the period. Modest in scale, the buildings have no particular architectural distinction and appear to reflect common contractor-built designs, which were likely replicated throughout the southern California/Pasadena region. The integrity of the "district" is marred by a number of modern apartment complexes, the reconfiguration of certain lots from their historic pattern, and minor alterations to a considerable number of individual homes. The current documentation fails to satisfactorily justify the architectural significance of this neighborhood as a distinguishable entity within the context of South Pasadena.

VALLEY VIEW HEIGHTS NEIGHBORHOOD

NOT ELIGIBLE

The Valley View Heights neighborhood shares characteristics of both the Gillette Crescent and the Short Line Villa Tract neighborhoods. While the development history of the Valley View area somewhat parallels that of the Short Line Villa Tract, the visual character of the area is dominated by modest, small-scale residences reflecting the common contractor-built forms similar to those found in Gillette Crescent and throughout other parts of South Pasadena.

Like the Short Line Villa Tract, Valley View Heights was first platted in 1906 as a prospective streetcar suburb served by the same station stop on Henry Huntington's new Short Line Electric Railroad. Unlike the Short Line Villa Tract, however, the development of individual lots within the Valley View plat was far slower. Although the two areas were platted just 5 months apart, Valley View Heights contained only 5 houses by 1910, while approximately 20 new homes had been erected in the Short Line Villa Tract. By 1914 only about fifteen homes were located in Valley View, while the Short Line tract had almost 40 residences. The developers of the Valley View Heights tract erected a substantial hotel building in the heart of the neighborhood in 1909, perhaps in hope of stimulating development, similar to the efforts of Huntington's Hotel Wentworth in the more exclusive Oak Knoll development further to the north in South Pasadena. The hotel was razed in the 1920s, however, and the lots subsequently redeveloped.

Thus, from the perspective of reflecting the significant characteristics of typical pre-World War I streetcar suburban development, the Valley View Heights neighborhood represents a rather poor example. This is particularly true when compared with the number and integrity of historic resources in the nearby Short Line Villa Tract previously determined eligible by the Keeper. The extent, scale, and condition of the prewar housing in the Short Line Villa Tract dominates the character of that neighborhood allowing it to strongly convey the significant characteristics of the period. The modest examples of prewar Craftsman residential design in the Valley View Heights neighborhood on the other hand fail to convey a cohesive sense of community, time and place.

The Valley View Heights neighborhood had its largest single concentration of development activity during the 1920s boom period; twenty four extant buildings remain from that ten year span. The result is a district whose character relies on its collection of 1920s-era architecture. This presents the same problems of contextual evaluation seen in the Gillette Crescent neighborhood. In order to establish significance it is necessary to justify the eligibility of the district within the context of the pervasive elements of the 1920s boom era development. The architecture in the neighborhood represents rather workman-like illustrations of the common design traditions of the period. Modest in scale, the buildings have no particular architectural distinction and appear to reflect common contractor-built designs, which were replicated throughout the southern California/Pasadena region. In addition, the integrity of the "district" is marred by a number of modern buildings and alterations to a considerable number of individual homes. (The CALTRANS evaluation of the district identified 39 potentially contributing resources and 36 noncontributing properties. If the period of significance is taken up to 1945, as was done in the Short Line district, the numbers are approximately 45 contributing and 30 noncontributing.) The current documentation fails to justify the architectural or historical significance of this neighborhood as a distinguishable entity within the context of South Pasadena.

A:\710glll2.mom

SHORT LINE VILLA TRACT HISTORIC DISTRICT

**ROUGHLY BOUNDED BY KENDALL AVE., HUNTINGTON DR., ALPHA ST., NEWTONIA DR.,
AND MAYCREST AVE.,
LOS ANGELES, CA (EL SERENO NEIGHBORHOOD)**

E.O. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places
National Park Service

Name of Property: Short Line Villa Tract

Location: Los Angeles County

State: CALIFORNIA

Request submitted by: FHWA/Bruce A. Eberle

Date received: 7/21/95

Additional information received: 8/31/95, 10/26/95

Opinion of the State Historic Preservation Officer:

Eligible Not Eligible No Response Need More Information

Comments:

"SHPO finds It cannot determine the National Register eligibility of the Short Line Villa District. Not enough research has been conducted to fully understand the importance of the district in the context of residential suburban development in the San Gabriel Valley in the early 20th century. SHPO finds that the Short Line Villa District appears to be eligible under Criterion A for its importance in the context of residential development patterns in the San Gabriel Valley for 1902 to 1945. However, not enough research has been completed on the suburbs along the Pasadena Short Line to understand the relative importance of the Short Line Villa Tract despite the high level of integrity of the district. . . . we suggest that FHWA and the SHPO jointly seek the opinion of the Keeper of the National Register."

The Secretary of the Interior has determined that this property is:

Eligible Applicable criteria: Not Eligible

Comments:

SEE ATTACHED COMMENTS

Documentation insufficient

(Please see accompanying sheet explaining additional materials required)


Keeper of the National Register

Date: 11-20-95

EL SERENO

SHORT LINE VILLA TRACT

SHORT LINE VILLA TRACT HISTORIC DISTRICT

ELIGIBLE

The Short Line Villa Tract Historic District is eligible for listing under National Register of Historic Places Criteria A and C in the areas of Community Planning and Development and Architecture. The small cohesive area contains a fine representative collection of early twentieth-century middle-class residential designs, including excellent local examples of Craftsmen, Bungalow, and Spanish Colonial Revival architecture. The district is a highly intact example of the residential development patterns of the period from c.1900-1940 in the San Gabriel Valley (and greater Los Angeles) that resulted from the expansion of interurban electric railway service. Within the context of local residential construction, the Short Line Villa Tract is a well-preserved illustration of early suburban tract development, retaining integrity of plat/plan, layout, architectural design, scale, and landscaping and conveying a cohesive sense of community, time, and place.

There is a tendency to think of suburbs as a post World War II phenomenon, however, they have a rich history of evolution dating from almost a century before the war. The Short Line Villa Tract expresses the deeply embedded ideals of early twentieth-century suburbanization in which planned residential landscapes would create harmonious residential communities separate from the inner city, combining the open space and greenery of the country with an efficient layout of houses and transportation. As suggested by David L. Ames, professor of Urban Affairs and Public Policy and Geography at the University of Delaware:

"Many would argue that the quality of American residential design (and town planning for that matter) reached a peak in the late streetcar and early automobile suburbs. We find the prototype of the post World War II and contemporary subdivision almost fully developed by 1940. For preservationists the challenge is to recognize these suburbs along former trolley lines and among streets extended from the city after World War I. For planners and developers the challenge is to study and understand how these communities worked well in ways modern suburbs do not."
(Interpreting Post World War II Suburban Landscapes as Historic Resource, p.11; Is it Too late to Save The Historic Suburbs of Connecticut?, p.16)

The Short Line Villa Tract, as built, reflects the diverse forces that affected suburbanization in the Los Angeles area during the period prior to World War II. Initially platted as a direct result of the establishment of interurban rail service, the

district is an excellent example the speculative development that served as the early building blocks for much of the area outside the urban core of the city of Los Angeles before World War I. As the automobile began to replace the interurban as the dominant means of suburban transportation in the years after the war (1920-30s), the forms visible in the district also changed, as reflected in the scale and type of development and the prominence of automobile garages.

Although its origins lie in providing residential opportunities for those seeking a way out of inner-city Los Angeles, the Short Line Villa Tract also reveals distinctive development forms common to its neighbors in Pasadena and South Pasadena. Much of the irregular street platting, landscaping, and architectural design work found in the Short Line Villa tract can also be found in contemporary work in the Pasadena area, whereas many of the other early interurban plats were less distinctive.

Context:

The significance of the district need not lie in its being the first, largest, or most distinctive residential plat in the greater Los Angeles area. The tract is eligible as a good representative example of a recognizable and important property type.

While only limited evaluation has been undertaken in the area of suburban development in the Los Angeles area to date, there is sufficient understanding of historic community planning and development activities during the period to establish the importance of the "streetcar suburb" as a significant property type. Integrity of design for those features that define these tracts (e.g. plat, architecture, landscape, street layout, and proximity to rail corridors) becomes the essential evaluation mechanism. As discussed by Prof. Ames, "The historic integrity of the suburban development lies in both the site plan and the houses it holds as well as the design relationship between the two." The documentation provided reveals that the Short Line Villa Tract retains those features and that within the narrow context of the San Gabriel Valley, it is one of the best representative examples, exhibiting strong integrity from the historic period.

Period of Significance:

The assignment of an initial period of significance in the FHWA report that ended in 1915 focused on too narrow a developmental story and failed to recognize the significant nature of later post-war development in the district and its role in reflecting the continuum of suburban development patterns in the Los Angeles area. The shift from streetcar to automobile dominance is an important part of the story of early twentieth century suburban development. The Short Line Villa tract's ability to portray that story through its intact building and landscape forms contributes to the significance of the district. Based on the construction history of the district an appropriate end date would appear to be circa 1940. This date reflects the lack of significant construction in the district during the World War II era, the overall change in building forms witnessed by those few houses constructed in the district in the post World War II period, and the significant changes in residential development patterns after World War II with the demise of interurban service and the rise of exclusively

automobile suburbs.

The FHWA evaluation makes the point that no single building in the district represents the significant work of a master architect or designer. Rather than precluding eligibility, however, this simply indicates the fact that the district is an example of the speculative residential subdevelopments of the period in that it contains a diversity of resources from architect designed buildings for upper middle-class clients, to modest speculative designs and smaller-scale patternbook houses for middle and working class residents. Historic subdevelopments need not be strictly homogeneous in design (only grand estates, Craftsmen designs, or certain income levels) in order to be significant. Housing tracts like the Short Line Villa, provide significant documentation of the developmental process associated with early twentieth-century real estate speculation.

The resources in the Short Line Villa Tract Historic District represent a significant concentration of historic residential properties located within a geographically and visually distinct area. As a group, the resources strongly convey their association with early and significant suburban development patterns in the San Gabriel valley area.

(Note. See attached site map and inventory list for the identification of contributing and noncontributing resources in the Short Line Villa Historic District.)

INDIVIDUALLY SIGNIFICANT PROPERTIES

The National Register concurs with the evaluation that the following four (4) properties located in the Short Line Villa Tract are individually eligible for listing. Despite poor photographic documentation, the report provides sufficient descriptive and comparative information to evaluate the resources.

4515 BERKSHIRE AVENUE

ELIGIBLE

The Ezra Scattergood House is eligible for listing under National Register Criteria B and C. The modest one and one-half-story house is a good local example of Swiss chalet-inspired Craftsman design and reflects the significant later work of locally prominent architect Frederick L. Roehrig. The house was the residence of Ezra Scattergood, influential chief engineer for the Los Angeles Department of Water and Power during a period of significant public works construction. (Building #42)

5636 BERKSHIRE DRIVE

ELIGIBLE

The William Jacobson House is eligible for listing under National Register Criterion C in the area of architecture, as an outstanding local example of Craftsman-style residential design. Built in 1909, the residence is a well-preserved representation of "arroyo culture" architecture. (Building #14)

5626 BERKSHIRE DRIVE

ELIGIBLE

The Louise & Ruth Smith House is eligible for listing under National Register Criterion C in the area of architecture, as a well-preserved local example of Craftsman-style residential design. Built in 1913, the residence is representative of the regional "arroyo culture" architecture that developed during the period in the Pasadena area. (Building #15)

5618 BERKSHIRE DRIVE

ELIGIBLE

The Conway-Penrose House is eligible for listing under National Register Criterion C in the area of architecture, as an outstanding local example of eclectic residential architecture from the early twentieth century period. The substantial one-story courtyard home is a distinctive example of early reinforced concrete block design by noted regional architect Charles F. Whittlesey. The building reflects the important contributions of innovative Los Angeles designers such as Whittlesey to the development of a southern California regional architecture during the period. (Building #16)

(Note. In the FHWA report the photographs for 5618 and 5626 Berkshire Drive were inadvertently reversed.)

Ames, David L., "Is It Too Late to Save the Historic Suburbs of Connecticut?" paper presented to the 1994 fall Conference of the Connecticut Trust for Historic Preservation, Waterbury, CT, 1994.

Ames, David L., "Interpreting Post World War II Suburban Landscapes as Historic Resources." paper presented at the Preserving the Recent Past conference, Chicago, IL, 1995.

EL SERENO - SHORT LINE VILLA TRACT

STRUCTURES BY ADDRESS

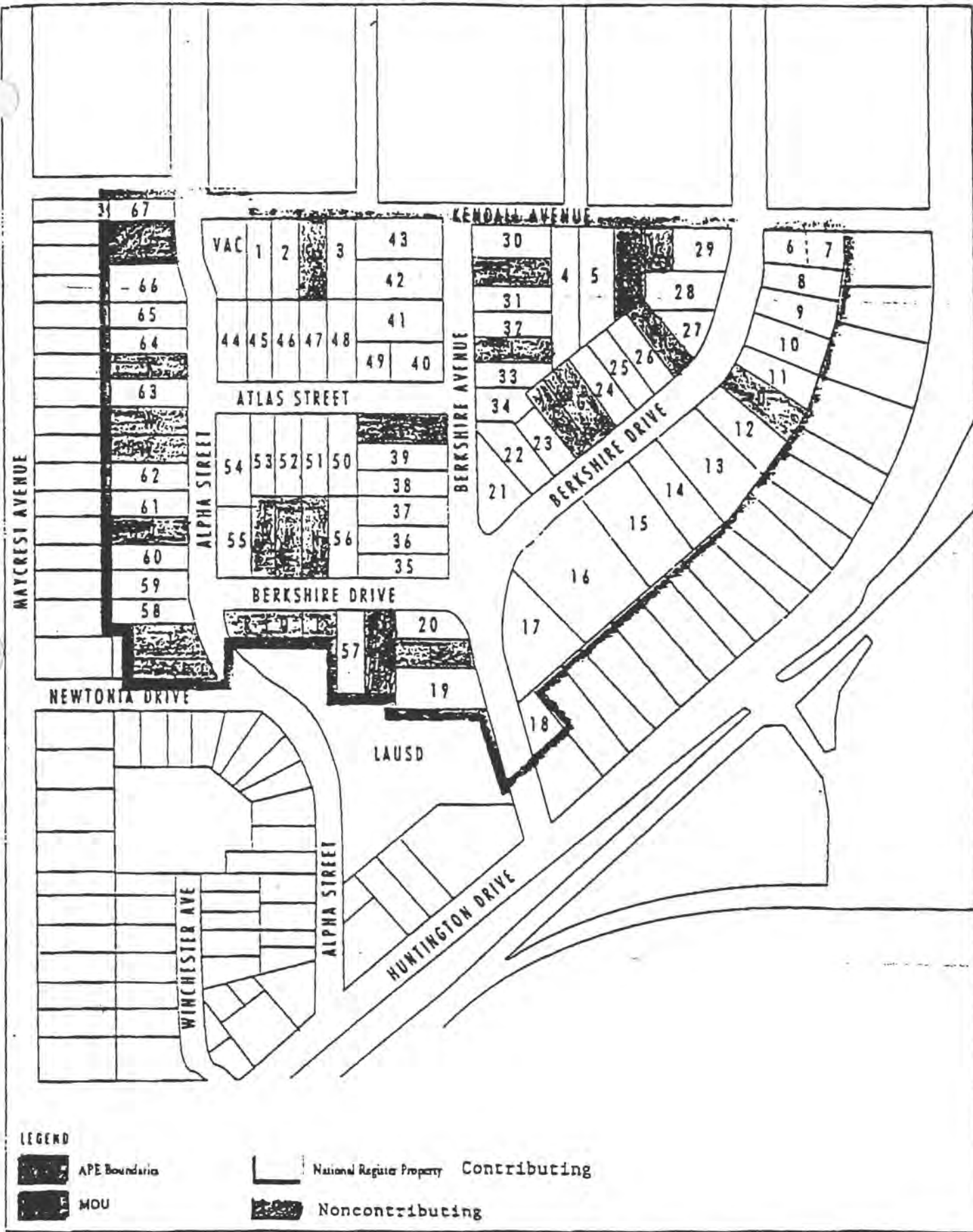
NO.	STREET NAME	SIZE	STYLE	DATE	CNC	COMMENTS
4401	Alpha Street	1s	Pueblo Revival	1924	NC	
4407	Alpha Street	2s	Craftsman	1908	NC	
4411	Alpha Street	1.5s	Craftsman	1912	C	
4417	Alpha Street	1.5s	Craftsman	1912	C	
4423	Alpha Street	1.5s	Craftsman	1912	C	
4427	Alpha Street	2s	Craftsman	1913	NC	
4431	Alpha Street	1s	Craftsman Bungalow	1913	C	
4437	Alpha Street	1s	Craftsman Bungalow	1908	C	
4441	Alpha Street	1.5s	Craftsman	1912	NC	
4447	Alpha Street	1s	Vernacular Bungalow	1920	NC	
4451	Alpha Street	1s	Vernacular Bungalow	1940	C	
4501	Alpha Street	1s	Cape Cod	1948	NC	
4507	Alpha Street	1s	Craftsman	1913	C	
4511	Alpha Street	1s	Ranch Bungalow	1940	C	
4517	Alpha Street	1s	Craftsman	1910	C	
4527	Alpha Street	1s	Craftsman Bungalow	1916	NC	
4531	Alpha Street	1s	Mediterranean Revival	1930	C	
5500	Atlas Street	1s	English Eclectic Revival	1925	C	
5503	Atlas Street	1s	Craftsman Bungalow	1909	C	
5506	Atlas Street	1s	Craftsman/Airplane Bungalow	1914	C	
5507	Atlas Street	1.5s	Craftsman	1909	C	
5512	Atlas Street	1s	American Colonial Revival	1920	C	
5513	Atlas Street	1s	Craftsman Bungalow	1909	C	
5518	Atlas Street	1s	Craftsman Bungalow	1919	C	
5519	Atlas Street	1s	Craftsman Bungalow	1908	C	
5522	Atlas Street	1s	Airplane Bungalow	1915	C	
5523	Atlas Street	1s	Craftsman/Airplane Bungalow	1922	C	
5529	Atlas Street	1s	American Colonial Revival	1922	C	
4320	Berkshire Avenue	2s	Craftsman	1910	C	
4333	Berkshire Avenue	1s	Craftsman Bungalow	1912	C	

EL SERENO - SHORT LINE VILLA TRACT

NO.	STREET NAME	SIZE	STYLE	DATE	C/NC	COMMENTS
4334	Berkshire Avenue	1s	Craftsman Bungalow	1909	C	
4335	Berkshire Avenue	1.5s	Craftsman/Tudor Revival	1909	C	
4339	Berkshire Avenue	2s	Contemporary	1963	NC	
4401	Berkshire Avenue	1s/Attic	English Eclectic	1923	C	
4407	Berkshire Avenue	1s	Craftsman Bungalow	1910	C	
4411	Berkshire Avenue	1s	Craftsman Bungalow	1910	C	
4417	Berkshire Avenue	1s	Craftsman Bungalow	1913	C	
4421	Berkshire Avenue	1s	Craftsman Bungalow	1915	C	
4425	Berkshire Avenue	2s	Craftsman	1914	NC	
4432	Berkshire Avenue	1s	Mission Revival	1924	C	
4500	Berkshire Avenue	1s	Craftsman Bungalow	1913	C	
4501	Berkshire Avenue	2s	American Colonial Revival	1925	C	
4506	Berkshire Avenue	1s	Ranch	1950	NC	
4511	Berkshire Avenue	1s/Attic	English Eclectic Revival	1925	C	
4512	Berkshire Avenue	1s	Period Revival Bungalow	1922	C	
4515	Berkshire Avenue	1.5s	Craftsman Bungalow	1913	C	Individually Eligible
4516	Berkshire Avenue	1s	Mediterranean Revival	1927	C	
4522	Berkshire Avenue	1s	Vernacular Cottage	1924	NC	
4526	Berkshire Avenue	1s	Mediterranean Revival	1923	C	
4527	Berkshire Avenue	2s	Craftsman	1915	C	
5501	Berkshire Drive	1s	Mediterranean Revival	1923	C	
5507	Berkshire Drive	2s	Craftsman	1909	NC	
5512	Berkshire Drive	2s	Dutch Colonial	1930	NC	
5513	Berkshire Drive	1s	Craftsman	1909	NC	
5518	Berkshire Drive	1.5s	Craftsman	1910	NC	
5519	Berkshire Drive	1s	Colonial Revival	1923	NC	
5523	Berkshire Drive	1s	Craftsman Bungalow	1915	C	
5524	Berkshire Drive	1s	Craftsman Bungalow	1915	C	
5530	Berkshire Drive	1s	English Eclectic	1926	NC	
5605	Berkshire Drive	1.5s	Cape Cod	1939	C	
5615	Berkshire Drive	1s	English Eclectic	1926	C	

EL SERENO - SHORT LINE VILLA TRACT

NO.	STREET NAME	SIZE	STYLE	DATE	C/NC	COMMENTS
5618	Berkshire Drive	1s	Prairie	1912	C	Individually Eligible
5619	Berkshire Drive	1s	Mediterranean Revival	1927	C	
5623	Berkshire Drive	1s	Colonial Revival Bungalow	1922	NC	
5626	Berkshire Drive	2s	Craftsman	1913	C	Individually Eligible
5629	Berkshire Drive	1s	Contemporary Hipped Cottage	1952	NC	
5633	Berkshire Drive	1s	Vernacular Bungalow	1940	C	
5636	Berkshire Drive	1s	Craftsman Bungalow	1909	C	Individually Eligible
5637	Berkshire Drive	2s	Mission Revival	1922	C	
5643	Berkshire Drive	1s	American Colonial Revival	1922	C	
5648	Berkshire Drive	2s	Craftsman	1909	C	
5649	Berkshire Drive	1s	Vernacular Cottage	1935	NC	
5652	Berkshire Drive	1s	Eclectic Revival	1920	C	
5655	Berkshire Drive	1s	English Eclectic	1922	C	
5656	Berkshire Drive	1s	Craftsman	1910	NC	
5659	Berkshire Drive	1s/Attic	Craftsman	1909	C	
5662	Berkshire Drive	2s	Spanish Colonial Revival	1932	C	
5668	Berkshire Drive	1.5s	Craftsman	1914	C	
5671	Berkshire Drive	1.5s	Craftsman	1907	C	
5674	Berkshire Drive	1s	Mediterranean Revival	1926	C	
5680	Berkshire Drive	1s	Colonial Revival	1924	C	
5500-06	Berkshire Drive	2s	Ranch	1961	NC	
5510	Kendall Avenue	1s	Period Revival	1923	C	
5516	Kendall Avenue	1s	Period Revival	1925	C	
5520	Kendall Avenue	1.5s	Craftsman	1933	NC	
5524	Kendall Avenue	1.5s	English Eclectic	1927	C	
5616	Kendall Avenue	1s	Dutch Colonial	1915	C	
5622	Kendall Avenue	1s	English Eclectic	1920	C	
5628	Kendall Street	2s	Craftsman	1910	NC	
5636	Kendall Avenue	1s	Vernacular Cottage	1955	NC	
5710	Kendall Avenue	1.5s	Craftsman	1912	C	
5704-06	Kendall Avenue	2s	American Foursquare	1908	C	



El Sereno Survey Boundaries with MOU & Surveyed Properties

FIGURE 1



State of California

Memorandum

Date: October 16, 2002

To: Gary Winters, Acting Chief
Division of Environmental Analysis
Department of Transportation

Attention: Gloria Scott

From: Dr. Knox Mellon
State Historic Preservation Officer

Subject: Route 710 Historic Houses Condition Assessment Report
Part I – Building Character Defining Features (CDF) Summary Form

On August 21, 2002, and September 11, 2002, your staff requested my consultant staff to review and comment on the Part I-CDF forms prepared by Caltrans for eleven (11) historic properties. All of the historic properties are contributing features of districts determined eligible for listing in the National Register of Historic Places. **With the exception of 224 West State Street**, none of the historic properties are individually eligible. Part I-CDF forms were reviewed for the following properties:

Short Line Villa HD: 4411 Alpha Street;	Pasadena Avenue HD: 170 Arlington Drive;
Short Line Villa HD: 4417 Alpha Street;	Pasadena Avenue HD: 181 Arlington Drive;
Short Line Villa HD: 4451 Alpha Street;	Pasadena Avenue HD: 216 Arlington Drive;
Short Line Villa HD: 4507 Alpha Street;	Pasadena Avenue HD: 177 Hurlbut Street; and
Short Line Villa HD: 5500 Atlas Street;	Pasadena Avenue HD: 224 West State Street.
Short Line Villa HD: 5513 Atlas Street;	

As with previous correspondence, the context for this consultation between our agencies consists of the BSA Report of December 14, 2000, §5024.5 of the California PRC and applicable orders of a court of competent jurisdiction.

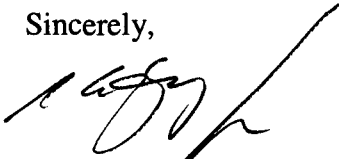
After reviewing the comments made by my consultant staff on the Part I-CDF forms and field notes for the eleven (11) properties, I have determined that the Part I-CDF forms are generally adequate for describing the character defining features of these properties. I agree with their content, unless otherwise noted below.

In my memorandum dated November 14, 2001, I provided guidance so that the Part I-CDF forms would clearly distinguish CDFs from historic fabric or altered features. In this submission, you have followed the guidance that CDFs which have been substantially altered should be evaluated at a lower ranking than other comparable district CDFs, and you have noted the nature of the alteration on the Part I-CDF form. For 170 Arlington Drive, however, you may want to confirm whether the brick walkway is an M-CDF, because the field notes indicate it is an alteration or has been altered.

In the November 14 memorandum, guidance was also provided that “rear elevations of individually ineligible properties that are not readily visible to the general public from the street, sidewalk, or major alley should not be considered district CDFs.” Based on the location maps you provided, I ask you to consider lowering the L-CDF ranking of the rear elevations associated with the following properties: 4411, 4417, 4451, 4507 Alpha Street, 5513 Atlas Street, 170 Arlington Drive, and 177 Hurlbut Street.

Please incorporate the changes noted above for these eleven (11) historic properties when preparing the Part II-CAR forms for our review. There is no need to submit revised Part I-CDF forms for our review. For your records, you may want to correct some typographical errors in the address headings for 4407 Alpha Street and 5513 Atlas Street. Thank you for the opportunity to comment. If you have any questions, please contact Richard Starzak of the SHPO consultant staff at rstarzak@myrafrank.com or (213) 627-5376.

Sincerely,

A handwritten signature in black ink, appearing to read 'Knox Mellon', with a long, sweeping flourish extending upwards and to the right.

Dr. Knox Mellon
State Historic Preservation Officer

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL ANALYSIS
P. O. BOX 942874 MS 27
SACRAMENTO, CA 94274-0001
PHONE (916) 653-7136
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www.dot.ca.gov



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Be energy efficient!*

October 2, 2014

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer
Office of Historic Preservation
Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

CATRA_2014_0709_001

Subject: Response to SHPO's Request for more information and
Request for Expedited Public Resources Code §5024 Eligibility Concurrences –
Route 710 Historic Houses: Re-survey in Los Angeles (Volume I)

In response to your request for more contextual information regarding the significance of state-owned resources in Route 710 Corridor in Los Angeles that were evaluated in the above-named document, the Department of Transportation (Caltrans) has enclosed its response and requests that you accept this response to the comments in your August 28, 2014 letter as accurate and complete. Caltrans also requests that you concur with Caltrans that with the exception of the state-owned historical resources that are contributors to the Short Line Villa Historic District north of Huntington Drive, there are no Caltrans-owned properties within the Project Area Limits (PAL) that meet any of the criteria for inclusion in the National Register of Historic Places or for registration as a California Historical Landmark, and there is no area within the PAL that meets these criteria as a historic district.

Caltrans consulted with SurveyLA staff and Ms. Janet Hansen, Deputy Manager of the Office of Historic Resources, City of Los Angeles by phone and email. On September 12, 2014, Ms. Hansen accompanied Caltrans Professionally Qualified Staff (PQS) staff on a field visit to view first-hand the properties within the PAL. As a result of this consultation and additional contextual research, Caltrans reviewed the SurveyLA themes and relevant City of Los Angeles Historic Preservation Overlay Zones described in the enclosed response, compared the properties in the PAL (the bulk of which are located in residential Tract Number 4952) to the themes, and considered Ms. Hansen's comments, in forming its conclusions.

Caltrans requests your concurrence pursuant to PRC §5024(b) and (d) and also request SHPO's comments and concurrence to fulfill the Bureau of State Audit's recommendations outlined in its December 14, 2000 report. In addition, as stipulated in Condition #6 of the July 19, 1999 U. S. District Court "Order Granting in Part and Denying In Part Plaintiffs' Motion for Preliminary Injunction" [Case No. 98-6996 DDP (MANx), page 87], we request your approval of these determinations of eligibility.

"Caltrans improves mobility across California"

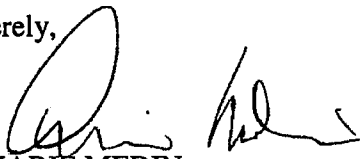
Carol Roland-Nawi, Ph.D.
October 2, 2014
Page 2

These actions also are being requested in order to fulfill the recommendations of the Bureau of State Audit's December 14, 2000 report on the State Route 710 Historic Properties Rehabilitation Project.

In the future, should a Caltrans federal undertaking include any of these properties, we will consult with you under the January 2014 First Amended Section 106 Programmatic Agreement.

We appreciate your willingness to expedite these Route 710 reviews and to work with our staff on this long and complex project. If you concur, please sign this letter and return it via e-mail to Gloria Scott, per the process that was set up for these properties. If you have any questions, please contact Gloria Scott at (916) 653-1029.

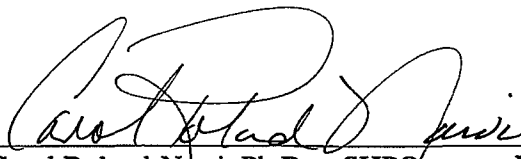
Sincerely,



ANMARIE MEDIN
Chief
Division of Environmental Analysis

Enclosure: Response to Office of Historic Preservation Comments of August 28, 2014 on the
Historical Resources Evaluation Report Volume I: Los Angeles
August 28, 2014 Letter from Carol Roland-Nawi to Anmarie Medin

Concur:



10-28-2014

Carol Roland-Nawi, Ph.D. – SHPO Date

c: *Electronic transmittals*
JSaunders – OHP
JCorreia – OHP
CWoodward – OHP
NLindquist – OHP
MMessinger – OHP

CONTINUATION SHEET

Primary # _____

HRI # _____

Trinomial _____

Page 1 of 3 *Resource Name or #: (Assigned by recorder) Short Line Villa Tract Historic District

*Recorded by LSA Associates, Inc. *Date: 2014 _____ Continuation X Update

APE Map Reference # 5-HD-3A

The Short Line Villa Tract Historic District is located within the community of El Sereno in Los Angeles County and consists of single-family homes constructed between 1907 and 1940 (Caltrans 1995). The boundaries of the district are Kendall Avenue on the north, Newtonia Drive and Sierra Vista School on the south, Huntington Drive on the east, and the rear property line of the west side of Maycrest Avenue on the west (Ibid.). This tract was originally designed and marketed as a street-car suburb with a short commute time to downtown Los Angeles (Ibid.). In 1995, the district was determined eligible for listing in the National Register of Historic Places. There are 17 parcels associated with the District that are located in the APE. Ten of those are contributors to the district.

California Historical Resources Status Code: 2S

Contributors

- 4411 Alpha Street (2D2, APE Map Ref # 233-CT-3A)
- 4417 Alpha Street (2D2, APE Map Ref # 234-CT-3A)
- 4423 Alpha Street (2D2, APE Map Ref # 124-3A)
- 4431 Alpha Street (2D2, APE Map Ref # 127-3A)
- 4437 Alpha Street (2D2, APE Map Ref # 128-3A)
- 4451 Alpha Street (2D2, APE Map Ref # 240-CT-3A)
- 4507 Alpha Street (2D2, APE Map Ref # 241-CT-3A)
- 4511 Alpha Street (2D2, APE Map Ref # 135-3A)
- 4517 Alpha Street (2D2, APE Map Ref # 136-3A)
- 4531 Alpha Street (2D2, APE Map Ref # 160-3A)

Non-contributors

- 4401 Alpha Street (APE Map Ref # 121-3A)
- 4407 Alpha Street (APE Map Ref # 122-3A)
- 4427 Alpha Street (APE Map Ref # 125-3A)
- 4441 Alpha Street (APE Map Ref # 130-3A)
- 4447 Alpha Street (APE Map Ref # 131-3A)
- 4501 Alpha Street (APE Map Ref # 132-3A)
- 4527 Alpha Street (APE Map Ref # 157-3A)
- 5465 Newtonia Drive

References

California Department of Transportation (Caltrans)

1995 Third Supplemental Historic Architectural Survey Report, 710 Freeway Gap Closure Project, 07-LA-710, 26.5/R32.7, EA 07-020090, Volume VII: Public Participation. Dated June 1995. Provided by and on file at California Department of Transportation, District 7.

Related Report: Historic Property Survey Report for the SR 710 North Study, Los Angeles County, California, California Department of Transportation District 7, EA 187900, EFIS 0700000191, 2014

E.O.11593

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places
National Park Service

Name of Property: Short Line Villa Tract

Location: Los Angeles County

State: CALIFORNIA

Request submitted by: FHWA/Bruce A. Eberle

Date received: 7/21/95

Additional information received: 8/31/95, 10/26/95

Opinion of the State Historic Preservation Officer:

Eligible Not Eligible No Response Need More Information

Comments:

"SHPO finds it cannot determine the National Register eligibility of the Short Line Villa District. Not enough research has been conducted to fully understand the importance of the district in the context of residential suburban development in the San Gabriel Valley in the early 20th century. SHPO finds that the Short Line Villa District appears to be eligible under Criterion A for its importance in the context of residential development patterns in the San Gabriel Valley for 1902 to 1945. However, not enough research has been completed on the suburbs along the Pasadena Short Line to understand the relative importance of the Short Line Villa Tract despite the high level of integrity of the district. . . . we suggest that FHWA and the SHPO jointly seek the opinion of the Keeper of the National Register."

The Secretary of the Interior has determined that this property is:

Eligible Applicable criteria: Not Eligible

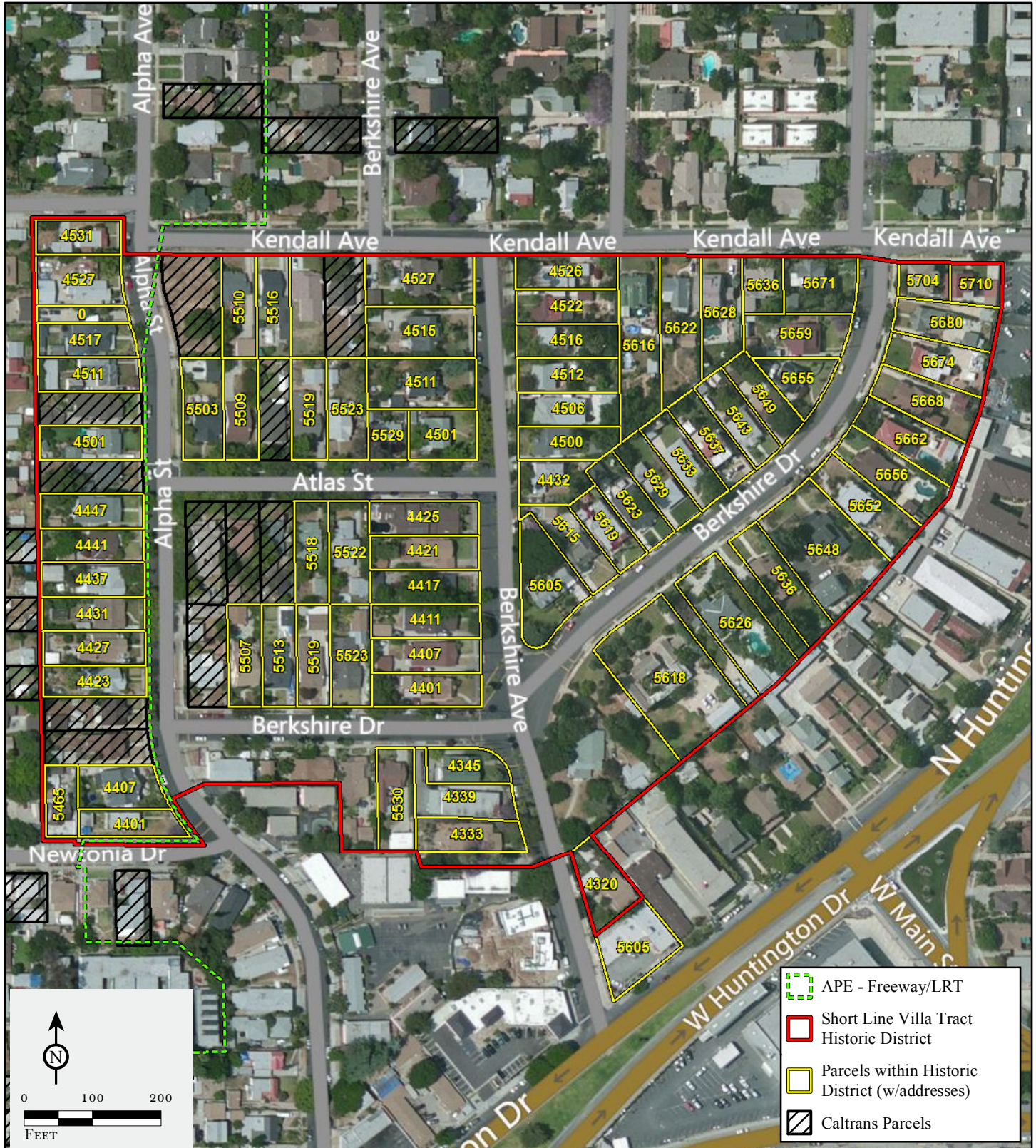
Comments:

SEE ATTACHED COMMENTS

Documentation insufficient
(Please see accompanying sheet explaining additional materials required)


Keeper of the National Register

Date: 11-20-95



SOUTH OF MISSION HISTORIC DISTRICT

**ROUGHLY BOUNDED BY MERIDIAN AVE AND GLENDON WAY BETWEEN THROOP ALLEY
AND MONTEREY RD.,
SOUTH PASADENA, CA**

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

Primary # _____
HRI # _____
Trinomial _____

Page 1 of 3 *Resource Name or #: (Assigned by recorder) South of Mission Historic District
*Recorded by LSA Associates, Inc. *Date: 2014 Continuation Update

APE Map Reference # 10-HD-3A

The South of Mission Historic District is located in the City of South Pasadena. The Office of Historic Preservation (OHP) Directory of Properties in the Historic Property Data (HPD) file for Los Angeles County (2012) lists this district as a resource that has been determined eligible for listing in the National Register of Historic Places. According to a 2002 study, it "is located along the 1100 block of Glendon Way and the 1000-1100 block of Meridian Avenue between Monterey Road to the south and El Centro Street to the north" (PCR Services Corporation 2002:33). The district includes 42 contributing properties built between 1885 and 1937 (Ibid.). This neighborhood illustrates the evolution of architectural styles from the Victorian era through the revival styles with an emphasis on the Craftsman style (Ibid.). Based on information obtained from the City of South Pasadena, this district has not been formally designated by the City. There are 31 parcels associated with this district located within the APE. Of those, 26 are contributors to the district.

California Historical Resources Status Code: 2S2

Contributors

1118 Glendon Way (APE Map Ref # 283-3A)
1126 Glendon Way (APE Map Ref # 282-3A)
1011 Meridian Avenue (APE Map Ref # 306-3A)
1015 Meridian Avenue (APE Map Ref # 305-3A)
1020 Meridian Avenue (APE Map Ref # 303-3A)
1023 Meridian Avenue (APE Map Ref # 301-3A)
1100 Meridian Avenue (APE Map Ref # 297-3A)
1103 Meridian Avenue (APE Map Ref # 296-3A)
1105 Meridian Avenue (APE Map Ref # 295-3A)
1106 Meridian Avenue (APE Map Ref # 293-3A)
1109 Meridian Avenue (APE Map Ref # 292-3A)
1110 Meridian Avenue (APE Map Ref # 290-3A)
1113 Meridian Avenue (APE Map Ref # 291-3A)
1114 Meridian Avenue (APE Map Ref # 288-3A)
1119 Meridian Avenue (APE Map Ref # 287-3A)
1120 Meridian Avenue (APE Map Ref # 285-3A)
1121 Meridian Avenue (APE Map Ref # 284-3A)

1122 Meridian Avenue (APE Map Ref # 280-3A)
1125 Meridian Avenue (APE Map Ref # 281-3A)
1130 Meridian Avenue (APE Map Ref # 279-3A)
1131 Meridian Avenue (APE Map Ref # 278-3A)
1133 Meridian Avenue (APE Map Ref # 276-3A)
1134 Meridian Avenue (APE Map Ref # 275-3A)
1138 Meridian Avenue (APE Map Ref # 273-3A)
1142 Meridian Avenue (APE Map Ref # 272-3A)
1146 Meridian Avenue (APE Map Ref # 271-3A)

Non-contributors

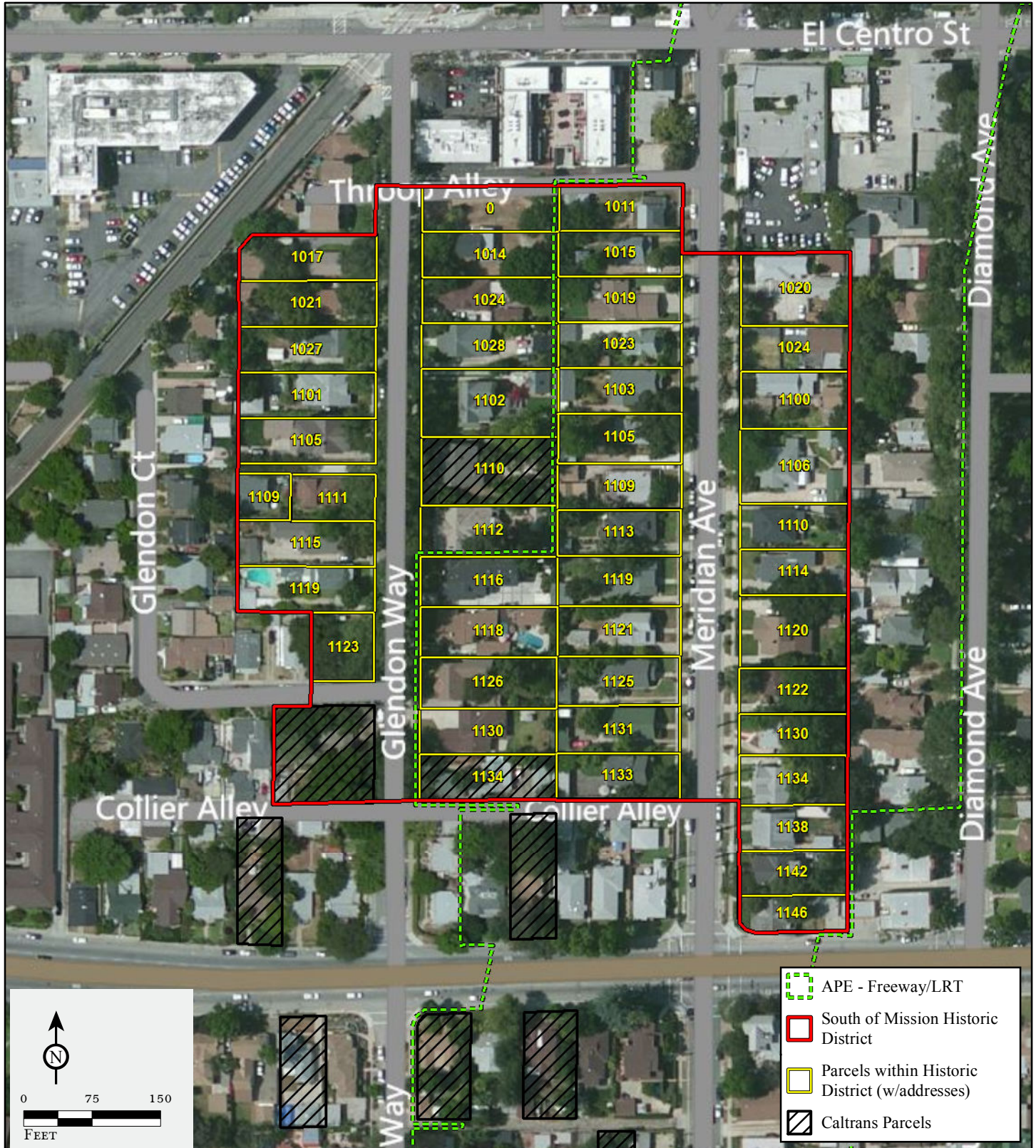
1116 Glendon Way (APE Map Ref # 286-3A)
1130 Glendon Way
1134-1136 Glendon Way (APE Map Ref # 255-CT-3A)
1019 Meridian Avenue
1024 Meridian Avenue (APE Map Ref # 300-3A)

References

PCR Services Corporation
2002 City of South Pasadena Historic Resources Survey Report, Phase I. On file at the City of South Pasadena Planning Department.

Related Report: Historic Property Survey Report for the SR 710 North Study, Los Angeles County, California, California Department of Transportation District 7, EA 187900, EFIS 0700000191, 2014

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for LOS ANGELES County.			Page 988		04-05-12						
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
084668		10228 SAN VINCENTE AVE		SOUTH GATE	P	1941	PROJ.REVW.	HUD930910H	11/04/93	6Y	
187183		2981 SANTA ANNA ST		SOUTH GATE	P	1923	PROJ.REVW.	HUD111027B	11/02/11	6Y	
180209		8600 SANTA FE AVE	SOUTH GATE WATER TOWER	SOUTH GATE	P	1946	PROJ.REVW.	FCC100524L	10/28/10	6Y	
095922		2442 SOUTHERN AVE		SOUTH GATE	P	1941	PROJ.REVW.	HUD950331K	05/24/95	6Y	
095920		3360 SOUTHERN AVE		SOUTH GATE	P	1924	PROJ.REVW.	HUD950331J	05/24/95	6Y	
077316		10407 ST JAMES AVE		SOUTH GATE	U	1928	PROJ.REVW.	HUD920526A	06/25/92	6Y	
170874		10600 ST JAMES AVE		SOUTH GATE	P	1952	PROJ.REVW.	HUD080407E	04/11/08	6Y	
182472		10243 STANFORD AVE		SOUTH GATE	P	1939	PROJ.REVW.	HUD110526L	06/01/11	6Y	
065528		10408 STANFORD AVE		SOUTH GATE	U		PROJ.REVW.	HUD881026B	11/17/88	6Y	
065248		STATE ST	FIRE STATION	SOUTH GATE	U		PROJ.REVW.	HUD870622J	07/14/87	6Y	
127879		8478 STATE ST		SOUTH GATE			HIST.RES.	DOE-19-01-0175-0000	04/10/01	6Y	
							PROJ.REVW.	FCC010309F	04/10/01	6Y	
144647		8632 STATE ST		SOUTH GATE	P	1946	HIST.RES.	DOE-19-03-0288-0000	11/06/03	6Y	
							PROJ.REVW.	HUD031023C	11/06/03	6Y	
066002		8983 STATE ST		SOUTH GATE	U		PROJ.REVW.	HUD890711U	08/07/89	6Y	
066667		3727 TENAYA AVE		SOUTH GATE	U		PROJ.REVW.	HUD880513B	06/13/88	6Y	
066648		3921 TENAYA AVE		SOUTH GATE	U		PROJ.REVW.	HUD880425F	05/26/88	6Y	
179129		3725 TWEEDY BLVD		SOUTH GATE	P	1962	PROJ.REVW.	FCC091221D	03/04/10	6Y	
184065		8157 VICTORIA AVE		SOUTH GATE	P	1923	PROJ.REVW.	HUD100922B	10/05/10	6Y	
185030		8975 VIRGINIA AVE		SOUTH GATE	P	1922	PROJ.REVW.	HUD101129G	12/08/10	6Y	
066883		8174 VIRGINIA AVE		SOUTH GATE	U		PROJ.REVW.	HUD890915A	10/12/89	6Y	
095924		9812 VIRGINIA AVE		SOUTH GATE	P	1923	PROJ.REVW.	HUD950331L	05/24/95	6Y	
099920		9820 VIRGINIA AVE		SOUTH GATE	P	1924	PROJ.REVW.	HUD951208C	01/05/96	6Y	
065632		10321 VIRGINIA AVE		SOUTH GATE	U		PROJ.REVW.	HUD881222B	01/20/89	6Y	
169972		10104 WALNUT AVE		SOUTH GATE	P	1939	PROJ.REVW.	HUD080204M	02/08/08	6Y	
087628		10243 WALNUT AVE		SOUTH GATE	P	1940	PROJ.REVW.	HUD931231F	02/18/94	6Y	
182908		10517 WALNUT AVE		SOUTH GATE	P	1942	PROJ.REVW.	HUD100809G	08/16/10	6Y	
177035			ASHBOURNE-CHELLEN DISTRICT	SOUTH PASADENA	P	1910	HIST.SURV.	1030-0321-9999	11/01/04	3B	
068802			SO PASADENA WAR MEMORIAL	SOUTH PASADENA	U		PROJ.REVW.	HUD880216H	06/03/88	2S2	AC
030335	19-179646		GROSSE HOUSE	SOUTH PASADENA	U		HIST.SURV.	1030-0038-0000	01/01/83	2S2	
							PROJ.REVW.	65000787	03/31/83	2S2	
030337	19-179647		N OF MISSION DISTRICT	SOUTH PASADENA	U		HIST.SURV.	1030-0040-0000	01/01/83	2S2	
030338	19-179648		S OF MISSION DISTRICT	SOUTH PASADENA	U		HIST.SURV.	1030-0041-0000	01/01/83	2S2	
149735			PROSPECT CIRCLE DISTRICT	SOUTH PASADENA	P		HIST.SURV.	1030-0056-9999	09/24/04	3S	
151019			LOWER GRAND AVENUE DISTRICT	SOUTH PASADENA	P	1890	HIST.SURV.	1030-0319-9999	12/16/04	7R	
151092			WAYNE, BUSHNELL AND FLETCHER DISTRICT	SOUTH PASADENA	P	1902	HIST.SURV.	1030-0320-9999	12/16/04	7R	
153863		1014 ADELAINA AVE		SOUTH PASADENA	P	1905	PROJ.REVW.	HUD040329B	04/21/04	6U	
066507		1426 ALHAMBRA RD		SOUTH PASADENA	U		PROJ.REVW.	HUD880216F	03/18/88	6Y	
066508		1430 ALHAMBRA RD		SOUTH PASADENA	U		PROJ.REVW.	HUD880216G	03/18/88	6Y	
107588		2001 ALPHA AVE		SOUTH PASADENA	P	1938	HIST.RES.	DOE-19-97-0002-0001	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	
108601		2005 ALPHA AVE		SOUTH PASADENA	P	1963	HIST.RES.	DOE-19-97-0002-0002	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	
108618		2011 ALPHA AVE		SOUTH PASADENA	P	1942	HIST.RES.	DOE-19-97-0002-0003	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	
108619		2015 ALPHA AVE		SOUTH PASADENA	P	1946	HIST.RES.	DOE-19-97-0002-0004	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	
108627		2019 ALPHA AVE		SOUTH PASADENA	P	1909	HIST.RES.	DOE-19-97-0002-0005	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	
108630		2021 ALPHA AVE		SOUTH PASADENA	P	1939	HIST.RES.	DOE-19-97-0002-0006	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	
108632		2025 ALPHA AVE		SOUTH PASADENA	P	1922	HIST.RES.	DOE-19-97-0002-0007	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	
108640		2028 ALPHA AVE		SOUTH PASADENA	P	1912	HIST.RES.	DOE-19-97-0002-0009	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	



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, CA**

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

Primary # _____
HRI # _____
Trinomial _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) Mission West Historic District
*Recorded by LSA Associates, Inc. *Date: 2014 Continuation Update

APE Map Reference # 11-HD-3A

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 has 17 contributing properties (PCR Services Corporation 2002:28). Most of the buildings are commercial and predominate construction materials include brick, wood, stucco, and concrete block (Ibid.). The district is sparsely landscaped with relatively young vegetation (Ibid.). The South Pasadena Historic Business District, which is listed in the National Register of Historic Places (National Register), is completely within the Mission West Historic District boundaries, but the Mission West Historic District is not eligible for listing in the National Register or California Register of Historical Resources. There are 12 parcels in the district that are also within the project APE.

California Historical Resources Status Code: 5S1

Contributors

1019 El Centro Street/1003 Diamond Avenue (APE Map Ref # 309-3A)
1020 El Centro Street (APE Map Ref # 311-3A)
1001 Mission Street (APE Map Ref # 313-3A)
1002 Mission Street (APE Map Ref # 316-3A)
1008-1010 Mission Street (APE Map Ref # 317-3A)
1012 Mission Street (APE Map Ref # 318-3A)
1014 Mission Street (APE Map Ref # 319-3A)
1019 Mission Street (APE Map Ref # 312-3A)
1020 Mission Street (two parcels; APE Map Ref # 320-3A)
1028-1032 Mission Street (APE Map Ref # 321-3A)

Non-contributors

1000 El Centro Street
Parking lot at northeast corner of Pico Alley and Meridian Avenue

References

City of South Pasadena

1998 City of South Pasadena General Plan, Historic Preservation Element. On file at the City of South Pasadena and accessed online in February 2012 and December 2013 at: <http://www.ci.south-pasadena.ca.us/modules/showdocument.aspx?documentid=216>.

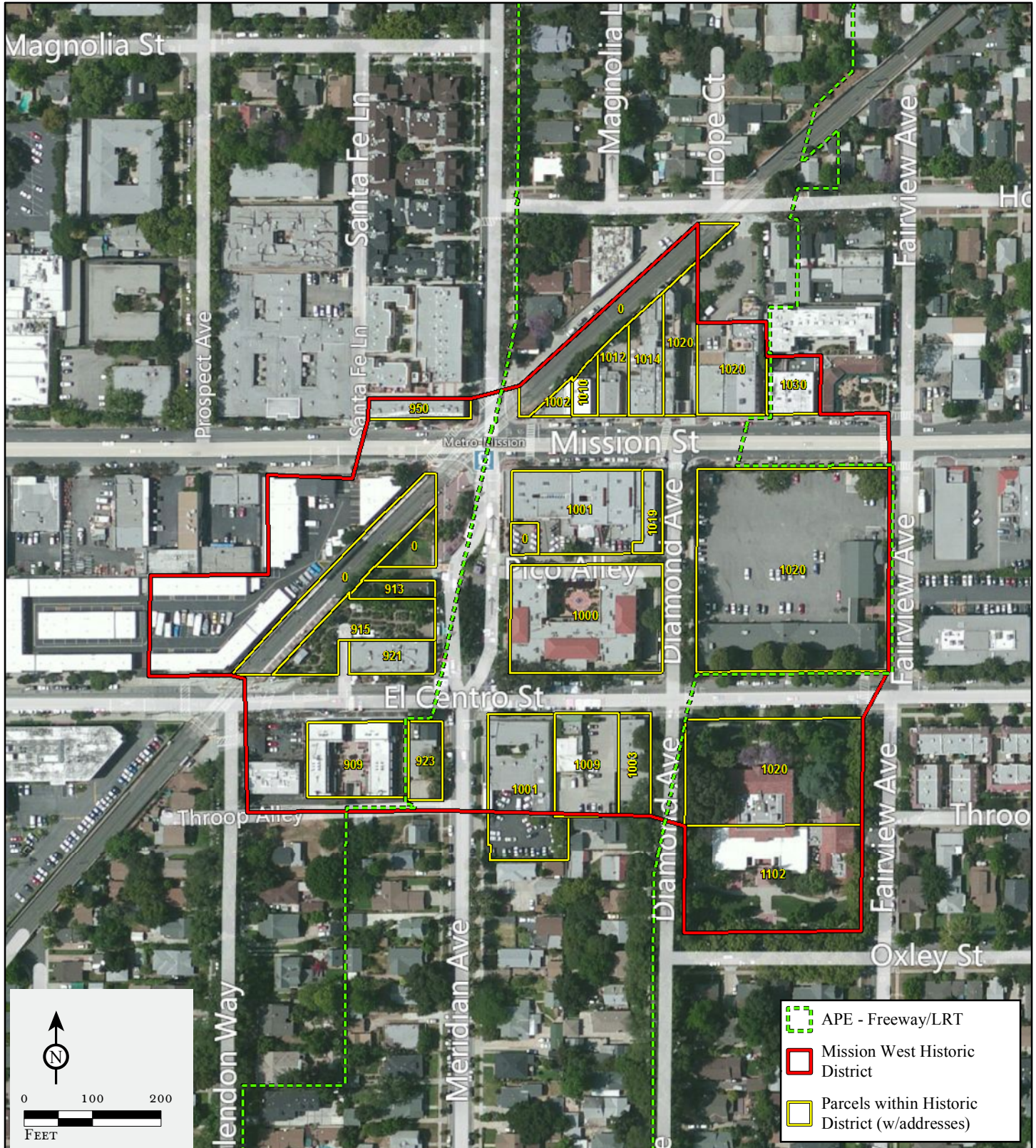
PCR Services Corporation

2002 City of South Pasadena Historic Resources Survey Report, Phase I. On file at the City of South Pasadena Planning Department.

Related Report: Historic Property Survey Report for the SR 710 North Study, Los Angeles County, California, California Department of Transportation District 7, EA 187900, EFIS 0700000191, 2014

State of California - Resource Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
 HRI # _____
 Trinomial _____



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, CA**

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

Primary # _____
HRI # _____
Trinomial _____

Page 1 of 13 *Resource Name or #: (Assigned by recorder) South Pasadena Historic Business District
*Recorded by LSA Associates, Inc. *Date: 2014 _____ Continuation Update

APE Map Reference # 13-HD-3A

The South Pasadena Historic Business District is located in the City of South Pasadena. The Office of Historic Preservation (OHP) Directory of Properties in the Historic Property Data (HPD) file for Los Angeles County (2012) and the National Register of Historic Places (National Register) database indicate that the district was listed in the National Register in 1982. The district is irregular in shape and generally located south of Hope Street, west of Fairview Avenue, north of Oxley Street, and east of Santa Fe Lane (Sitton 1977). This district includes the remnants of the city's earliest commercial area, as well as the city library, an elementary school, a landscaped median with watering trough, a short segment of the Santa Fe Railroad tracks, and some modern buildings (Sitton 1977:2). 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.

California Historical Resources Status Code: 1S

Contributors

1019 El Centro Street/1003 Diamond Avenue (APE Map Ref # 309-3A)
1020 El Centro Street (APE Map Ref # 311-3A)
1001 Mission Street (APE Map Ref # 313-3A)
1002 Mission Street (APE Map Ref # 316-3A)
1008-1010 Mission Street (APE Map Ref # 317-3A)
1012 Mission Street (APE Map Ref # 318-3A)
1014 Mission Street (APE Map Ref # 319-3A)
1019 Mission Street (APE Map Ref # 312-3A)
1020 Mission Street (two parcels; APE Map Ref # 320-3A)
1028-1032 Mission Street (APE Map Ref # 321-3A)

Non-contributors

1000 El Centro Street
Parking lot at northeast corner of Pico Alley and Meridian Avenue

References

Sitton, Tom
1977 National Register of Historic Places Inventory-Nomination Form for the South Pasadena Historic Business District/Mission West Historic District. Accessed online in December 2013 at: <http://nrhp.focus.nps.gov/natregsearchresult.do?fullresult=true&recordid=6>.

Related Report: Historic Property Survey Report for the SR 710 North Study, Los Angeles County, California, California Department of Transportation District 7, EA 187900, EFIS 0700000191, 2014

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic SOUTH PASADENA HISTORIC BUSINESS DISTRICT

and/or common MISSION WEST

2. Location

street & number Mission, El Centro Streets; Fairview & Meridian Avenues
950-1028 Mission St., 1019-1115 El Centro St., n/a not for publication
921 Meridian to Mission St.

city, town South Pasadena N/Avicinity of congressional district 26

state California code 06 county Los Angeles code 037

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple Ownership (see list)

street & number

city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. Los Angeles County Hall of Records

street & number 320 West Temple Street

city, town Los Angeles state California

6. Representation in Existing Surveys

title Calif. Historic Resources Inventory has this property been determined eligible? yes no

date July 1977 federal state county local

depository for survey records Office of Historic Preservation, P.O. Box 2390

city, town Sacramento state California 95811

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date <u>N/A</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

South Pasadena's Historic Business District is a large, irregular area containing the vestiges of the city's earliest commercial area and several adjacent public buildings. The district is composed of a number of commercial buildings (1887-1924), the city library, an elementary school, a landscaped street median with watering trough, one parcel of vacant land, a small segment of the Santa Fe Railroad tracks, several modern buildings, and several sites of historically important buildings. The district is bounded on all sides by residential and light manufacturing land usages. Although all of the significant structures in the area have been modified to some extent, the alterations for the most part have been sympathetic and the district as a whole retains its small-town, small-business atmosphere.

South Pasadena's business district was originally in the Mission Street-El Centro Street area between 1888 and 1910, as established by Sanborn Atlases. With the completion of the Pacific Electric Railway through South Pasadena in the first decade of the 20th century, the town's business activity shifted eastward to Fair Oaks Avenue. By 1925, the center of South Pasadena had moved away from the older business district. While there are several buildings nearby which are more than fifty years old, they are separated from the business area by intrusions. Some older residences exist adjacent to the district but are not included in the historic business district.

Boundaries for the nomination are drawn on the basis of the remaining integrity of the resource. They encompass the remains of the original commercial section of the city of South Pasadena. This small, compact area still conveys the small town feeling of South Pasadena as it existed around the turn of the century before the rapid growth of the Los Angeles basin amalgamated the surrounding cities and towns into one massive urban complex. The boundaries of the old commercial center are distinct. On the west, the sense of time and place ends abruptly with buildings constructed during the last twenty or thirty years. On the east, the boundary is defined by vacant parcels upon which early commercial buildings once stood; these are followed by modern buildings which are associated with the city's present commercial heart along Fair Oaks Avenue. On the north stands an older residential neighborhood which does not have the same character of design, materials, feeling, or historical association which unifies the old commercial core and has not been included as part of this historic business district nomination. On the south, the area is surrounded by residential neighborhoods of the early to mid-20th century and which do not contribute to the historical and visual quality of the old commercial core.

Buildings and sites contributing to the character of the district

1. Alexander Block (1001-1005 Mission St.): 1906; 2 stories, cement block, basically Commercial style with some detailing.
2. Graham Block (1011-1017 Mission St.): 1908; 2-story, brick, designed by Thornton Fitzhugh, geometric designs near roofline, original entablature removed.
3. Family Fair (905 Diamond Ave.): 1907; originally South Pasadena First National Bank, designed by Marsh & Russell, 1-story Neo-Classical bank altered by 1926 into a shop-apartment building with flat facade.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1885- **Builder/Architect** various

Statement of Significance (in one paragraph)

Mission Street is the center of the original business district in South Pasadena. The district comprises an area of the city (incorporated in 1888) which developed in the late 1880s into the business center and location of the city's educational, cultural, and political institutions.

Commercial activity in the area began after the Los Angeles and San Gabriel Valley Railway began service between Los Angeles and Pasadena in 1885. The S-shaped right of way ran up the east side of Meridian Avenue by two large oak trees and then swerved northeasterly at Mission Street (the right of way was altered to its present location in 1890). A depot was built in Meridian Avenue near El Centro Street, and the post office was located on the west side of Meridian Avenue. Between 1886 and 1888, three additional structures which served as the catalyst for the area were constructed in the vicinity: the South Pasadena Hotel was located on the northeast corner of Meridian and El Centro; a wood-frame general store was built on the west side of Meridian; and the Mohr-Graham Opera House, the first two-story brick building in South Pasadena, was erected on the southwest corner of Meridian and El Centro. Of these early structures, only the general store (now Meridian Ironworks) remains.

Just after the turn of the century, the center of the commercial area began to move a block northward to Mission and Meridian. Along with a number of wooden buildings which were subsequently razed, two-story brick business buildings were erected along both sides of Mission Street. Alexander Graham built the Alexander Block in 1906 and the adjacent Graham Block two years later. The Taylor Block was completed in 1906, and the Herlihy Block and South Pasadena First National Bank were erected in the following year. In 1912, the Edwards and Faw Block was begun, and Sam Shapiro finished his block which followed the right of way of the railroad in 1915. The last additions to this district were the Mission Hotel (1923) and the Ashton Block (1924). By 1925, the Mission Street commercial network was finished. It presented a typical small town business street of brick structures with retail shops on the lower floors and apartments and meeting halls above.

An early commercial structure that did not locate on Mission Street was the South Pasadena Bank Building, built on the corner of El Centro and Diamond Avenue in 1903. Although it was a block south of the developing district, it nevertheless was an integral part of the business district and also provided space for the city trustees (it was in effect the city hall for several years). Its western-styled brick facade provided a prototype for builders on Mission Street.

Several public buildings were added to the district at the same time. In 1903, the South Pasadena Women's Improvement Association began a campaign to beautify the city, particularly the area near the railroad depot where visitors received their first

9. Major Bibliographical References

Assessment Records of Los Angeles County, 1900-30. Los Angeles County Archives.

South Pasadena Building Permits. South Pasadena City Hall.

Los Angeles Times, Jan. 1, 1888, p. 10; Oct. 25, 1903, IV, 1; Dec. 15, 1907, V, 16.

10. Geographical Data

Acreeage of nominated property 11

Quadrangle name Los Angeles

Quadrangle scale 1:24,000

UMT References

A	11	393505	377515
	70	393590	3775500
	Zone	Easting	Northing
C	11	393205	377570
	70	393280	3775160
E			
G			

B	11	393495	3775365
	70	393590	3775160
	Zone	Easting	Northing
D	11	393220	3775700
	70	393280	3775500
F			
H			

Verbal boundary description and justification

See continuation sheet.

List all states and counties for properties overlapping state or county boundaries

state	n/a	code	county	code
state	n/a	code	county	code

11. Form Prepared By

name/title Tom Sitton, Curatorial Assistant (OHP staff revision)
Los Angeles County
organization Museum of Natural History date October 7, 1977
street & number 900 Exposition Boulevard telephone 746-0410- x241
city or town Los Angeles state California

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature K. M. Miller

title State Historic Preservation Officer date June 1, 1982

For HCRS use only
I hereby certify that this property is included in the National Register
William H. [Signature] date 7.21.82
Keeper of the National Register
Attest: Patricia [Signature] date 7/20/82
Chief of [Signature]

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CONTINUATION SHEET

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PROPERTY OWNERS

1. Gary Wyma and Raymond Loza, P.O. Box 4451, Pasadena, CA 91106.
2. Gary Wyma and Raymond Loza, P.O. Box 4451, Pasadena, CA 91106.
3. Gary Wyma and Raymond Loza, P.O. Box 4451, Pasadena, CA 91106.
4. Bernard and Helen Badover, 1610 Fremont Ave., South Pasadena, CA 91030.
5. John and Keiko Hole, 900 Kendall Ave., South Pasadena, CA 91030.
6. Virginia Webb, 1746 Camino Lindo, South Pasadena, CA 91030.
7. John R. Turk and Doris Paull, 1018 Mission St., South Pasadena, CA 91030.
8. William G. Ericson, et al., 1026 Brent Ave., South Pasadena, CA 91030.
9. Henry A. and Barbara K. Hutchins, 155 South Orange Grove, Apt. K, Pasadena, CA 91105.
10. South Pasadena School District, 1327 Diamond Ave., South Pasadena, CA 91030.
11. City of South Pasadena, 1414 Mission St., South Pasadena, CA 91030.
12. Tram Enterprises, 8 Rocky Knoll, Irvine, CA 92715.
13. Frederick and Padma Aladjem, 845 Las Palmas Rd., Pasadena, CA 91105.
14. Raymond L. and Flora J. Mowrer, 1183 W. Metz Rd., Perris, CA 92370.
15. City of South Pasadena, 1414 Mission St., South Pasadena, CA 91030.
16. Charles R. Crozier and Charles J. Bailey, 954 Mission St., South Pasadena, CA 91030.
17. City of South Pasadena, 1414 Mission St., South Pasadena, CA 91030.

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4. Shapiro Block (1002-1006 Mission St.): 1915; 2-story, brick, plain Commercial style with brick lintels and lugsills on upper windows and storefronts below, little facade alteration.
5. Edwards & Faw Block (1008-1010 Mission St.): 1912; 2 stories, brick, storefronts below and a row of double sash windows with brick lugsills and simple cornice above.
6. Ashton Block (1012 Mission St.): 1924; 1-story, brick, plain facade with brick masonry added below storefronts.
7. Mission Antiques (1014 Mission St.): pre-1920; 1-story, brick, plain facade with stucco added.
9. Taylor Block (1028-1032 Mission St.): 1906; 2-story, brick, originally Commercial style by Marsh & Russell, altered to flat stucco facade with storefronts.
10. El Centro School (1020 El Centro St.): 1928; Mediterranean Revival, contains first South Pasadena school bell in monument in front of facade. North half of property occupied by parking lot. School now used for administrative offices.
11. South Pasadena Public Library (1115 El Centro St.): 1907; originally designed in Neo-Classical style by Marsh & Russell, altered to Mediterranean style in 1930, contains friezes by Merrell Gage. Library grounds are used as a city park.
12. South Pasadena Bank Building (1019 El Centro St.): 1903; 2-story, brick, designed by Thomas Preston in typical western storefront style, arched windows and openings.
14. Meridian Iron Works (913 Meridian Ave.): c. 1887; 2-story, redwood frame, Victorian false front with pointed cornice, iron section added to rear in 1913.
16. Mission Hotel (950-958 Mission St.): 1923; 2 stories, brick, hotel above and storefronts below, facade almost exactly as original.
17. Watering Trough & Wayside Station (Meridian Parkway): 1906; American Craftsman style by Norman Marsh, cobblestone base with shingle roof (originally tile), trough cemented in.

Non-contributing properties

8. Herlihy Block (1024 Mission St.): 1907; 1 and 2 stories, brick, original simple storefront facade substantially altered and modernized. Includes adjacent parking lot on west.
13. Boller & Chivens (916 Meridian Ave.): post-1930; modern concrete building and adjacent parking lot.
15. Santa Fe Right of Way (SW corner Meridian and Mission): vacant lot bisected by tracks; old depot site.

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impressions of the city. After four years, the group presented the city with a watering trough and wayside station on the parkway in Meridian Avenue. The station was designed by local architect Norman F. Marsh and it provided a convenient rest stop for travelers and added to the visual charm of the city. In 1907, South Pasadena received a Carnegie grant to build a public library. The originally Neo-Classic structure was designed by Marsh and Russell and was altered to its present Mediterreanean appearance in 1930. Finally, the present El Centro School was constructed in 1928 on a lot which was originally set aside for educational purposes when the first subdivision maps were filed between 1886 and 1888. An 1898 school bell purchased by the school children is now located in front of the school set in a concrete monument.

As the center of the business district gradually moved eastward to Fair Oaks and Mission, Mission West developed into a service-oriented center supporting the surrounding residential areas. In recent years, it has been revived as a center for antique stores, and some of the structures are now being restored for this purpose. Although all of the original buildings have been altered to some extent, the district retains its character as a small town business network. Several of the structures have been designated historic landmarks by the city; the library, Meridian Ironworks, the South Pasadena Bank Building, and the watering trough are among this group.

Today, the historic district represents the origin and development of the city of South Pasadena. The district contains the sites of its earliest buildings and the remains of the commercial, educational, and civic institutions which have played a vital role in the city's growth.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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Los Angeles Daily Journal, October 10, 1903.

South Pasadenan, April 19, 1906; November 8, 1906; March 14, 1907; June 27, 1907; February 20, 1908; April 30, 1908.

South Pasadena Record, August 27, 1908; September 10, 1908.

South Pasadena Courier, October 2, 1923.

Southwest Contractor & Manufacturer, June 8, 1912, p. 8; November 27, 1915, p. 31.

Southwest Builder & Contractor, October 5, 1923, p. 51.

Bell, Howard. "A Preliminary Study of the Origin and Development of South Pasadena's Historic Business District." Unpublished typescript, South Pasadena Cultural Heritage Board, 1976.

Carew, Harold. History of Pasadena and the San Gabriel Valley, California. Chicago: S.J. Clarke Publishing Co., 1930.

Insurance Maps of Pasadena, California. New York: Sanborn Map Company, 1888, 1889, 1890, 1903, 1910.

On Old Rancho San Pasqual. South Pasadena: Security Trust & Savings Bank, 1924.

Southern California Directory Company. Directory of South Pasadena, 1911-12. Pasadena: Thurston Co., 1911.

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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An area beginning at a point on the east side of Santa Fe Lane 30' north of Mission St., extending southward along Santa Fe Lane approximately 315' to south property line of 913 Meridian, then eastward 125', then south 90' to El Centro Street, then eastward to a point 46.6' west of Diamond Ave., then southward 150', then eastward to Diamond Ave., then southward to Oxley St., then eastward to Fairview Ave., then northward to Mission St., then westward 100', then northward 85', then westward 80', then northward 50', then westward 100', then northward approximately 92' to the A.T.&S.F. right of way, then southwesterly along the right of way to a point 30' north of Mission St., and then westward to the original point.

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SOUTH PASADENA HISTORIC BUSINESS DISTRICT, SOUTH PASADENA, LOS ANGELES COUNTY, CA

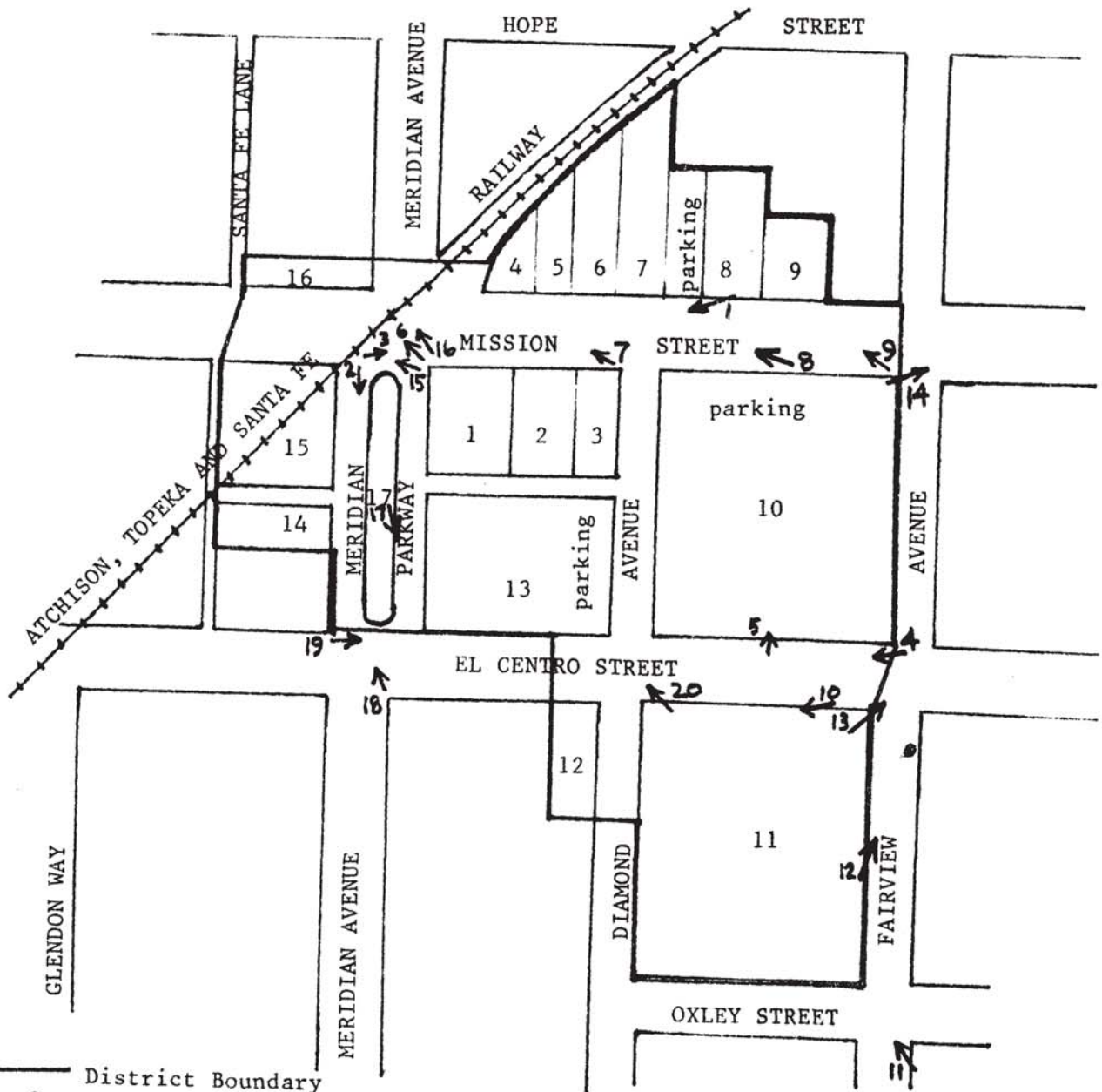
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Location of Photographs



19

District Boundary
Photo number and direction

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HERITAGE CONSERVATION AND RECREATION SERVICE

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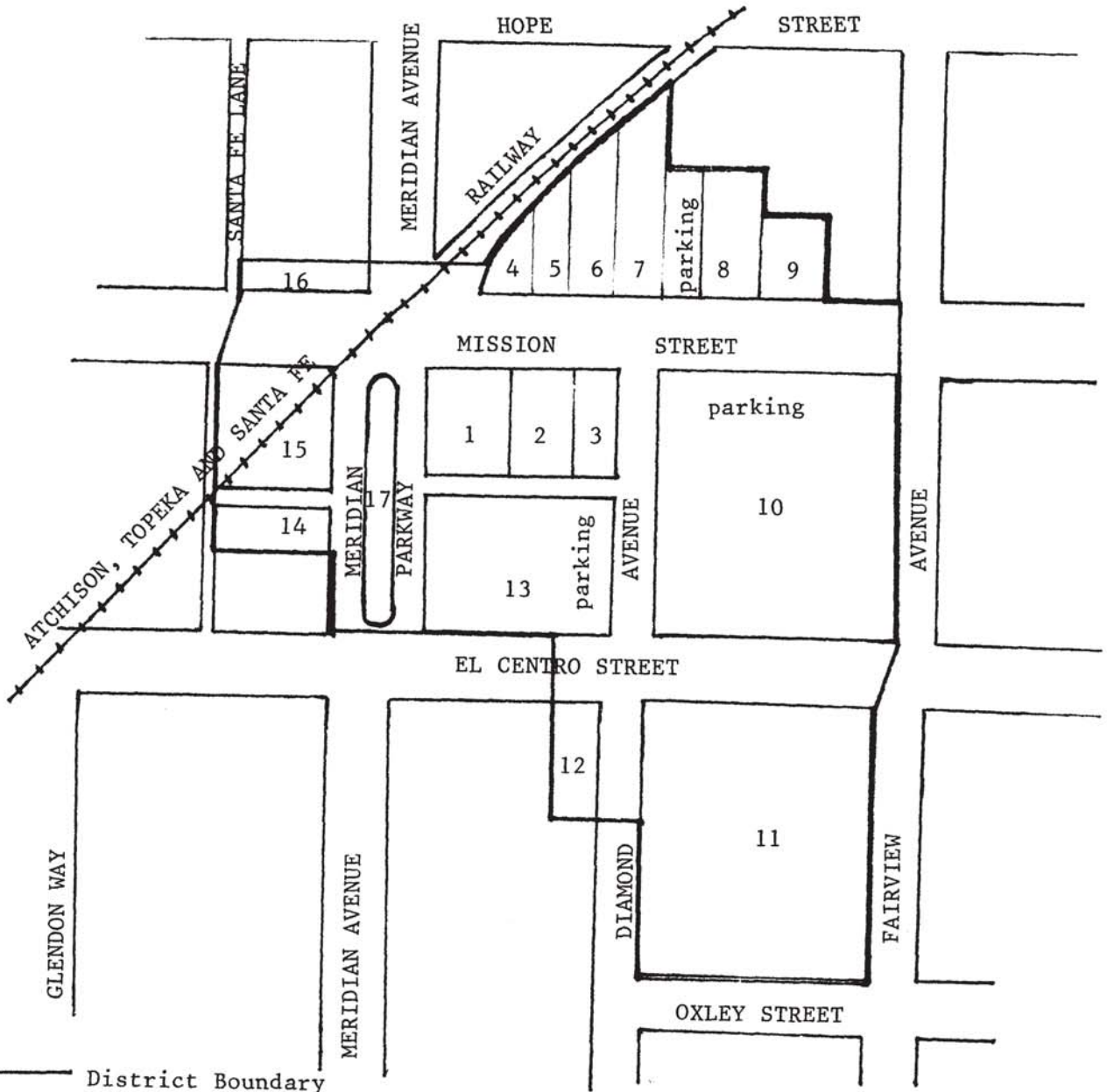
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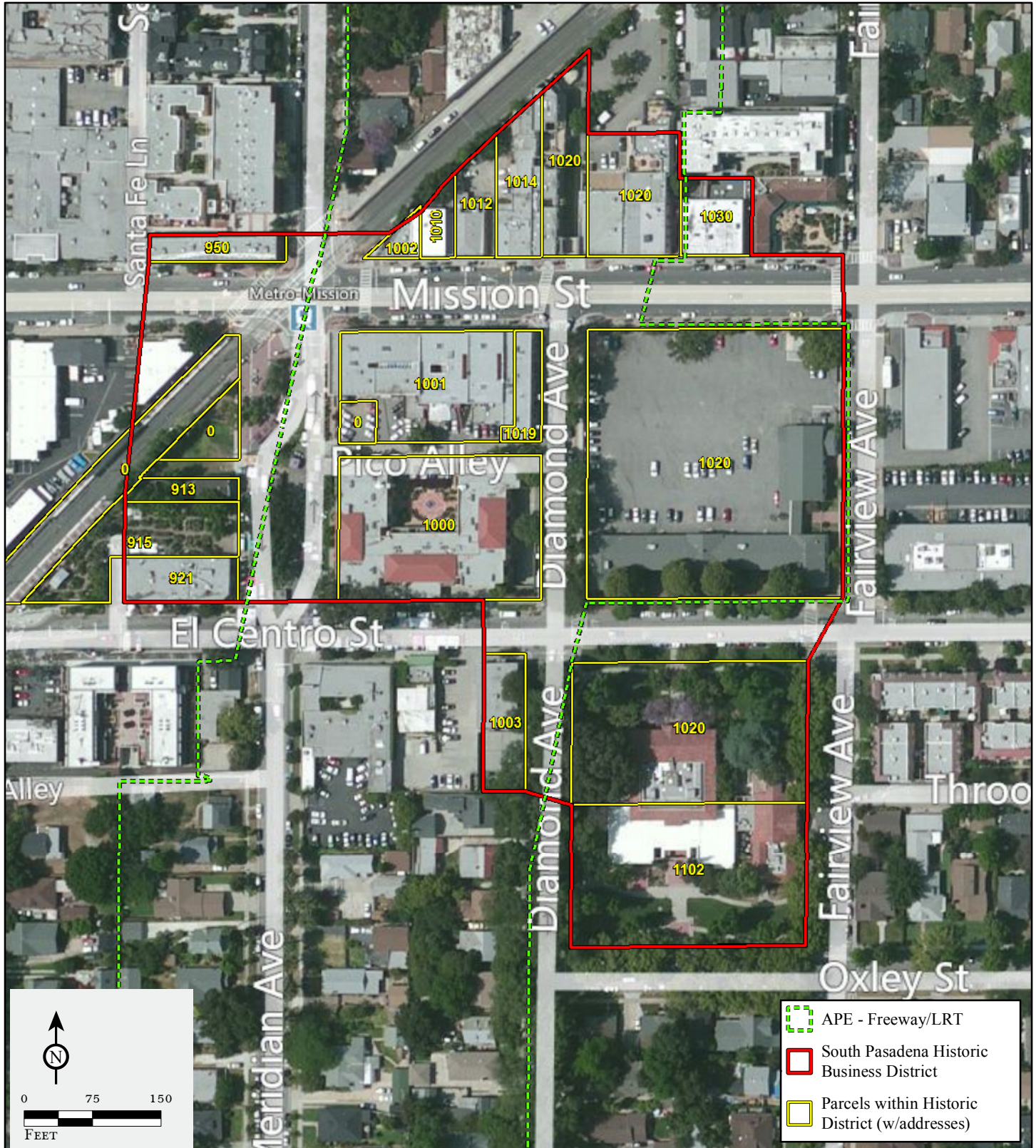
SOUTH PASADENA HISTORIC BUSINESS DISTRICT, SOUTH PASADENA, LOS ANGELES COUNTY, CA

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NORTH OF MISSION HISTORIC DISTRICT

**ROUGHLY BOUNDED BY MERIDIAN AVE. NORTH OF MISSION ST. AND SOUTH OF
GREVELIA ST.
SOUTH PASADENA, CA**

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

Primary # _____
HRI # _____
Trinomial _____

Page 1 of 3 *Resource Name or #: (Assigned by recorder) North of Mission Historic District
*Recorded by LSA Associates, Inc. *Date: 2014 _____ Continuation X Update

APE Map Reference # 14-HD-3A

The North of Mission Historic District is located in the City of South Pasadena. The Office of Historic Preservation (OHP) Directory of Properties in the Historic Property Data (HPD) file for Los Angeles County (2012) lists this district as a resource that has been determined eligible for listing in the National Register of Historic Places. According to a 2002 study, this district includes the "600-700 block of Meridian Avenue, north of Mission Street and south of the Pasadena Freeway" (PCR Services Corporation 2002:29). The district includes approximately 22 contributing properties built between 1895 and 1924 (Ibid.). 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 properties within the district that are also within the project APE and 14 are contributors to the district (see list below).

California Historical Resources Status Code: 2S2

Contributors

- 1007 Magnolia Street (APE Map Ref # 339-3A)
- 610 Meridian Avenue (APE Map Ref # 354-3A)
- 612 Meridian Avenue (APE Map Ref # 353-3A)
- 616 Meridian Avenue (APE Map Ref # 352-3A)
- 620 Meridian Avenue (APE Map Ref # 351-3A)
- 624 Meridian Avenue (APE Map Ref # 350-3A)
- 704 Meridian Avenue (APE Map Ref # 338-3A)
- 708 Meridian Avenue (APE Map Ref # 337-3A)
- 712 Meridian Avenue (APE Map Ref # 336-3A)
- 716 Meridian Avenue (APE Map Ref # 335-3A)
- 720 Meridian Avenue (APE Map Ref # 327-3A)
- 726 Meridian Avenue (1002/1008 Hope Street; APE Map Ref # 256-CT-3A)
- 806 Meridian Avenue (APE Map Ref # 325-3A)
- 810 Meridian Avenue (APE Map Ref # 323-3A)

Non-contributor

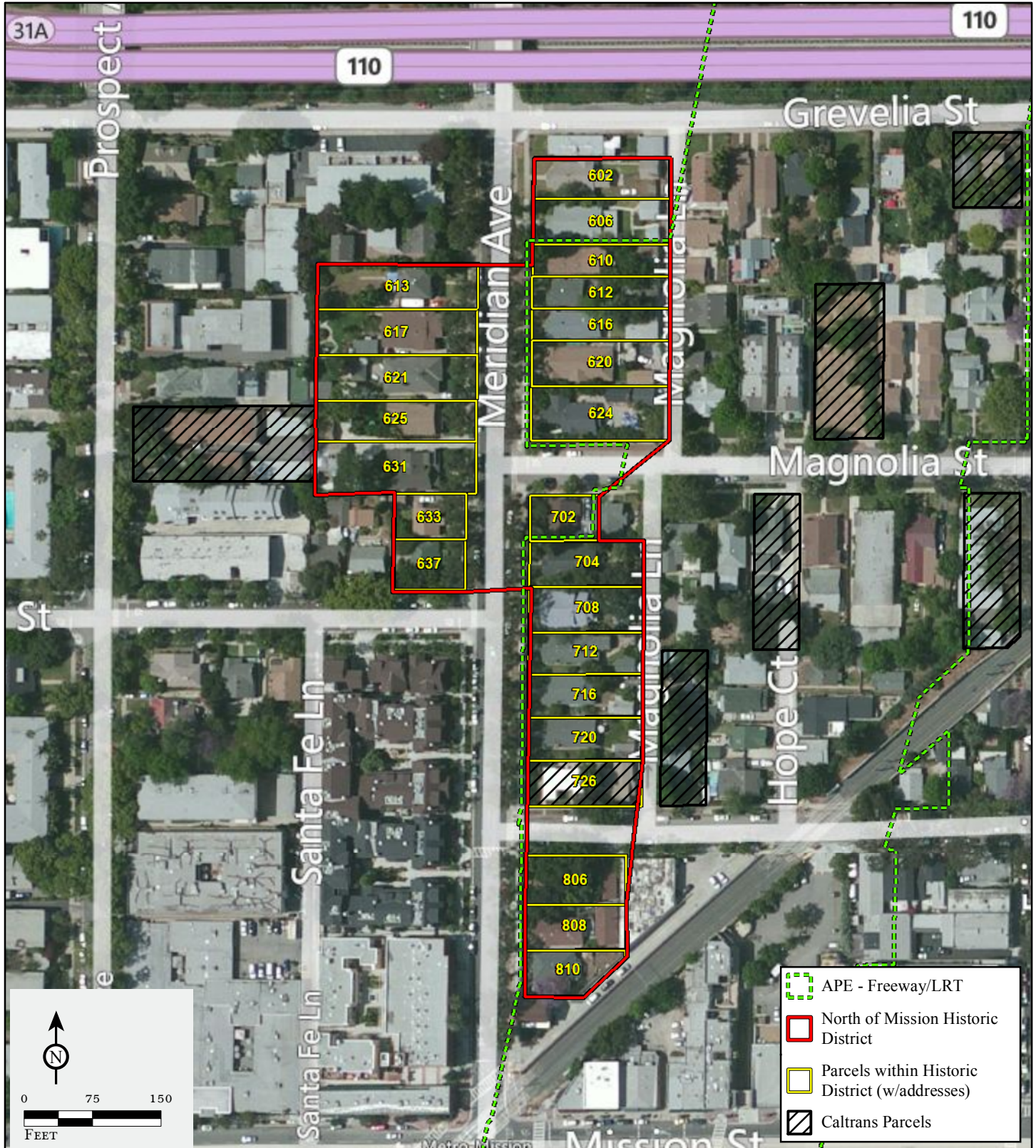
- 808 Meridian Avenue (APE Map Ref # 324-3A)

References

PCR Services Corporation
2002 City of South Pasadena Historic Resources Survey Report, Phase I. On file at the City of South Pasadena Planning Department.

Related Report: Historic Property Survey Report for the SR 710 North Study, Los Angeles County, California, California Department of Transportation District 7, EA 187900, EFIS 0700000191, 2014

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for LOS ANGELES County.										Page 988	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
084668		10228 SAN VINCENTE AVE		SOUTH GATE	P	1941	PROJ.REVW.	HUD930910H	11/04/93	6Y	
187183		2981 SANTA ANNA ST		SOUTH GATE	P	1923	PROJ.REVW.	HUD111027B	11/02/11	6Y	
180209		8600 SANTA FE AVE	SOUTH GATE WATER TOWER	SOUTH GATE	P	1946	PROJ.REVW.	FCC100524L	10/28/10	6Y	
095922		2442 SOUTHERN AVE		SOUTH GATE	P	1941	PROJ.REVW.	HUD950331K	05/24/95	6Y	
095920		3360 SOUTHERN AVE		SOUTH GATE	P	1924	PROJ.REVW.	HUD950331J	05/24/95	6Y	
077316		10407 ST JAMES AVE		SOUTH GATE	U	1928	PROJ.REVW.	HUD920526A	06/25/92	6Y	
170874		10600 ST JAMES AVE		SOUTH GATE	P	1952	PROJ.REVW.	HUD080407E	04/11/08	6Y	
182472		10243 STANFORD AVE		SOUTH GATE	P	1939	PROJ.REVW.	HUD110526L	06/01/11	6Y	
065528		10408 STANFORD AVE		SOUTH GATE	U		PROJ.REVW.	HUD881026B	11/17/88	6Y	
065248		STATE ST	FIRE STATION	SOUTH GATE	U		PROJ.REVW.	HUD870622J	07/14/87	6Y	
127879		8478 STATE ST		SOUTH GATE			HIST.RES.	DOE-19-01-0175-0000	04/10/01	6Y	
							PROJ.REVW.	FCC010309F	04/10/01	6Y	
144647		8632 STATE ST		SOUTH GATE	P	1946	HIST.RES.	DOE-19-03-0288-0000	11/06/03	6Y	
							PROJ.REVW.	HUD031023C	11/06/03	6Y	
066002		8983 STATE ST		SOUTH GATE	U		PROJ.REVW.	HUD890711U	08/07/89	6Y	
066667		3727 TENAYA AVE		SOUTH GATE	U		PROJ.REVW.	HUD880513B	06/13/88	6Y	
066648		3921 TENAYA AVE		SOUTH GATE	U		PROJ.REVW.	HUD880425F	05/26/88	6Y	
179129		3725 TWEEDY BLVD		SOUTH GATE	P	1962	PROJ.REVW.	FCC091221D	03/04/10	6Y	
184065		8157 VICTORIA AVE		SOUTH GATE	P	1923	PROJ.REVW.	HUD100922B	10/05/10	6Y	
185030		8975 VIRGINIA AVE		SOUTH GATE	P	1922	PROJ.REVW.	HUD101129G	12/08/10	6Y	
066883		8174 VIRGINIA AVE		SOUTH GATE	U		PROJ.REVW.	HUD890915A	10/12/89	6Y	
095924		9812 VIRGINIA AVE		SOUTH GATE	P	1923	PROJ.REVW.	HUD950331L	05/24/95	6Y	
099920		9820 VIRGINIA AVE		SOUTH GATE	P	1924	PROJ.REVW.	HUD951208C	01/05/96	6Y	
065632		10321 VIRGINIA AVE		SOUTH GATE	U		PROJ.REVW.	HUD881222B	01/20/89	6Y	
169972		10104 WALNUT AVE		SOUTH GATE	P	1939	PROJ.REVW.	HUD080204M	02/08/08	6Y	
087628		10243 WALNUT AVE		SOUTH GATE	P	1940	PROJ.REVW.	HUD931231F	02/18/94	6Y	
182908		10517 WALNUT AVE		SOUTH GATE	P	1942	PROJ.REVW.	HUD100809G	08/16/10	6Y	
177035			ASHBOURNE-CHELTEN DISTRICT	SOUTH PASADENA	P	1910	HIST.SURV.	1030-0321-9999	11/01/04	3B	
068802			SO PASADENA WAR MEMORIAL	SOUTH PASADENA	U		PROJ.REVW.	HUD880216H	06/03/88	2S2	AC
030335	19-179646		GROSSE HOUSE	SOUTH PASADENA	U		HIST.SURV.	1030-0038-0000	01/01/83	2S2	
							PROJ.REVW.	65000787	03/31/83	2S2	
030337	19-179647		N OF MISSION DISTRICT	SOUTH PASADENA	U		HIST.SURV.	1030-0040-0000	01/01/83	2S2	
030338	19-179648		S OF MISSION DISTRICT	SOUTH PASADENA	U		HIST.SURV.	1030-0041-0000	01/01/83	2S2	
149735			PROSPECT CIRCLE DISTRICT	SOUTH PASADENA	P		HIST.SURV.	1030-0056-9999	09/24/04	3S	
151019			LOWER GRAND AVENUE DISTRICT	SOUTH PASADENA	P	1890	HIST.SURV.	1030-0319-9999	12/16/04	7R	
151092			WAYNE, BUSHNELL AND FLETCHER DISTRICT	SOUTH PASADENA	P	1902	HIST.SURV.	1030-0320-9999	12/16/04	7R	
153863		1014 ADELAINA AVE		SOUTH PASADENA		1905	PROJ.REVW.	HUD040329B	04/21/04	6U	
066507		1426 ALHAMBRA RD		SOUTH PASADENA	U		PROJ.REVW.	HUD880216F	03/18/88	6Y	
066508		1430 ALHAMBRA RD		SOUTH PASADENA	U		PROJ.REVW.	HUD880216G	03/18/88	6Y	
107588		2001 ALPHA AVE		SOUTH PASADENA	P	1938	HIST.RES.	DOE-19-97-0002-0001	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	
108601		2005 ALPHA AVE		SOUTH PASADENA	P	1963	HIST.RES.	DOE-19-97-0002-0002	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	
108618		2011 ALPHA AVE		SOUTH PASADENA	P	1942	HIST.RES.	DOE-19-97-0002-0003	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	
108619		2015 ALPHA AVE		SOUTH PASADENA	P	1946	HIST.RES.	DOE-19-97-0002-0004	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	
108627		2019 ALPHA AVE		SOUTH PASADENA	P	1909	HIST.RES.	DOE-19-97-0002-0005	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	
108630		2021 ALPHA AVE		SOUTH PASADENA	P	1939	HIST.RES.	DOE-19-97-0002-0006	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	
108632		2025 ALPHA AVE		SOUTH PASADENA	P	1922	HIST.RES.	DOE-19-97-0002-0007	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	
108640		2028 ALPHA AVE		SOUTH PASADENA	P	1912	HIST.RES.	DOE-19-97-0002-0009	02/24/97	6Y	
							PROJ.REVW.	FHWA830201A	09/11/96	7M	



ARROYO SECO PARKWAY HISTORIC DISTRICT

**CONSISTS PRIMARILY OF THE ARROYO SECO PARKWAY (AKA PASADENA FWY AND
SR 110),
SOUTH PASADENA, CA**

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Arroyo Seco Parkway Historic District

other names/site number Pasadena Freeway, State Route 110, Arroyo Seco Freeway

2. Location

street & number Route of the Pasadena Freeway (State Route 110) from the Four-Level Interchange in Los Angeles to East Glenarm Street in Pasadena not for publication N/A

city or town Passing through Los Angeles, South Pasadena, and Pasadena vicinity N/A

state California code CA county Los Angeles code 037 zip code 90012, 90015, 90017, 90031, 90042, 91030, 91105

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register
 See continuation sheet.

determined eligible for the
National Register
 See continuation sheet.

determined not eligible for the
National Register

removed from the National
Register

other (explain): _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
2	0	buildings
		sites
43	15	structures
		objects
45	15	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/road related (vehicular)

TRANSPORTATION/pedestrian related

TRANSPORTATION/parkway

Current Functions

(Enter categories from instructions)

TRANSPORTATION/road related (vehicular)

TRANSPORTATION/pedestrian related

TRANSPORTATION/parkway

7. Description

Architectural Classification

(Enter categories from instructions)

Other: concrete rigid frame bridge

Other: concrete arch spandrel bridge

Other: Art Deco tunnel

Other: Vernacular pedestrian/equestrian tunnel

Other: Parkways

Materials

(Enter categories from instructions)

foundation _____

roof _____

walls _____

other CONCRETE, ASPHALT, STONE, GLASS,

VEGETATION

Narrative Description

See continuation sheet.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

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

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

See continuation sheet.

9. Major Bibliographical References

See continuation sheet.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # HAER CA-265

Areas of Significance

(Enter categories from instructions)

- Transportation Planning
- Freeway Construction
- Bridge and Tunnel Architecture
- Engineering

Period of Significance

1938-1953

Significant Dates

March 21, 1938
December 20, 1940
December 22, 1953

Significant Person

(Complete if Criterion B is marked above)

Aldrich, Lloyd

Cultural Affiliation

Architect/Builder

California Division of Highways
Los Angeles Bureau of Engineering

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

California Department of Transportation, Sacramento
Library of Congress, Washington, DC

10. Geographical Data

Acreage of Property

Approximately 162 acres

UTM References

UTM references were calculated using North American Datum (NAD) 1983.

	Zone	Easting	Northing		Zone	Easting	Northing
A	11	562411	1977325	D	11	568847	1986466
B	11	565832	1980966	E	11	569613	1986416
C	11	567785	1982986				

See continuation sheet for additional UTM references.

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet.

11. Form Prepared By

name/title Janice Calpo, California Department of Transportation (final version) and Portia Lee, PhD, California Archives (draft version), see continuation sheet.

organization California Dept. of Transportation, Division of Environmental Analysis date December 10, 2008

street & number 1120 N St. (M.S. 27) telephone (916) 653-0802

city or town Sacramento state CA zip code 95814

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Multiple, see continuation sheet.

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Project (1024-0018), Washington, DC 20503.

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Arroyo Seco Parkway Historic District
Los Angeles, California

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7. DESCRIPTION

A. Summary

The proposed Arroyo Seco Parkway Historic District, which was constructed in three phases, encompasses a 6-lane, 8.21-mile, limited-access roadway (State Route 110) traveling in a southwesterly direction through the cities of Pasadena, South Pasadena, and Los Angeles, from East Glenarm Street (Post Mile¹ 31.89) in Pasadena to (and including) the Four Level Interchange (Post Mile 23.69) in Los Angeles. Today there exist a total of 60 components – grade separations, tunnels, bridges, overcrossings, pedestrian overpasses, pedestrian and equestrian undercrossings, the roadway itself, the Four Level Interchange, Arroyo Channel, and two buildings at the Arroyo Seco Maintenance Station – 45 of which are considered contributors to the Arroyo Seco Parkway Historic District. The first 6.2 mile section from East Glenarm Street to Avenue 22 in Los Angeles, constructed between 1938 and 1940, travels on a divided road through residential and commercial neighborhoods of Los Angeles, Pasadena, and South Pasadena, where it operates as a below-grade arterial. Fenced landscaping such as trees, shrubs, and ground cover grow on verges and slopes that border both sides of the roadway. Similar landscaping and the Arroyo Seco Channel mark the western edge.

The Southerly Extension, a 1.7 mile stretch built 1940-1943 during the second phase of construction, continues the roadway toward downtown Los Angeles from Avenue 22 to Adobe Street in Los Angeles. Engineering on the Southerly Extension utilizes the Figueroa Street Viaduct and the Los Angeles River Bridges to separate north and southbound traffic, routing it on different elevations. Northbound traffic travels through the four Figueroa Street tunnels and across the Figueroa Street Viaduct onto the Arroyo Seco Parkway section. Southbound traffic crosses the Los Angeles River Bridge, and then is channeled onto a 4-lane roadway traveling in open cuts west of the Figueroa Street Tunnels through the hills of Elysian Park, under park roads and over residential neighborhoods, on eight bridges and pedestrian undercrossings. In this section, rubble walls and guardrails border the roadway. Descending gradually to grade level, the opposing lanes join to become continuous again at Hill Street.

Five bridges complete the freeway's last half-mile to its terminus at the Four Level Interchange about a quarter mile northwest of downtown Los Angeles; they were constructed between 1948 and 1953 during the third phase of construction. The 154 foot high steel and reinforced concrete interchange acts as a master route separator, guiding traffic from the Hollywood, Santa Ana, Pasadena, and Harbor Freeways through four stacked interwoven roadways. On this section, paving, light, and safety features are similar to those of the first six-mile segment with a greater

¹ Post miles are based on the California highway mileage system, beginning at the west boundary for each county and increasing in number from west to east for even-numbered state routes. Although the oldest section of the Arroyo Seco Parkway was constructed beginning at its northeastern most point, the post miles at this end are higher.

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Arroyo Seco Parkway Historic District
Los Angeles, California

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concentration of rubble retaining walls. Landscaping on the border slopes consists mainly of ground cover, ivy, and lantana. Roadway materials on the 8.2 mile arterial consist of concrete and asphaltic concrete, signage, glass, stone, construction rubble, and landscape elements consisting of plants, shrubs, and small trees (generally those native to the area), stone planters, and lighting fixtures. The Arroyo Seco Parkway has kept substantial integrity of design, workmanship, location, design, and setting. The only substantial alterations on the Parkway have occurred from the Yale Street Pedestrian Overcrossing (Post Mile 24.37) to the Stadium Way Overcrossing (Post Mile 24.53), resulting in about a 30% loss of integrity.

On March 31, 1983, the Keeper of the National Register determined that the Arroyo Seco Parkway was eligible for inclusion in the National Register of Historic Places because it was the first grade-separated, limited-access, high-speed divided road in the urban western United States, and it was the initial stretch of road for what would become the world-renowned Los Angeles metropolitan area freeway system. At the time, the Phase III construction, the Arroyo Seco Maintenance Station and the Arroyo Seco Channel were not included within the district boundaries.

B. Physical Description – Arroyo Seco Parkway Phase I (1938-1940)

1. Phase I Roadway Construction – Historic Appearance

Phase I of the historic district's thirteen-year construction began in 1938 with the Arroyo Seco Parkway, a 6 mile stretch from Avenue 22 in downtown Los Angeles to East Glenarm Street in Pasadena. This construction sequence built storm drains and sewers first, then fashioned a rough base from material gleaned from the Arroyo Seco Flood Control Channel excavation. The finished road base consisted of winnowed sand and quarter-inch rocks. Small shrubs, principally oleander, landscaped the 6-foot wide, eight-inch-by-eight-inch redwood beam median barrier. Typical poured-in-place curbs were six inches high above the pavement surface with a four-inch horizontal surface that sloped back four inches in the six-inch height. A 12-inch gutter was cast integrally with the curbs. High visibility curbs designed for the center median, traffic islands, and ramps at entrances and exits had reflective paint and redwood guardrails. Surface pavement on each side of the median consisted of two 35 foot lanes of Portland cement concrete and one 11 foot inside traffic lane adjacent to the gutter paved with dark asphalt concrete. Safety indentations and amber flashers signaled roadway edges. Rubble walls of concrete and mortar served as retaining walls and chain link fences ran along other sides of the roadway.

A landscaped slope, varying between three and four feet, with an irrigation system laid along its top, lay between the roadway and the fences. It featured an indigenous plant palette; 42 of the 47 species were California natives. Wood frames were devised to hold plants on cut slopes. Over 10,000 plants were placed along the roadway with emphasis on using native varieties such as ceanothus, fremontia, Catalina cherry, matilija poppies, and sage. Arroyo Seco Parkway planters,

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Arroyo Seco Parkway Historic District
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large concrete earth-filled bowls which contained small trees, shrubs, and volunteer vegetation, provided additional landscape features. Marbelite Model No. 485-28 light standards with Westinghouse Reflectoflux and L.A.R. globes illuminated the Parkway. Sodium vapor safety lights were installed along the road and at all entrances and exits. Roadway signs, sometimes carried on striped posts, carried the seal of Automobile Club of Southern California.² There were five on- and off-ramp entrances and exits. Curves were banked to counteract centrifugal forces. Where property right-of-way was not sufficient, workers built “compressed” cloverleaves that required drivers to stop nearly perpendicular to the flow of traffic, and then quickly accelerate, and “acceleration/deceleration” ramps, which gave drivers more space to enter or leave the Parkway at the speed of moving traffic. These features were designed to eliminate the possibility of left-hand turns onto the Parkway.³

Roadway:

Engineers used Portland Cement Concrete (PCC) and Asphalt Concrete (AC) to pave the Arroyo Seco Parkway. Workers poured two lanes of PCC on 11'-0 by 15'-0 sections and one lane of 11'-0 wide AC lane in either direction on compacted native soil. Debates between concrete companies resulted in these two pavement types, which engineers justified as a safety feature to discourage drivers from needlessly switching lanes. The road did not require any special base material due to the excellent drainage characteristics of the local soil, legislation forbidding trucks and commercial vehicles, and the mild climate. PCC curbs and gutters also bordered the roadway in both directions.

Bridges

Six highway bridges and one railroad bridge were in place before Parkway construction began.⁴ The design team of the Los Angeles Bureau of Engineering, supervised by Merrill Butler, constructed five of the six. While modest in scale, these incorporate the decorative emphasis of the Los Angeles River bridges of the 1920s and 1930s. Twenty-two new bridges, underpasses, and pedestrian crossings were built during the first phase of Parkway building. These overcrossings vary in width and length; most are of similar design, reinforced concrete with shallow arch spans, plain posts, and girders. Simple metal bridge railings were chosen by design

² “First Parkway for Los Angeles,” *Engineering News-Record* (21 July 1938); S.V. Cortelyou, “Arroyo Seco 6-Lane Freeway,” *California Highways and Public Works* (June 1939) 10-12.

³ S.V. Cortelyou, “Arroyo Seco Parkway Unit Open,” *California Highways and Public Works* (August 1940) 14-17.

⁴ Material on the bridges was taken from “Many Types of Bridges and Structures Required for the Arroyo Seco Parkway,” *Southwest Builder and Contractor* (4 October 1940). Statistics on bridges were taken from the California Department of Transportation Bridge Logs.

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engineers for economy and harmony with the pared-down modernistic design of the bridges. Utilitarian and unornamented, railings were constructed with narrow pickets, closely spaced and finished with a single flat top and bottom rail. All new bridges for the Parkway were designed and constructed under the supervision of the State Division of Highways. No individual designer is mentioned in the context of an individual bridge. However, credit for the completed project was given to nine engineers of the State Division of Highways mentioned by name as Resident Engineers for the project: J.J. Brown, W.V. Cryderman, A.K. Gilbert, W.H. Johnson, G.I. Laird, J.E. McMahon, R.D. Thorson, R.W. Van Stan, and P.R. Watson.⁵

- Avenue 22, also known as Figueroa Street Off-ramp (1940) Bridge No. 53 0533L Post Miles 25.78
- Figueroa Street Off-Ramp Undercrossing (1940) Bridge No. 53 0533L Post Mile 25.78

The Avenue 22 structure, constructed for the Parkway in 1940, is an underpass that separates westbound Parkway traffic from eastbound Los Angeles traffic flowing into North Figueroa Street. A simply supported 30-inch thick reinforced concrete solid slab bridge, it has a span length of 44 feet and a clear roadway width of 35 feet with two sidewalks built on a 45 degree skew. Abutment walls are supported on footings carried on Raymond Concrete Pile Company cast-in-place piles. Figueroa Offramp Undercrossing, a contributor to the Parkway, retains a portion of the original railing of an earlier bridge at Avenue 22 that was incorporated into the construction of the Interstate 5 (I-5) Freeway.

- Avenue 26 Overcrossing (1925, 1939), Bridge No. 53-0372 and Br. No. 53C-1875, Post Mile 25.91

Built to span the Arroyo Seco Channel in 1925, under the direction of Merrill Butler by the City of Los Angeles Bureau of Engineering Bridge Department, Avenue 26 Overcrossing has a single 100-foot reinforced concrete arch span and a 43-foot concrete girder span at each end. The same city design and engineering team extended the structure in 1939 to span the Arroyo Seco Parkway. The new construction added a 43-foot reinforced concrete girder span at the north end, making the total overall length approximately 240 feet with a roadway of 40 feet and two sidewalks. Like the 1925 bridge, the addition has pierced arch railing and scalloped soffit ornamentation. Historic light standards are still in place with Venetian style aluminum lanterns and pole bases set into the railing in a decorative scroll mounting. The City of Los Angeles owns the eastern portion of the bridge (Bridge No. 53C-1875), beginning at pier 3 over the Channel;

⁵ Material on the bridges was taken from "Many Types of Bridge and Structures Required for the Arroyo Seco Parkway," *Southwest Builder and Contractor* (4 October 1940). See also "Eighteen Bridge Structures Will Span Arroyo Seco Parkway," *California Highways and Public Works* (December 1937); "Arroyo Seco Freeway Required 26 Bridges," *California Highways and Public Works* (December 1917). Statistics on Bridges were taken from the California Department of Transportation Bridge Logs.

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the California Department of Transportation owns the western portion (Bridge No. 53-0372) over the Parkway.

- Avenue 35 Railroad Underpass (1940), Bridge No. 53-0425, Post Mile 26.40

The Avenue 35 Railroad Underpass is a double track railroad bridge approximately 260 feet in length, consisting of two roadway spans of 75 and 68 feet and a channel span of 113 feet. The reinforced concrete substructure with two piers and two abutments was constructed by Works Progress Administration (WPA) work forces. The riveted superstructure is a continuous through plate girder. The structure was seismically retrofitted in the mid-1990s.

- Arroyo Seco Avenue 43 Ramp (1940), Bridge No. 53-0985S, Post Mile 27.08
- Avenue 43 Overcrossing (1939), Bridge No. 53-0427 and Bridge No. 53C-1877, Post Mile 27.12

The original bridge, built in 1925, at the site of the Avenue 43 Ramp was severely damaged in the flood of 1938. It was rebuilt in 1940 for the Arroyo Seco Parkway and extended across the channel. A 3-span reinforced concrete girder structure 65 feet in length and 24 feet in width with clear spans of 51 feet, 53 feet, and 69 feet, the structure retains its original pierced railing, which was restored after the flood. At Avenue 43 on the Parkway, a new overcrossing was constructed across the Arroyo Seco Channel on abutments built in the channel walls by the WPA crews. The railing duplicates that of an earlier bridge across Avenue 43. The City of Los Angeles owns the east span of the Avenue 43 Overcrossing (Bridge No. 53C-1877) over the Channel; the California Department of Transportation owns the west span (Bridge No. 53-0427) over the Parkway.

- Sycamore Grove Pedestrian Overcrossing (1940), Bridge No. 53-0344, Post Mile 27.64

Sycamore Grove Pedestrian Overcrossing allows park visitors to walk from a parking area to a playground on the opposite bank of the Arroyo Seco across from Sycamore Grove, a City of Los Angeles park. A 2-span, semi-rigid frame, box girder design, 220 feet in length and 8 feet in width, the structure's west end is moveable. Clearance above the Arroyo Channel is 35 feet. Approach stairways allow pedestrian access on the east. On the west side, pedestrians travel through the Sycamore Grove tunnel running under the tracks of the Union Pacific railroad spur line to Pasadena.

- Avenue 52 Overcrossing (1939), Bridge No. 53-0428, Post Mile 28.05

Avenue 52 Overcrossing spans the Parkway with an extension over the Channel. A rigid frame reinforced concrete structure with ramps and retaining walls, it measures 114 feet in length and 34 feet in width with two spans measuring 56 feet each. The channel extension, with a single 63-foot span and overall length of 68 feet, stands on abutments constructed by WPA workmen during the lining of the Channel.

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- Via Marisol Overcrossing (1939), Bridge No. 53-0429, Post Mile 28.38

Via Marisol (Hermon Avenue) replaced an older structure at the same location. The Via Marisol Overcrossing has two spans 58 feet in length, and overall length of 126 feet and a clear roadway width of 44 feet. The 72-foot single-span Arroyo Seco Channel crossing has an overall length of 87 feet and a clear roadway also of 44 feet.

- Arroyo Seco Park Bridge, also known as Arroyo Seco Channel Pedestrian Bridge (1951), adjacent to the Parkway between Via Marisol and Avenue 60

Arroyo Seco Park Bridge provides pedestrian access to a portion of Arroyo Seco Park from adjoining land cut off by freeway construction on one side and the Arroyo Seco Channel on the other. The first among pre-stressed concrete bridges to be built in California, the 110 foot long, eight foot wide pedestrian bridge over the Arroyo Seco Channel near Avenue 58 is constructed of reinforced concrete using wires rather than bars for reinforcing. To counteract bending stresses, the wires were located and pre-stressed in advance of being subjected to passing loads. The bridge is constructed of two simply supported girders, 113 feet long, each with a clear span of 110 feet that support the eight-foot wide pedestrian walkway and also serve as handrails.

- Avenue 60 Overcrossing (1939), Bridge No. 53-0430 and Bridge No. 53C-1878, Post Mile 28.76
- Arroyo Seco Avenue 60 Ramp (1940), Bridge No. 53-0986S, Post Mile 28.86
- Avenue 60 Ramp Pedestrian Undercrossing (1940), 53-0988T, Post Mile 28.86

The Avenue 60 Overcrossing is a reinforced concrete arch spandrel bridge that connects Hermon Avenue (Via Marisol) with Pasadena Avenue (Figueroa Street) on Avenue 60; it was extended over the Parkway in 1939. Graveled approaches above dirt fills at each end have a 6-percent incline. Handrails are pierced in an elaborate pattern of ovals and inverted triangles. Piers are chamfered and ornamented with paneling. Bases of the fluted ornamental light standards have stepped Art Deco pedestals with sculptured side wings. The Avenue 60 Ramp (Bridge No. 53-0986S) was constructed in 1940 to connect the Parkway to Avenue 60. It is a reinforced concrete box girder structure with closed and rigid frame abutments and four reinforced concrete column bents. With a skew of sixteen degrees, the ramp's total length is 127.9 feet, with one span of 118.2 feet and 29 feet wide. The ramp has two 11.5-foot lanes between concrete curbs with a one-foot raised dividing strip and steel-baluster railings. The Avenue 60 Ramp Pedestrian Undercrossing (Bridge No. 53-0988T) also built in 1940, is a ten-foot-tall by ten-foot wide reinforced concrete box that is 31 feet long on reinforced concrete abutments. In 1982, the original metal pipe rail on Bridge No. 53-0988T was replaced with steel guard rail. The California Department of Transportation owns the portion of the Arroyo Seco Avenue 60 Overcrossing from Piers 2 through 4 (Bridge No. 53-0430) over the Parkway; the City of Los

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Arroyo Seco Parkway Historic District
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Angeles the portion from the abutment to Pier 2, and from Pier 4 to Pier 5 and the abutment (Bridge No. 53C-1878) over the Channel.

Two bridges were constructed for the Parkway at the site of the original Avenue 60 Overcrossing. To provide clearance of the six lanes of the Parkway and the service road, the existing 40-foot end span of the original bridge was removed and the bridge extended with a right frame structure of three 48 foot arched rib slab spans and a single clear span of 109 feet over the Arroyo Seco Channel. The decorative handrails, sidewalks, and street surfacing on the extension match those on the original overcrossing. The Avenue 60 service ramp and pedestrian undercrossing, constructed in 1940 on a new alignment, connect to the southbound lane of the Santa Fe Arroyo Seco Railroad Bridge.

- Santa Fe Arroyo Seco Railroad Bridge, also known as the Avenue 64 Underpass (circa 1900, 1923, 1993), 53-0431, PM 29.03

Engineers of the California Southern Railroad built the Santa Fe Arroyo Seco Railroad Bridge circa 1900. The bridge is believed to be the oldest in Los Angeles and is the highest railroad bridge in Los Angeles County, at 100 feet high. It was widened in 1923. The single-track steel structure, 750 feet long, has webbed steel support legs anchored in concrete bases designed to resist the floodwaters and mud flows of the unchanneled Arroyo Seco. It remained virtually unaltered until 1993 when the superstructure was disassembled, converted from single to double track, seismically strengthened, and then reassembled in place for adaptive reuse as part of the Metropolitan Transportation Authority's Pasadena-Los Angeles Gold Line. Despite these alterations, the structure has kept substantial integrity of feeling, association, setting, and design. The City of Los Angeles designated this bridge as Historic Cultural Monument #339, a designation it retains after its 1993 rehabilitation was completed.

- Arroyo Seco Marmion Way Offramp (1940), Bridge No. 53-0886S, Post Mile 29.20
- Marmion Way Overcrossing (1940), Bridge No. 53-0445 and Bridge No. 53C-1879, Post Mile 29.28

Arroyo Seco Marmion Way Offramp is a reinforced concrete through girder rigid frame service ramp with a clear span of 78 feet, roadway dimensions of eight feet in length and 24 feet in width, and a skew of 20 feet. Marmion Way Overcrossing, 252 feet in length and 35 feet in width, consists of five spans. Three spans are reinforced concrete, rigid-frame slabs and the remaining two spans are reinforced concrete girders with a 70-foot clear channel span and a cantilever end span. The California Department of Transportation owns the westerly portion of the Marmion Way Overcrossing (Bridge No. 53-0445) over the Parkway; the City of Los Angeles owns the easterly portion (Bridge No. 53C-1879).

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- York Boulevard Overcrossing (1912), Bridge No. 53-0121 and Bridge No. 53C-1874, Post Mile 29.50

The first important concrete span across the Arroyo Seco, York Boulevard Overcrossing connected Highland Park on the west and South Pasadena on the east. Construction for the 6-span reinforced concrete arch spandrel structure began in 1910, financed by South Pasadena voters in a municipal bond election. The crossing remains substantially intact and has kept substantial integrity, although the original decorative handrails and light standards are gone. The principal decorative feature remaining is the small engaged bell-arch element placed at the tops of the massive arch piers. The California Department of Transportation owns the portion of the York Boulevard Overcrossing from Pier 2 to Pier 5 (Bridge No. 53-0121) over the Parkway; the City of Los Angeles owns the portion from the abutment to Pier 2 and from Pier 5 through pier 6 and the abutment (Bridge No. 53C-1875) over the Channel.

- Arroyo Seco Bridge (1939, 1993), Bridge No. 53-0276, Post Mile 30.10
- Arroyo Seco Pedestrian and Equestrian Undercrossing (1938), Bridge No. 53-0432, Post Mile 30.25

The Arroyo Seco Bridge, near Hough Street, carries traffic across the Arroyo Channel into the City of South Pasadena. Originally constructed in 1939 and seismically strengthened in 1993, the 5-span structure, 432 feet in length and 70 feet in width, has a skew of 42 degrees. The center main span accommodates park roads parallel to, and on either side of, the channel. A six-foot divider strip provides for two 35-foot one-way roadways and two sidewalks. The Arroyo Seco Pedestrian and Equestrian Undercrossing, a reinforced concrete rigid frame structure, 21 feet long and 76 feet wide, serves as a combination equestrian-pedestrian tunnel. The tunnel, which has an automatic lighting system, joins equestrian trails on opposite sides of the Parkway.

- Arroyo Drive Overcrossing (1938), Bridge No. 53-0433, Post Mile 30.30

The Arroyo Drive Overcrossing, a rigid frame structure 143 feet long and 48 feet wide, has a clear span of 97 feet and two 23-foot cantilever approach spans. The design of the single center span opening suggests a gateway where the Arroyo Seco Parkway leaves the Arroyo Channel to enter the residential areas of South Pasadena.

- Grand Avenue Overcrossing (1938), Bridge No. 53-0434, Post Mile 30.43

The Grand Avenue Overcrossing, a similar design to Arroyo Drive Overcrossing, spans the Arroyo Parkway at Grand Avenue. Eighty-nine feet long and 43 feet wide, the structure has two clear spans of 41 feet each and a vertical clearance of 17 feet.

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- Orange Grove Avenue Overcrossing (1939), Bridge No. 53-0435, Post Mile 30.59
- Prospect Avenue Overcrossing (1939), Bridge No. 53-0436, Post Mile 30.70
- Meridian Avenue Overcrossing (1940), Bridge No. 53-0437, Post Mile 30.78

Orange Grove, Prospect Avenue, and Meridian Avenue Overcrossings utilize the same design plan as Grand Avenue Overcrossing. Each has two 40-foot spans bridging the Parkway and five foot sidewalks. Orange Grove Avenue Overcrossing is 87 feet in length and by 1960 the original concrete railings had been replaced with steel railing. Both the Prospect and Meridian Overcrossings are 86 feet in length. The Orange Grove Avenue clear roadway extends 56 feet, the Prospect Avenue roadway 36 feet, and Meridian Avenue roadway 42 feet.

- Fremont Avenue Overcrossing (1940), Bridge No. 53-0438, Post Mile 31.01
- Fremont Avenue Railroad Underpass (1940, 1997), Bridge No. 53-0439, Post Mile 31.03

A continuous, rigid frame, at-grade bridge, Fremont Avenue Overcrossing has two 40 foot spans and a 36 foot wide roadway carrying traffic over the Parkway. The Fremont Avenue Railroad Underpass, built in 1940 and seismically strengthened in 1997, is a double track through steel plate girder bridge with two 68 foot spans of three girders each on 19 foot centers. It stands where Fremont Avenue and the tracks of the Union Pacific and Santa Fe Railroad cross the Parkway center line at wide-angle intersections. The railroad tracks and streets adjacent to the Parkway were realigned to enable the construction of the two underpasses.

- Fair Oaks Avenue Overcrossing (1940), Bridge No. 53-0440, Post Mile 31.17

Fair Oaks Avenue Overcrossing has rigid frame construction, double 40-foot spans, and a clear roadway of 76 feet. Its wide sidewalks accommodated telephone conduits and gas mains and the roadway carried the double tracks of the Pacific Electric Railway (now removed).

Safety Features

Original safety features remain generally unmodified, including the cloverleaves and 5-mile and 10-mile entrances and exits. Between Parkway completion in 1940 and 1950, fifty “refuge areas” or ‘safety bays” were installed because no shoulders for emergency parking had been provided in the original construction. No original signage remains in place. Portions of original curbs, gutters, amber flashers, and reflectors still can be found in various locations. Changes have been made in road surfacing and original lighting has been replaced. The six-foot wide landscaped median first was replaced with chain-link fence and later by the present double-blocked-out metal-beam barrier.

2. Phase I Roadway – Current Appearance (2007)

The original roadway was paved in each direction with two lanes of Portland Cement Concrete (PCC) on 11-foot by 15-foot sections and one lane of 11-foot wide Asphalt Concrete (AC), with

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PCC curbs and gutters in both directions. The original PCC curbs and gutters remain in excellent condition. Portions of the pavement have been resurfaced, but the majority of the original surface remains intact, showing clearly the distinction between the PCC and AC lanes. With the construction of the I-5 Freeway in the early 1960s, elevated connecting ramps were added between the Avenue 26 Overcrossing and the Avenue 35 Railroad Underpass and connect to the elevated structure (the Elysian Viaduct) carrying I-5 over the Parkway near the Los Angeles River.

Rubble Walls

Rubble walls remain at the following locations:

- approaching Avenue 26
- in the landscape approaching Avenue 43
- at the Avenue 52 interchange
- at the Marmion Way southbound including the pedestrian access at the end of Avenue 66
- at the westbound off ramp of Marmion Way
- on the east side of York Boulevard onramp
- at the northbound offramp from Bridewell to Howe Street

Wood Railings and Fencing

Redwood railing posts, 8"x 8" used as ramp guardrails and fencing, can be seen at the edge of the roadway and at the following locations:

- at northbound Avenue 52 Onramp
- Via Marisol onramp at Via Marisol Park
- on west abutments of Via Marisol Bridge
- north and south on and offramps at Fair Oaks and Orange Grove Avenues

Landscape

Approximately 25% remains of the original plant palette of 47 varieties propagated for the Parkway landscape. Many more kinds of trees, vines, and ground cover now grow along the Parkway, with tree varieties increasing from three (Toyon, Sycamore, and Coco Palm) to seventeen. Exotic species, consisting of vines, shrubs, and ground cover, have grown in place of the original cultivars. Vegetation now within the Parkway boundaries that is common to both the historic and contemporary palette consists of shrubs, such as purple sage, elderberry, and

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oleander; vines such as morning glory, wild grape, and honeysuckle; and ground cover, such as ice plant and trailing lantana.⁶

Planters

Original Arroyo Seco Parkway planters are large concrete earth-filled bowls, which may contain small trees, shrubs, and other volunteer vegetation. Planters are located at the following locations:

- two in Arroyo Seco Park between Avenue 60 and Marmion Way
- two at the York Street Bridge, 1 in the center divider and 1 at the foot
- one in the island at Princess and Bridewell Streets
- one on the southbound side at the west pavement edge at Via Marisol
- one at Avenue 60 at the south edge of the Parkway

Lighting and Light Standards

Much of the historic lighting along the Parkway has been replaced. Most overcrossings, however, have original concrete light posts. The post lanterns have been replaced with cobra heads on some structures. When the Parkway opened, special sodium vapor lights were installed along the Parkway and at entrance and exit ramps. Fair Oaks Avenue Overcrossing has fluted metal poles that appear to be original; they are badly deteriorated and their lanterns have been replaced with cobra-head lights. Original metal hood lights are inset into support walls beneath the overcrossing at Fair Oaks Avenue in the City of South Pasadena.

On-off ramps

- eight northbound: Avenue 43, Avenue 52, Via Marisol, Avenue 60, Marmion Way/Avenue 64, Bridewell Street, Orange Grove Avenue, and Fair Oaks Avenue
- six southbound: Fair Oaks Avenue/South Pasadena, Orange Grove Avenue, Shults Street/Arroyo Drive, York Boulevard, Avenue 52, and Avenue 43

3. Phase I Integrity

Bridges built for Phase I retain substantial integrity of setting, workmanship, feeling, and association. The Arroyo Seco Parkway bridges retain the essential physical features to convey their significance as Parkway bridges. Their style reflects the stripped-down Modernistic utilitarian design, characteristic of the Pre World War II era. When the bridge construction

⁶ See "Analysis of original and current plant palette." On file: Environmental Division, California Department of Transportation, District 7, Los Angeles, California. California Highways and Public Works (November-December 1944) 24-25 ill.

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impacted older crossings built by City engineers, State Department of Highway engineers, in cooperation with the Los Angeles City, Bureau of Engineering, preserved or duplicated decorative details of earlier Merrill Butler bridges.

Roadway repairs and landscape replacements over time have impacted the Arroyo Seco Parkway's integrity of materials and workmanship. However, the road's basic design in form and plan has been retained and its location and street relationship remain unchanged. Its setting within the topographic features of the Arroyo Seco – low-lying hills and natural drainage – remains unchanged. Some aspects of feeling and association have been lost with the change in materials, but the road's curve patterns, its routing through parklands, and historic traffic control features, suggest auto travel of an earlier age.

C. Physical Description – Southerly Extension (1938-1943)

1. Phase II Roadway Construction – Historic Appearance

The Southerly Extension, a 1.7-mile, 8-lane roadway, added four southbound traffic lanes southerly from Avenue 22 to Adobe Street in Los Angeles. This solved a traffic bottleneck where the end of the Parkway fed into a 4-lane undivided highway that crossed San Fernando Road, the Los Angeles River, and the Southern Pacific Railroad on the Figueroa Street Viaduct, and then continued into the Figueroa Street Tunnels. New overcrossings at Bishops Road, Castelar, and Solano Avenue eliminated a connection to Riverside Drive that required southbound traffic to cross traffic at grade, and eliminated grade intersections that interrupted traffic flow at Solano Avenue, Bishops Road, Cottage Home, Castelar, and Bernard Streets.⁷ Four southbound lanes were run through an open cut in the Elysian Park Hills at a higher elevation than the northbound lanes to the west, which emerged from the Figueroa Street Tunnels. The Extension provided four lanes of traffic with access on the north from the Parkway and Figueroa Street over the 4-lane steel girder viaduct, and the Los Angeles River Bridge⁸. Essentially a duplicate of the Figueroa Street Viaduct, the new crossing bridged five at-grade intersections.⁹

⁷ A.D. Griffin, "Proposed Arroyo Seco Parkway Extension to Los Angeles Business Center Through Elysian Park." *California Highways and Public Works* (October 1940) 6-9.

⁸ At this point the Parkway is elevated. Beneath the Parkway, adjacent to the Los Angeles River, there are three bridges owned by the City of Los Angeles (Bridge Nos. 53C-1090, 53C-1091 and 53C-1309) and one railroad bridge. They are not associated with the Parkway and are underneath, and outside of, the boundaries for the historic district. Therefore, they have not been included as elements of the historic district.

⁹ John G. Meyer, "Extending Arroyo Seco Parkway Into the Los Angeles Business Center," *California Highways and Public Works* (April 1941), 24.

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Cuts for the extension were 60-feet wide at the bottom, allowing for a 45-foot roadway with a one-foot gutter and a four-foot high rubble wall on either side. As constructed on the east side through the park, a 5½-foot wide sidewalk was screened from the roadway by a wire fence. Rubble retaining walls along the roadway were built of 30,000 cubic yards of broken and discarded concrete sidewalks, curbs, gutters, and pavement that had been stockpiled for use as aggregate as it was needed. Resident Engineer Robert J. Hatfield described the walls as “of greater size than ever before seen in this area.”¹⁰ Material collected from blasting and grading at the Bishops Road site was used to extend the capacity of a city-owned reservoir, visible above the Solano Avenue Overcrossing. Its dam doubled as a highway embankment. The grading work excavated 550,000 cubic yards of earth and rock, amounting to 20,000,000 station yards of overhaul and requiring a fleet of 40 dump trucks. Blasting operations were done with care because the project was adjacent to Solano Avenue School, and numerous small dwellings in Chavez Ravine and east of the cut. Sodium vapor luminaries similar to those on the first six-mile unit lit the Extension. The Extension also incorporated similar safety features to those on the Phase I roadway, although engineers also added safety features developed from experience and observation of the conduct of traffic on the Parkway.¹¹

Bridges and Tunnels

Highly important to the second phase of construction on the Arroyo Seco Freeway were the Figueroa Street Bridge and Tunnels, which were erected before the project began.¹²

Figueroa Street Tunnels:

- Bridge No. 53-0199R (1936), Post Mile 24.90
- Bridge No. 53-0200R (1931), Post Mile 25.14
- Bridge No. 53-0201R (1931), Post Mile 25.28
- Bridge No. 53-0202R (1931), Post Mile 25.37

Three Figueroa Street Tunnels opened to traffic in November of 1931, the fourth opened in 1936. The series of four bores permitted an uninterrupted flow of traffic without the hazard of cross streets, and saved as much as 10 minutes previously lost in traveling on the earlier route along

¹⁰ Robert J. Hatfield, “Arroyo Seco Freeway Extension Becomes a \$4,000,000 Defense Highway Project,” *California Highways and Public Works* (September 1941).

¹¹ “Spectacular Highway Construction Job Through Elysian Park Hills on Parkway Extension,” *Southwest Builder and Contractor*, July 4, 1941.

¹² “Tunnels to Relieve Overcrowded North Broadway,” *Los Angeles Times*, Pt. VI, p. 1 (16 August 1936), Chas W. Jones, “End Barrier to Los Angeles Traffic,” *Architect and Engineer* (March 1936), p. 42-44.

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North Broadway. Eventually, Southwest Builder and Contractor reported, a viaduct would carry tunnel traffic to a "high-speed road" to be constructed through the Arroyo to Pasadena.¹³

The first three tunnels were constructed in 1931. Uniform in width and height, at 46½ feet and 28¼ feet respectively, the tunnels carry a 40-foot roadway, allowing for four lanes of traffic with a five-foot sidewalk on one side and an 18-inch guardrail on the other.

The most southerly tunnel of the initial group (No. 1, 461 feet long) and the northern tunnel (No. 3, 405 feet long) were bored beneath the surface of the hill, and were completed from midpoint to ends. The middle tunnel (No. 2, the shortest at 130 feet) was built by the open cut method, a method park commissioners approved when construction supervisors agreed to restore the hills and plant new trees after completion. Tunnel No. 4, which opened in 1935, was built following the completion of the first set of three. Identical in width and design, it was the longest at 755 feet, and ran from a point near Bishops Road to Solano Avenue.¹⁴ The pedestrian subways under Figueroa Street at Solano Avenue allowed pedestrians to reach park grounds. Stairways from frontage roads permitted hikers to enter the park.

The tunnels and associated roadway have retained their original Art Deco ornamentation, which is identical on each tunnel. The framework above the open arch ascends from engaged pilasters at either end to a shallow peak above the centerpoint, where the Los Angeles city seal is positioned. Narrow rectangles, incised on each of the facework panels, graduate toward the peak. At the juncture of Riverside Drive, the roadway builders encountered a sandstone outcropping. At this point, a stone railing and ornamental light posts decorate the concrete columns and girders supporting the outer edges of the roadway. The tunnels, pedestrian subways, and stairs have kept almost total integrity in terms of location, design, setting, and workmanship. Substantial integrity of materials has been retained, although electroliers are missing and tunnel interior lighting has been changed. Feeling is somewhat impaired since the historic sense of a particular period in time is diminished by the amount of high-speed traffic, and tunnel traffic is now one-way. Association has been retained in the sense that the physical appearance of the tunnels has not changed, but pavement, roadway surfacing, and signage have been altered over time. The Figueroa Street Tunnels were designated City Monuments by the City of Los Angeles.

¹³ "Elysian Park Bores New Opened to Traffic, Southwest Builder and Contractor (November 1, 1931). See *Pasadena Star News*, "Arroyo Seco Boulevard Favored" (21 May 1928), also *Pasadena Star News*, "Parkway Link to be Open by June 1" (6 May 1936).

¹⁴ William Wallace, "Construction of Tunnels Through Elysian Park Hills Pushed," *Southwest Builder and Contractor* (12 December 1930), 44-46. The article illustrates roadway machinery and has a view of the hillside showing the unstable rock formation.

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- Los Angeles River Bridge, Westbound (1944), Bridge No. 53-0042L, Post Mile 25.48
- Figueroa Street Viaduct, also known as the Los Angeles River Bridge, Eastbound, (1936), Bridge No. 53-0042R, Post Mile 25.48
- Riverside Drive Offramp Viaduct, also known as N110-N5 Connector Sidehill Viaduct (1931), Bridge No. 53-2225G, Post Mile 25.48

The Figueroa Street Viaduct, crossing the Los Angeles River, is set on the line of the Figueroa Street north of the tunnels. Built in 1936, the structure has five continuous reinforced concrete girder spans and three continuous steel plate girder spans that rest on massive square concrete piers and abutments that were skewed to accommodate the existing right-of-way conditions. Four girders with curved soffits that are elaborated into flat arches support each span. Flanges have massive square plates. Handrails are pierced with closely spaced narrow arches; handrail posts are decorated on their outside faces with a single set of parallel scoring. Bridge engineers duplicated the features of the Figueroa Street Viaduct on the Los Angeles River Bridge in 1944, which is set further downstream. Both structures have kept substantial integrity in terms of location, design, and workmanship. Materials have been somewhat worn in the course of maintenance and repair over time. While the decorative handrails of the earlier Figueroa Street Viaduct are somewhat obscured by guardrails from some vantage points, the bridge generally has retained its historic feeling and association because its architectural and engineering features are substantially intact.

Built in 1931 by the City of Los Angeles, and located adjacent to the northbound State Route 110/northbound I-5 connector road, the Riverside Drive Offramp Viaduct is a 632-foot-long, 7.8-foot wide, reinforced concrete continuous 21-span T-beam sidewalk structure, with reinforced concrete pier walls on spread footings, and heavy concrete baluster railings. The viaduct has been closed since at least 1968. When it was originally built, it carried pedestrian traffic along the east side of the Riverside Drive Offramp, which carries vehicular traffic on a roadway cut into the side of the hill. In the 1990s, damaged portions of the baluster were replaced using reinforced concrete railings with a solid wall and one-half-inch deep reliefs that simulate the original windows in the baluster railing.

- Park Row Overcrossing (1942, 1999), Bridge No. 53-0542L, Post Mile 25.20

This reinforced concrete open-spandrel arch bridge, 191 feet in length with a beam and slab deck, was designed to carry Park Row, the central east-west road traversing the hills in Elysian Park, over the freeway. The structure's two arch ribs are buttressed against the sandstone slopes of a cut through a major hill on the freeway route. Twelve columns rise from 14 spandrels, three from footings on the banks. Spaced 12 feet on center, the columns graduate from 1'9" to 2'6" and are square in cross section.¹⁵ Handrails were the same standard post and rail design as that

¹⁵ "Unusual Features of Concrete Arch Bridge Over Freeway," *Southwest Builder and Contractor* (2 January 1942),

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used for the bridge structures built for the Parkway, using steel casing for the rail and iron pipe for the posts. A single rail separated equal segments of running posts at regular intervals.

With an arch spread of 130 feet and height at the crown of 50 feet above the roadway, the Park Row Overcrossing frames a dramatic, unobstructed view to the Easter Hills through the open arch. The deck top appears arrow-straight, visually shortening the distance between the hills divided by the cut. The overcrossing re-established the unity of park topography and the continuity of the Row, Elysian Park's main east-west road. The structure was seismically retrofitted in 1999.

- Solano Avenue Undercrossing (1942, 2001), Bridge No. 53-0541L, Post Mile 25.09
- Solano Avenue Pedestrian Undercrossing (1931, 1942), Bridge No. 53-0532R, Post Mile 25.10
- Elysian Park Pedestrian Undercrossing (1931, 1942), Bridge No. 53-0477R (1931), Post Mile 25.33; Bridge No. 53-047L (1942), Post Mile 25.36

Solano Avenue Grade Separation is a reinforced concrete bridge, 157 feet long, with three spans that carry the Parkway over Solano Street. Designed as a continuous girder structure, it carries a roadway that is 46 feet wide. In 2001, the undercrossing was widened. Its associated pedestrian undercrossing, 76 feet long and eight feet wide, runs across the Parkway between Tunnel No. 1 and Tunnel No. 2 in Elysian Park. In 1942 the WPA widened the Solano Avenue Pedestrian Undercrossing.

The Elysian Park Pedestrian Undercrossing (Bridge No. 53-0477L) is a reinforced concrete box structure that is six feet by 8.2 feet high and 70.5 feet long, built of rigid frame construction. It was closed to the public circa 1953 and was filled in with fine aggregate fill in 2006. The Elysian Park Pedestrian Undercrossing (Bridge No. 53-0477R) is similar to Bridge No. 53-0744L, and like that structure, was closed to the public in 1953 and filled in with shallow fill in 2006.

- Amador Street Undercrossing (1942, 2001), Bridge No. 53-0504L, Post Mile 25.04

Designed as a continuous girder structure, this reinforced concrete undercrossing is 43 feet long, with a single span and a 46-foot wide roadway under Amador Street. The south and northbound lanes of the freeway join Solano Street on the west side of the freeway. In 2001, the structure was widened.

- Bishops Road Overcrossing, also known as Stadium Way Overcrossing, (1942), Bridge No. 53-0540R, Post Mile 24.76
- Bishops Road Undercrossing, also known as Stadium Way Overcrossing, (1942, 1962, 1998, 2001), Bridge No. 53-0540L, Post Mile 24.73
- Yale Street Pedestrian Overcrossing (1962, 1991), Bridge No. 53-1105, Post Mile 24.37

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- Yale Street Pedestrian Undercrossing (1940, abandoned 1961), Bridge. No. 53-0586M, PM 24.40
- Stadium Way Overcrossing (1962, 1994), Bridge No. 53-1635S, Post Mile 24.53

Originally two grade separations were constructed south of the Amador Overcrossing where Figueroa Street and the Parkway are only about 100 feet apart. The first separation at a higher level crossed Bishops Road with a reinforced concrete continuous girder bridge 103 feet long and 46 feet wide. On this lower level, Bishops Road passed under the freeway, but over Figueroa Street on a second rigid frame reinforced concrete bridge, 135 feet long and 24 feet wide, with cantilever approach spans. In 1962 this structure was widened 36 feet to add an additional southbound off-ramp on the west side of the highway. The Bishops Road under and overcrossings then were incorporated into new construction for Dodger Stadium and the structures were renamed Stadium Way. In 1998, the Stadium Way Undercrossing (Bridge No. 53-054L) was seismically retrofitted and in 2001 it was widened. In 1962, the Yale Street Pedestrian Overcrossing was constructed, replacing the Yale Street Pedestrian Undercrossing that was built in 1940. The Yale Street Pedestrian Undercrossing was abandoned in 1961, with its entrances now filled by concrete walls and its stairways back filled with soil.

- Hill Street Offramp Overcrossing (1942, 1962, 1985), Bridge No. 53-0539C, Post Mile 24.55

When the Southerly Extension was built, Figueroa Street and Castelar Street intersected at an acute angle south of Bishops Road. A steel girder span structure on steel columns with a 58-degree skew, the 189-foot long, 24 foot high structure carries southbound traffic off the freeway onto Figueroa Street. The streets were reconfigured in 1962 when Dodger Stadium was built, and the renamed Hill Street Offramp Overcrossing now diverts southbound traffic off the freeway via left lanes to enter Hill Street in Los Angeles' Chinatown. The structure was seismically retrofitted in 1985.

2. Phase II Roadway - Current Appearance (2007)

Roadway

- roadway surface is asphalt concrete on both highway and entrances and exits

Lane Width

- lane width varies, generally three lanes travel in each direction with width varying from 10-12 feet

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On-off ramps

- three northbound exits: Golden State Freeway/Sacramento, Solano Avenue/Academy Road, and Dodger Stadium/Hill Street
- six southbound exits: Golden State Freeway/Sacramento, Golden State Freeway/Santa Ana, Avenue 26, Academy Road, Stadium Way/Dodger Stadium, Civic Center/Hill Street

Lighting and Light Standards

- series of circuit and multiple lower value high-pressure sodium with 100 and 310-watt luminaries

Signage

- green overhead guides, yellow warning, direction and regulation signs, black and white speed limit and orange construction zone markers

Rubble Walls

Rubble walls remain at the following locations:

- at the southbound off-ramp of Hill Street Overcrossing
- at the northbound off-ramp of Hill Street Overcrossing
- approaching Tunnels No. 1 through No. 4
- at the Los Angeles River Overcrossing extending to Riverside on and off ramps between the roadways of the Riverside Drive ramps to the Golden State (I-5) freeway

Landscape

The Park Row Bridge joined the sections of Elysian Park that had been divided by the Phase II roadway extension. In order to mitigate damage to park vegetation and roads during Phase II, the Los Angeles Parks Department, the WPA, and the State of California jointly undertook a landscape program that included development of parklands adjacent to and visible from the road. Actual replanting, however, was delayed until after the war.¹⁶ The Los Angeles Parks Department donated the land taken for the cut. Funds also were allocated for the development of new public use areas.¹⁷ Today park-lands on either side of the Park Row Bridge have moderately

¹⁶ A.N. George, "Arroyo Seco Parkway Extension Adds Four Southbound Traffic Lanes," *California Highways and Public Works* (January-February 1944).

¹⁷ John G. Meyer, "Extending Arroyo Seco Parkway Into the Los Angeles Business Center," *California Highways and Public Works* (April 1941), 24.

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dense vegetation composed of both indigenous and volunteer species. Principal roadway plantings are ice plant, lantana, and occasionally ivy.

3. Phase II Integrity

Portions of the Parkway constructed during Phase II have lost integrity. An inside curve on the northbound lanes before the first Figueroa Street Tunnel was flattened and the road was slightly widened to improve sight lines. A section of historic retaining wall was removed and replaced in kind. A pedestrian underpass and several stairs and walkways, built concurrently with the tunnels linking the Solano canyon community, were bifurcated by the freeway.

Between 1999 and 2001, widening and geometric modification on the Southerly Extension added a southbound lane that replaced a historic walkway from Figueroa Street Tunnel No. 1 to Tunnel No. 4 with a cantilevered walkway. The new pedestrian walkway features historic replica lighting and a decorative retaining wall. Historic rubble walls were replaced in kind. When the I-5 Interchange was built in 1962, the former Riverside Drive access ramps became transition ramps from State Route 110 south to I-5 north. A new transition road from I-5 south to State Route 110 south now serves as a link to the 1943 roadway.

Modifications to the Figueroa Street Tunnels and roadway have resulted in a minimal loss of integrity. These structures appear to retain all their significant character-defining features. With the exception of the Atchison, Topeka & Santa Fe Railroad Bridge, none of the major bridges constructed before or concurrently with Phase II of the Parkway construction have had structural or design alteration. All have kept substantial integrity in the aspects of location, design, setting, materials, workmanship, feeling, and association. Condition is generally good. Maintenance repairs are visible on the roadways and superstructures, but these have not created major impacts to the essential aspects of integrity. While the roadbed of the Santa Fe Railroad Bridge lost some integrity of materials with the imposition of rails on its former roadbed for the Gold Line, the changes were sensitive and the structure retains all other respects of integrity. The Los Angeles River overhead complex of bridges, including the Figueroa Street Viaduct and the Los Angeles River Bridge, has retained substantial integrity. The Park Row Overcrossing has retained almost total integrity. The bridge at Amador and Solano Avenues, as well as the Solano Avenue Pedestrian Undercrossing and historic stairways, are also substantially unchanged.

Construction in 1961-1962 to accommodate Dodger Stadium traffic impacted several structures built for the Southerly Extension. Castelar Street Bridge, part of the original design, was incorporated into the Hill Street offramp in 1961. This construction also impacted the Bishops Road under and overcrossings, also known as the Stadium Way Under- and Overcrossings. Although the original lower bridge is still discernible, setting and association were lost when the upper Bishops Bridge separation was widened and incorporated into new construction, resulting in a loss of integrity of design and materials. Taken together with the loss of the original Yale

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Street Pedestrian Undercrossing, the 1962 Stadium Way Overcrossing resulted in a loss of integrity between Post Miles 24.37 and 24.76, the present day Stadium Way Overcrossing complex. The northern portion of the Extension from the Los Angeles River Bridge (Post Mile 25.48) to just above Bishops Road (Post Mile 24.70) remains substantially intact. The south portion from Bishops Road to the Yale Street Pedestrian Overcrossing, Post Mile 24.76 to 24.37, retains about 70% integrity.

D. Physical Description – Phase III (1948-1953)

1. Phase III Roadway Construction - Historic Appearance

The Los Angeles Bureau of Engineering built two bridges and an undercrossing simultaneously with the Arroyo Seco Parkway, anticipating the eventual extension of the Freeway through downtown Los Angeles. They were not incorporated into the freeway until the last half-mile connection to the Four-Level Interchange was completed.

- Pasadena Avenue Overcrossing (1940), Bridge No. 53-0426 and Bridge No. 53C-1876, Post Mile 26.48

The Pasadena Avenue Overcrossing, designed by the City of Los Angeles Bureau of Engineering, replaced an earlier structure, while retaining its 26 degree skewed alignment. With two spans of 51 feet over the Arroyo Seco Parkway, and a 78-foot span over the Arroyo Seco Channel, bridge construction required rerouting gas, sewer, and water mains as well as the city's main telephone trunk lines. Pasadena Avenue Bridge also retains a similar dedicatory plaque. The City of Los Angeles owns the southern portion of the bridge (Bridge No. 53C-1876), beginning at pier 2 over the Channel; the California Department of Transportation owns the northern portion (Bridge No. 53-0426) over the Parkway.

- College Street Overcrossing (1939) Bridge No. 50 0382 Post Mile 24.16

The College Street Overcrossing, also designed and built by the City of Los Angeles using Public Works Administration money granted to Lloyd Aldrich's Public Works Administration Division, has the decorative engineering elements, such as flange girders and face plates, pierced railing, and ornamental light posts, which are characteristic of Merrill Butler's City Bureau of Engineering designers. The plaque attached to the structure incorrectly identifies the structure as the College Avenue Bridge, but reads:

Federal Works Agency / Public Works Administration / John M Carmody /
Federal Works Administrator / Franklin Delano Roosevelt / President of the
United States / College Avenue Bridge over Arroyo Seco / 1940

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Sunset Boulevard and Alpine Street Overcrossings were constructed concurrently with the Four Level Interchange during Phase III of the Arroyo Seco Freeway construction. These overcrossings are similar in design to one another and to the 1939-1940 overcrossings built during the Parkway construction for Phase I.

- Alpine Street Overcrossing (1948), Bridge No. 53-0592, Post Mile 23.96
- Sunset Boulevard Overcrossing (1948, 1999), Bridge No. 53-0246, Post Mile 23.83

Alpine Street Overcrossing is a rigid frame, concrete structure, 131 feet in length and 44 feet in width, with travel-way width under the bridge of 92 feet. Like other state-built parkway bridges, it has plain rectangular columns, a plain soffit, and cantilevered sidewalks. The columns were seismically retrofitted with steel jackets at the same time as the Four-Level Interchange in 1996. Metal railings have plain pickets divided at regular intervals by steel posts.

Sunset Boulevard Overcrossing is similar in design to Alpine Street Overcrossing with dimensions of 337 feet in length and 72 feet in width. Sidewalks measure 12 feet. It was designed to carry trolley traffic and still has the Union Metal 4006Y-1 ornate standards. While the pole shafts are original, the standards have lost integrity due to a conversion from a 2-arm pole to a single-arm. Historic lanterns have been replaced with cobra-head lights.

- Beaudry Avenue Overcrossing (1949, 1999) Bridge No. 53-0621H Post Mile 23.75

Beaudry Avenue Overcrossing, built in 1949, is a single-span reinforced concrete box girder structure, with closed end rigid frame abutments supported on steel piles. It is 68.9 feet long and 35.9 feet wide from curb to curb. It was seismically retrofitted in 1999.

- The Four Level Interchange (1949), Bridge Nos. 53-0622 (level 2), 53-0622F (level 3), 53-0622G (connector), 53-0622L (level 4), 53-0622R (level 4), Post Mile 23.69

The Four Level Interchange – a structure of four stacked bridges located about one-half mile northwest of the Los Angeles Civic Center – provides a junction where State Route 110 and U.S. 101 freeways come together: the Arroyo Seco Parkway continues south as the State Route 110 (known as the Harbor Freeway from this point south), and the US. 101 Freeway turns southeast toward Santa Ana (Santa Ana Freeway) and northwest through Hollywood (Hollywood Freeway) on its way to Ventura and points north. The Hollywood Freeway crosses the structure on the top (fourth) level, and State Route 110 occupies the second level. The first and third levels provide interchange ramps between these two major freeway routes. The architectural engineering of the Four Level Interchange arranged the four roadway levels to pass one another at one point in a single bridge structure. The two major freeways (the US. 101 and the State Route 110, of which the Parkway is a portion) intersect one another at approximately right angles on different levels, while the two pairs of interchange roadways occupy positions that bisect the quadrants made by the main freeway crossings.

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The top level is constructed as two continuous box girder bridges supported on four column bents. Heavy reinforced concrete beams at three central bents tie the two parallel decks together. The third level decks are continuous box girder construction supported on single column bents or skewed beams. The second level deck consists of continuous slab construction on three column bents. The bottom deck consists of paved approaches. Ten U-shaped abutments and 73 steel jacketed columns on individual hexagonal footings support the structure, with steel bearing piles providing additional support.¹⁸

2. Phase III Roadway - Current Appearance (2007)

Roadway

- roadway surface is asphalt concrete both on the Parkway and on the entrances and exits
- lane width varies; generally three lanes travel in each direction with width varying from 10-12 feet

On-off ramps

- two northbound exits: Pasadena Freeway (also called the Arroyo Seco Parkway but signed as the Pasadena Freeway; State Route 110) and the Hollywood Freeway (U.S. 101)
- four southbound exits: Sunset Boulevard, Hollywood Freeway (U.S. 101), Santa Ana Freeway (U.S. 101), and Harbor Freeway (State Route 110)

Lighting and Light Standards

- series of circuit and multiple lower value high-pressure sodium with 100 and 310-watt luminaries

Signage

- green overhead guide, yellow warning, direction and regulation signs, black-and-white speed limit and orange construction zone markers

Landscape

- landscaping of the final segment of the freeway is similar to that on the Southerly Extension portion of the road; plantings largely are lantana, ivy, and ice plant

¹⁸ H.R. Lendecke and C.G. Beer, "Four Level," *California Highways and Public Works* (February 1949).

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3. Phase III Integrity

The College Street, Pasadena Avenue, Sunset Boulevard, and Alpine Street Overcrossings all retain substantial integrity. In 1996, the integrity of the Four Level Interchange was slightly compromised when the columns, formerly scored in a vertical pattern, were encased in steel jackets to seismically strengthen the structure. The railing of the second and fourth decks also was removed and replaced with concrete railing incised with a small modified-arch form. While the integrity of the structure was compromised by the seismic work, the overall integrity and most of the structure's essential physical features remain intact.

The Federal Highway Administration (FHWA) determined the Four Level Interchange individually eligible for inclusion in the National Register of Historic Places (National Register) in September 1986 because it is the first freeway-to-freeway interchange in America; the California State Historic Preservation Officer (SHPO) concurred in this determination. Additionally, the SHPO concurred with the FHWA that the seismic strengthening project had no adverse effect on the qualities that make the Four Level Interchange individually eligible for inclusion in the National Register.

E. Physical Description – Associated Features and Structures

- Arroyo Seco Maintenance Station (1931), Post Mile 29.3

The Arroyo Seco Maintenance Station, built in 1931, is a 0.3-acre facility located at 6740 Marmion Way, just off of the Arroyo Seco Parkway (Route 110). The station complex consists of two buildings, a storage/equipment building and a gas-house. Both buildings are of masonry/rubble construction with a stone veneer exterior consisting of broken concrete, sized and laid like masonry bricks. The storage building, a single-story side-gable structure, has a low-pitched roof covered with asphalt shingle that exhibits exposed rafter ends. Cladding is flagstone veneer set in stucco. The structure has three bays on its southern elevation with wood doors that exhibit intricate chevron patterns. The gable ends have 10-inch channel rustic siding with circular louvered attic vents. Windows are wood frame, tilt-out uppers with three-light lower panes, now protected with heavy iron bars. The gas-house, a single-story, rectangular gabled structure, 20 by 30 feet, with two bays on its northern elevation, is similar in construction. Sited in the middle of the station yard to the west, the structure's exterior is faced with broken concrete with a very smooth surface.

The Maintenance Station complex has maintained a high degree of integrity with only minor door and window alterations. In July 1997, in compliance with state environmental laws, the California Department of Transportation determined that the Arroyo Seco Maintenance Station

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meets the criteria for inclusion in the National Register as a contributing element of the Arroyo Seco Parkway Historic District.¹⁹

- Arroyo Seco Channel (1938) - Post Mile 25.48 to 30.10

The Arroyo Seco Channel adjacent to the Arroyo Seco Parkway was an important and integral component of Arroyo Seco Parkway planning and construction because the Arroyo Seco itself was prone to flooding. The need for proper drainage was critical to the successful completion of the Parkway. The channel begins south of Devil's Gate Dam, between the towns of La Canada-Flintridge and Altadena, and extends to the Los Angeles River. Construction on the portion of the channel adjacent to the parkway – from just west of Arroyo Drive in South Pasadena (Post Mile 30.10) to the vicinity of North Avenue in Los Angeles (Post Mile 25.48) – began in 1938.

Designed with side slopes held by grouted rock and vegetation, the watercourse has rectangular and trapezoidal bottom configurations varying in width from 40 to 80 feet, depending on the angle of the walls. Originally, the 80-foot width had an unpaved invert where trees and vegetation took root. At the present time, many slopes retain the grouted cobbles but vegetation has been discouraged. While some of the natural bottom inverts remain, they, along with the side banks, have been lined with concrete to minimize flood danger.

Very limited integrity remains in rectangular sections under Avenue 26, York Boulevard Bridge, and the Santa Fe Railroad Bridge. The rectangular configuration generally has been retained beneath other bridges that extend over the channel and in sections beneath the 1939-1940 bridges built for the parkway. Some original invert configuration was lost when a bike path was constructed in the early 1980s by lining the bottom with concrete the York Boulevard Overcrossing at the north end to the Avenue 52 Overcrossing at the south end of the channel.

¹⁹ See Arroyo Seco Maintenance Station Thematic District recordation, July 1997, by Jim Fisher. On file: California Department of Transportation, Division of Environmental Analysis, Sacramento, California.

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Contributing and Non-contributing Resources

MAP #.	RESOURCE	BRIDGE NUMBER	POST MILE*	C/NC**
1	Roadway: Six-lane concrete and asphalt roadway, including concrete curbs and gutters, shoulders, on- and off-ramps, wood railings and fencing, chain-link fencing, original landscaping	n/a	PM 23.69-31.89	C
2	The Four Level Interchange (1949)	Br. No. 53-0622 Br. No. 53-0622F Br. No. 53-0622G Br. No. 53-0622L Br. No. 53-0622R	PM 23.69	C
3	Sunset Boulevard Overcrossing (1948, 1999)	Br. No. 53-0246	PM 23.83	C
4	Alpine Street Overcrossing (1948)	Br. No. 53-0592	PM 23.96	C
5	College Street Overcrossing (1939)	Br. No. 53-0382	PM 24.16	C
6	Yale Street Pedestrian Overcrossing (1962, 1991)	Br. No. 53-1105	PM 24.37	NC
7	Yale Street Pedestrian Undercrossing (1940, abandoned 1961)	Br. No. 53-0586M	PM 24.40	NC
8	Stadium Way Overcrossing (1962, 1994)	Br. No. 53-1635S	PM 24.53	NC
9	Hill Street Offramp Overcrossing (1942, 1962, 1985)	Br. No. 53-0539C	PM 24.55	NC
10	Stadium Way Sidehill Viaduct (2001)	Br. No. 53-2859L	PM 24.73	NC
11	Bishops Road Undercrossing (former name), currently known as Stadium Way Undercrossing (1942, 1962, 1998, 2001)	Br. No. 53-0540L	PM 24.73	NC
12	Bishops Road Overcrossing, also known as Stadium Way (1942)	Br. No. 53-0540R	PM 24.76	NC
13	Figueroa Street Tunnel #4 (1936)	Br. No. 53-0199R	PM 24.90	C
14	Amador Street Undercrossing (1942, 2001)	Br. No. 53-0504L	PM 25.04	C
15	Solano Avenue Undercrossing (1942, 2001)	Br. No. 53-0541L	PM 25.09	C
16	Solano Avenue Pedestrian Undercrossing (1931, 1942)	Br. No. 53-0532R	PM 25.10	C
17	Figueroa Street Tunnel #1 (1931)	Br. No. 53-0200R	PM 25.14	C
18	Park Row Overcrossing (1942, 1999)	Br. No. 53-0542L	PM 25.20	C
19	Figueroa Street Sidehill Viaduct (2001)	Br. No. 53-2857L	PM 25.27	NC
20	Figueroa Street Tunnel #2 (1931)	Br. No. 53-0201R	PM 25.28	C
21	Elysian Park Pedestrian Undercrossing (1931)	Br. No. 53-0477R	PM 25.33	NC
22	Elysian Park Pedestrian Undercrossing (1942)	Br. No. 53-0477L	PM 25.36	NC
23	Figueroa Street Tunnel #3 (1931)	Br. No. 53-0202R	PM 25.37	C
24	Arroyo Seco Channel	n/a	PM 25.48-30.10	C

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MAP #.	RESOURCE	BRIDGE NUMBER	POST MILE*	C/NC**
25	Riverside Drive Offramp Viaduct (1931)	Br. No. 53-2225G	PM 25.48	NC
26	Figueroa Street Viaduct, also known as Los Angeles River Bridge, Eastbound (1936)	Br. No. 53-0042R	PM 25.48	C
27	Los Angeles River Bridge, Westbound (1944)	Br. No. 53-0042L	PM 25.48	C
28	Elysian Viaduct (1962)	Br. No. 53-1424	PM 25.75	NC
29	Figueroa Street Offramp Undercrossing (1940)	Br. No. 53-0533L	PM 25.78	C
30	Avenue 26 Overcrossing (1925, 1939)	Br. No. 53-0372 Br. No. 53C-1875	PM 25.91	C
31	Northbound SR 110 connector from I-5 Overcrossing-I-5 PM 20.33 (1962)	Br. No. 53-1456H	PM 26.07	NC
32	Westbound SR 110 to I-5 Connector Overcrossing (1962, 1994)	Br. No. 53-1457F	PM 26.12	NC
33	Cypress Avenue Pedestrian Overcrossing (1961, 1992)	Br. No. 53-0538	PM 26.19	NC
34	Avenue 35 Railroad Underpass (1940)	Br. No. 53-0425	PM 26.40	C
35	Pasadena Avenue Overcrossing (1940)	Br. No. 53-0426 Br. No. 53C-1876	PM 26.48	C
36	Arroyo Seco Avenue 43 Ramp (1940)	Br. No. 53-0985S	PM 27.08	C
37	Avenue 43 Overcrossing (1939)	Br. No. 53-0427 Br. No. 53C-1877	PM 27.12	C
38	Sycamore Grove Pedestrian Overcrossing (1940)	Br. No. 53-0344	PM 27.64	C
39	Avenue 52 Overcrossing (1939)	Br. No. 53-0428	PM 28.05	C
40	Via Marisol Overcrossing (1939)	Br. No. 53-0429	PM 28.38	C
41	Arroyo Seco Park Bridge (1951)	n/a	n/a	C
42	Avenue 60 Overcrossing (1939)	Br. No. 53-0430 Br. No. 53C-1878	PM 28.76	C
43	Arroyo Seco Avenue 60 Ramp (1940)	Br. No. 53-0986S	PM 28.86	C
44	Avenue 60 Ramp and Pedestrian Undercrossing (1940)	Br. No. 53-0988T	PM 28.86	C
45	Santa Fe Arroyo Seco Railroad Bridge, also known as Avenue 64 Underpass (1900, 1923, 1993)	Br. No. 53-0431	PM 29.03	C
46	Arroyo Seco Maintenance Station (2 buildings) 6749 Marmion Way, Los Angeles	n/a	PM 29.3	C
47	Arroyo Seco Marmion Way Offramp (1940)	Br. No. 53-0886S	PM 29.20	C
48	Marmion Way Overcrossing (1940)	Br. No. 53-0445 Br. No. 53C-1879	PM 29.28	C
49	York Boulevard Overcrossing (1912)	Br. No. 53-0121 Br. No. 53C-1874	PM 29.50	C
50	Arroyo Seco Bridge (1939, 1993)	Br. No. 53-0276	PM 30.10	C

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MAP #.	RESOURCE	BRIDGE NUMBER	POST MILE*	C/NC**
51	Arroyo Seco Pedestrian and Equestrian Undercrossing (1938)	Br. No. 53-0432	PM 30.25	C
52	Arroyo Drive Overcrossing (1938)	Br. No. 53-0433	PM 30.30	C
53	Grand Avenue Overcrossing (1938)	Br. No. 53-0434	PM 30.43	C
54	Orange Grove Avenue Overcrossing (1939)	Br. No. 53-0435	PM 30.59	C
55	Prospect Avenue Overcrossing (1939)	Br. No. 53-0436	PM 30.70	C
56	Meridian Avenue Overcrossing (1940)	Br. No. 53-0437	PM 30.78	C
57	Fremont Avenue Overcrossing (1940)	Br. No. 53-0438	PM 31.01	C
58	Fremont Avenue Railroad Underpass (1940, 1997)	Br. No. 53-0439	PM 31.03	C
59	Fair Oaks Avenue Overcrossing (1940)	Br. No. 53-0440	PM 31.17	C
<p>* This list follows the California highway mileage system for even-numbered state routes by first listing those with the lowest post miles to correspond with the route post miles. The lowest number is at the westernmost point and increases as one travels east. The Arroyo Seco Parkway began construction at the northeastern end and progressed to the southwest.</p> <p>** C: Contributing element N: Non-contributing element</p>				

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8. Statement of Significance

Summary Paragraph

The planning and construction of the Arroyo Seco Parkway, 1928-1953, marks a significant turning point in the history of roadway development and transportation planning in the Los Angeles Basin and in the state. Planning for the first and second phases of construction hinged on the parkway/freeway debate. As finally completed, the parkway became a freeway, influenced by citizen choices of suburban and single family housing and the primacy of the automobile as the principal transportation vehicle. The original six-mile Arroyo Seco Parkway segment, the West's first fully grade-separated, limited access, landscaped freeway built as a non-toll state highway, provided the initial link in California's statewide system of high-speed urban roadways. It was the prototype freeway in California, and served as a test bed for later freeway projects. From this project, lessons were learned and applied in subsequent designs. These included lessons of median width adequacy and landscaping therein, acceleration and deceleration lane provision, super elevation and minimum curve radius, shoulder width, lane width, and curb configuration.²⁰ The completion of the Arroyo Seco Freeway by the Southerly Extension and final half-mile extension to the Four-Level Interchange determined that future mass transportation development in the Los Angeles Basin would take the form of a regional metropolitan freeway system.

The Arroyo Seco Parkway (Post Mile 23.69 to 31.89) qualifies for the National Register of Historic Places under Criteria A, B and C at the state level of significance, with a period of significance from construction of the original six-mile segment, which commenced in 1938, to completion of the southerly extension in 1953. The Freeway qualifies under Criterion A in the areas of transportation planning in the Los Angeles Basin and roadway construction, Los Angeles to Pasadena. The Arroyo Seco Parkway is also significant 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, from 1933 to 1953, guiding the roadway's metamorphosis from parkway to freeway to link in a regional highway system. As the Los Angeles City Engineer for 22 years, Aldrich initiated and guided planning studies, financing, and construction priorities to insure development of a roadway system that would further the vision of downtown Los Angeles as the hub of a comprehensive regional system of express highways. Aldrich used his influential position to secure cooperation in each phase of roadway development between cities, the county, the state and federal government, an

²⁰ John Snyder, "An Evaluation of Arroyo Seco Parkway, prepared for California Department of Transportation, June 30, 1982.

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effort that had significant influence on the future spatial and development configuration of the Los Angeles region. The Arroyo Seco Parkway is significant under Criterion C in the area of engineering, for the application of innovative and original highway engineering design in Los Angeles, 1938-1953. As the prototype freeway in California, the first six-mile section of the parkway built between 1938 and 1940 is significant for new concepts in highway design, engineering, and safety features that served as design and construction models for later freeways throughout the state. The 1.7-mile Southerly Extension and final half-mile extension to the Four-Level Interchange, 1948-1953, 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. The Parkway is also significant under Criterion C in the fields of design construction for its bridge and tunnel architecture.

Exhibiting several important architectural styles, decorative elements, and functional ornamentation, these contributing structures mirror the evolution of architectural ornament and structural design in building bridges within the expansive program of freeway construction.

Historic Context

The Arroyo Seco Parkway Historic District is significant under Criterion A in the context of transportation planning in the Los Angeles Basin, 1928-1953, an endeavor that made possible the development of the modern high-speed roadway. As the first far-sighted planners envisioned the road in 1928, two concepts competed. The first concept derived from the historic California ideal of the primacy of an existing "natural" landscape, beneficial to residents and worthy to be considered in proposed improvements. The second concept was evolving gradually from the growing influence of the automobile. If the motor car was the most efficient method of transportation between the city downtown and the growing suburbs, a transportation linkage was needed between the two points, slowly, but inevitably spreading farther apart. The competition first resulted in compromise, and planners and engineers built and named the initial six miles of the roadway the Arroyo Seco "Parkway." However, the way the Arroyo Seco roadway evolved into the Arroyo Seco Freeway significantly set the pattern for future road building in the Los Angeles region.

Planning for a vehicular road along the Arroyo began in the last years of the 19th century. In 1897, two competing plans were offered for consideration. Los Angeles City Engineer Henry Dockweiler suggested a parkway in the Arroyo as a segment of a seventeen-mile road system linking five Los Angeles city parks, while Pasadena resident Henry Dobbins purchased a six mile right-of-way for his "California Cycleway" as a money-making venture linking Pasadena

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with downtown Los Angeles via the Arroyo.²¹ These plans symbolize the seminal controversy in the planning of the Arroyo Seco Parkway - should it be a landscaped parkway, or a limited access roadway that reduced congestion and offered the most efficient route to carry traffic?

The two views increasingly became polarized. Los Angeles city planners, strongly influenced by the ideals of the City Beautiful movement, along with the members of the city's Parks Commission, favored the parkway idea. In 1913, the Park Commission published its Arroyo Seco Parkway plan, "to preserve to posterity the most beautiful example of natural scenery within the limits of the city."²² Planners in Pasadena, however, were increasingly drawn to an efficient high-speed throughway. Pasadena City Engineer Harvey Hinks drew up a plan in 1916 for a parkway between Pasadena, South Pasadena, and Los Angeles beginning at East Glenarm Street in Pasadena, meeting the Arroyo, and continuing toward downtown Los Angeles.²³ In 1921, the Automobile Club of Southern California and its Chief Engineer Earnest E. East also advocated a road down the Arroyo, utilizing tunnels and viaducts to connect to downtown Los Angeles.²⁴

The freeway/parkway controversy stimulated the production of expert reports. Lloyd Aldrich, then a consulting engineer for the Automobile Club, was chairman of the Traffic Commission of the City and County of Los Angeles. That body commissioned *A Major Traffic Street Plan of 1924*. Ratified that same year by voters, it included a road down the Arroyo Seco. Parks and recreation advocates in turn hired America's premier city planners Frederick Law Olmsted Jr., Harland Bartholomew and Charles Henry Cheney, who presented their reports titled *Parks, Playgrounds and Beaches for the Los Angeles Region in 1924 and 1930*, respectively. Both reports took a middle ground, advocating a "balanced scheme for handling a tremendous traffic flow... with adequate relief from congestion,"²⁵ then later recommending "parkways amid pleasant surroundings, pleasure roads that were to be free of cross traffic intersections."²⁶

²¹ Los Angeles Park Commission, *The Arroyo Seco Parkway: A Brief Discussion of the Proposed Arroyo Seco Parkway and Its Relation to a Boulevard from the Mountains to the Sea* (Los Angeles: Los Angeles Park Commission, 1933), 4, 14.

²² *Pasadena Star News*, "High Speed Way Endorsed by Auto Club" (19 May 1916).

²³ Correspondence from E.E. East to S.V. Cortelyou, 28 May 1940. In the Earnest E. East collection, archives of the Automobile Club of Southern California, Los Angeles. Cortelyou, Senior Engineer with the State Division of Highways, was the Chief Engineer of the Arroyo Seco project.

²⁴ "Lloyd Aldrich," on file in the Los Angeles Biography Vertical File, History and Genealogy Department, Los Angeles Public Library, Central Library.

²⁵ Frederick Law Olmsted, Harland Bartholomew and Charles Henry Cheney, *A Major Traffic Street Plan for Los Angeles* (Los Angeles, May 1924), 9.

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In 1934, the Los Angeles Regional Planning Commission proposed an Arroyo Seco Freeway that generally adopted the 1916 Hinks plan with a southerly extension to downtown Los Angeles utilizing the newly completed Figueroa Street tunnels.²⁷ By 1939, the Los Angeles City Transportation Engineering Board, over which Lloyd Aldrich (now City Engineer) presided, had prepared and published the official parkway plan for Los Angeles, titled *A Transit Plan for the Los Angeles Metropolitan Area*. The timing and scope of his proposal are significant. Construction on the first phase of the Arroyo Seco Parkway had begun a year earlier, but not a single lane of roadway had been opened to traffic. However, *A Transit Plan* called for a regional roadway system of 600 miles, including radial and circumferential routes, a downtown bypass, and inter-district routes to suburban cities, as well as bus transportation, park, and recreation facilities.²⁸

Route Selection

Before agreement could be reached on route selection for the Arroyo Seco Parkway, cities and counties needed a secure means of financing the road. State legislation, passed in 1933, apportioned a share of the gas tax to the cities, increased the counties' share, and shifted additional highway mileage from county to state control. Most important in the legislation, according to transportation historian David W. Jones, were funds for urban mileage in Los Angeles. Aldrich also secured federal relief funds when the Roosevelt administration allocated money for urban highway construction through New Deal agencies. City Engineer Aldrich then took the initiative on the Arroyo Seco project, cobbling together sufficient funds to begin grading on the project, to the relief of the Los Angeles City Council, which had been searching for ways to provide employment during the Depression.²⁹

Yet disagreements about route selections remained and again brought into focus again the freeway vs. parkway dispute. Arroyo Park lay on South Pasadena's northwestern border, Los Angeles' Montecito Heights Park lay on the eastern site of the proposed route, and Sycamore Grove Park, located on the eastern bank of the Arroyo in Highland Park, had been parkland since

²⁶ Olmsted Brothers and Bartholomew and Associates, *Parks, Playgrounds and Beaches for the Los Angeles Region* (Los Angeles, 1930), 3.

²⁷ See *A Comprehensive Report on the Master Plan of Highways for the Los Angeles Regional Planning District*, vol. 1 (Los Angeles: The Regional Planning Commission, 1941), 74.

²⁸ David W. Jones, *California's Freeway Era in Historical Perspective*. (Berkeley: University of California Institute of Transportation Studies, June 1989), Chapter 2, *passim*.

²⁹ Jones, *op cit*. See Chapter Six, "The Depression, the New Deal, and Road Money."

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1895. Residents and merchants formed competing associations and lobbied their legislators to take sides. South Pasadena stood to lose streets, residences, and parkland if the shortest route along the Arroyo from the cities of Los Angeles and Pasadena was followed.³⁰ If the road went through with a compromise to protect the parklands, it would be constructed as a pleasure road, a parkway drive. If a route was planned to have all the features of a high-speed, limited access, grade-separated throughway, the parkway ideal would be rejected. In the ensuing months, Aldrich's grading crews worked intermittently as the parties attempted to reach agreement on whether the road would go down the east or west bank of the Arroyo. While disagreements between the three cities delayed the process of route selection, Aldrich put his Works Progress Administration (WPA) crews into the field.

Meanwhile, political forces in Pasadena – in favor of a roadway that would cut travel time between their city and Los Angeles – revived the 1916 Hinks plan. With small modifications, this was the route followed for the six-mile, first phase of Parkway construction. After much political finagling, the State Legislature passed Assembly Bill 2345, authorizing the Arroyo Seco Parkway on July 13, 1935.³¹ The bill did not specify a detailed route. Finally, in April 1936, the State Highway Commission acted to secure final agreement on the route, at which time State Highway engineers presented plans for the route through South Pasadena. No streets in the city would be blocked. Instead a cut of the Arroyo Seco roadway would allow existing streets to continue across the freeway on at-grade bridges. In addition, a portion of the route would traverse public parklands.

At the dedication ceremony on December 30, 1940, city and state officials emphasized the Parkway's landscaping and gracefully curving route through parklands and following the natural terrain. Nevertheless, the Parkway's cream-on-brown directional signs, 26 bridges and overcrossings, sodium vapor lighting, red and amber flashers at entrances and exits, angled curbs, on- and off-ramps, and limited access warranted its description as the first freeway in the western United States. As Governor Cuthbert Olsen had boomed out in his dedication speech, "This is only the first freeway."³² The six-lane controlled access Arroyo Seco Parkway, a hybrid design of both freeway and parkway, soon would prove to be only the first of the region's highway network.

³⁰ H. Marshall Goodwin, Jr., "The Arroyo Seco From Dry Gulch to Freeway." *Historical Society of Southern California Quarterly*, 47 No. 1 (March 1956). Goodwin's history is an invaluable chronology of events and an in-depth survey of the personalities and interests that put motorists on the parkway.

³¹ Goodwin, "Arroyo Seco," 82-84, *Los Angeles Times*, 14 July 1935.

³² Amerigo Bozzani, "Governor Olsen Dedicates and Opens Arroyo Seco Freeway," *California Highways and Public Works* (January 1941).

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Plans for the 1.7-mile Southerly Extension to the downtown business district in Los Angeles had already begun before the dedication ceremony, moving toward the historic goal of extending the roadway toward the Los Angeles city center. The plans called for construction of a limited access freeway. However, the road went through Elysian Park, and once again the freeway vs. parkway issue arose. Resident Engineer R.J. Hatfield stated, "In keeping with the policy established on the Arroyo Seco Parkway, Elysian Park is being developed and recreational areas are being created so that Los Angeles' most beautiful park will be made more accessible and usable to all of its citizens."³³ Economy and wartime material restrictions may have dictated the choice of open cuts, but engineers may have rationalized that the excavations offered possibilities for landscaping to preserve the beauty of the park.

The city's long-range regional freeway plans were culminated when the Four Level Interchange opened in 1953; this interchange was a single structure to transfer motorists between roadways and is the first freeway to freeway connector of its kind. In 1940, during the construction of the Arroyo Seco Parkway, Lloyd Aldrich's city engineers had built the College Street Overcrossing and Pasadena Avenue Overcrossing with WPA funds. These crossings were already in place in 1948 and facilitated the completion of the final leg of the high-speed roadway. The Four-Level Interchange did not immediately follow the end of construction on the Southerly Extension, but once again planners had a goal in mind. Upon its completion, the Four-Level Interchange provided links to the Hollywood, Pasadena, Santa Ana, and Harbor Freeways.

The plan to transform the Arroyo Seco from dry gully to high-speed freeway took nearly fifty years. In the course of that process the public conception of the purpose of a roadway was radically transformed. That transformation had significant and far-ranging effects on travel and settlement patterns within the region. Los Angeles residents had abandoned public transportation and made the automobile their machine for extending outward their occupational and residential travel. As the plan for the road evolved, it became clear to builders that the natural terrain was not pristine or park-like. They could take advantage of the parklands that were there and simply run the road through them, in some measure respecting the City Beautiful ideal. Alternatively, they could decide to build a state-of-the-art limited access road, which could be justified by the need for safe and efficient vehicular movement along the roadway.

An Arroyo Seco Parkway from downtown Los Angeles to Pasadena was, from the beginning, a plan to ease commuters' traffic woes and obviate inconvenient and slow public transportation. Voters had ratified Lloyd Aldrich's traffic and transit plans to promote ease of travel within the Los Angeles city center. Much of the controversy over whether the road would go down the east or west side of the Arroyo resulted from merchants who feared the loss of local business. Yet,

³³ R.J. Hatfield, "Arroyo Seco Freeway Extension," *California Highways and Public Works* (September 1941).

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planning from downtown businessmen and the Automobile Club always returned to the concept of the center city because Aldrich's aim was to plan transportation from a regional standpoint.

The building of the Arroyo Seco Parkway highlights an important transition in the history of metropolitan road construction. Once the decision was made that safety, limited access, and efficiency in moving traffic would be the principal objectives, Aldrich, his engineering staff, the Automobile Club, and the Chamber of Commerce worked as an influential coalition to make their vision a reality. However, City planners and engineers alone could not accomplish the long-range goal of a network of high-speed freeways. Cooperation among all departments of government and government services had to be secured and state legislators influenced. While Aldrich spared no effort to obtain federal government funds designed for Depression relief, Los Angeles County was enlisted to construct the Arroyo Seco Channel to remove the danger of flooding down the Arroyo in rich water years. The California Division of Highways, having committed significant manpower and funds, supervised much of the day-to-day construction.

During the half-century of planning for the initial six miles of the Arroyo Seco Parkway, the early concept of a pleasure road was compromised. Yet, the emphasis on a median, slopes and verges landscaped with native plants, as well as routing through existing urban parks, indicate that the City Beautiful planning ideals still were observed. The processes of political compromise, together with the desire to link downtown and suburbs utilizing new roadway engineering technology, created a hybrid roadway that in some measure justified the term "Arroyo Seco Parkway". Through the years, the growing emphasis on regional planning, commercial and residential growth outside the city center, and the public's desire for efficient, high-speed roadways would justify the descriptor, "Freeway."

While in 1996, the California Department of Transportation determined that the Phase II (1942 Southerly Extension) and Phase III (half-mile segment to the Four Level Interchange) construction were not eligible for inclusion in the National Register of Historic Places³⁴, the passage of time and changing views warranted re-evaluation. The Southerly Extension is significant because this stretch of roadway eliminated the remaining traffic bottlenecks, making the Arroyo Seco Parkway a high-speed limited-access road into downtown Los Angeles. In addition, the Phase II Southerly Extension and Phase III half-mile segment to the Four Level Interchange signal the road's gradual metamorphosis from parkway to freeway. After Phase III construction was completed, the Parkway was renamed the Pasadena Freeway in 1954. Beautification and landscaping ideas, accepted as requisite to the original six-mile stretch,

³⁴ The California Department of Transportation was delegated the authority to make determinations of eligibility under the terms of the Programmatic Agreement Regarding the Seismic Retrofit of Bridge Structures in California, signed in 1995 by the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation.

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yielded to the wartime necessities of speed and economy. The road's arrow-straight alignment plunged through Elysian Park in sharp contrast to the earlier Figueroa Street Tunnels that followed the natural terrain.

Builders constructed the handsome Park Row Overcrossing and agreed to make park improvements to maintain the integrity and beauty of adjoining parklands. This intent shows the strength of the planning that promoted the parkway ideal, and indicated that the parklands concept, urged on decision-makers in the early roadway planning, could not totally be abandoned in the rush to build a high-speed freeway. While the bridges for the Southerly Extension have the pared-down, unornamented aesthetic suitable to a modern freeway, the care given to siting the Park Row Overcrossing asserted its function as a structure that unified parklands and mitigated the impacts to residential districts through which the high-speed roadway passed.

The Park Row Overcrossing exemplifies the roadway's status as both a transitional road and a hybrid between parkway and freeway. Chief Engineer Cortelyou called the Phase I Arroyo Seco "the last word in express freeway design," stating that the roadway's route through the City of Los Angeles parklands would allow a large number of citizens to drive every day through beautified park areas, and the city would secure maximum beneficial use of the parklands. The transportation planners of the Parkway saw no essential contradiction between the concepts of parkway and freeway, believing that the landscape would be respected whether the road ran alongside parklands or cut through them.

By 1954, the Parkway had been renamed the Pasadena Freeway and retained that name until 1993. In the early 1990s, renewed interest in the historical significance and preservation of the old Parkway triggered legislation to designate a section of the Pasadena Freeway as a California Historic Parkway. In 1993, as a result of that designation, the section of the old Parkway from Post Mile 25.7 to Post Mile 31.9 (roughly from the Elysian Viaduct in Los Angeles to East Glenarm Street in Pasadena) was reclassified as a historic parkway, and renamed the Arroyo Seco Historic Parkway.³⁵ In 1999, the American Society of Civil Engineers designated a 6.2-mile segment of the Arroyo Seco Parkway as a National Historic Civil Engineering Landmark, and in 2002, the Arroyo Seco Parkway was designated a National Scenic Byway through the Federal Highway Administration's National Scenic Byway Program.

The Arroyo Seco Parkway Historic District is significant as a roadway that embodies the attributes of both freeway and parkway. It marks the moment in time when speed, efficiency, even wartime necessity had not quite overtaken the historic Southern California emphasis on preserving the integrity of the landscape and exhibiting the design skill of the bridge engineer. The prototype of the limited access freeway of the future, the Parkway documents the earlier planning concepts of the pleasure road and scenic byway. At the same time, the Southerly

³⁵ 1993 California Assembly Bill 1247, and California Streets and Highways Code Sections 280-284.

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Extension and the half-mile segment of Phase III construction decided the issue firmly in favor of a high-speed road.

Lloyd Aldrich

The Arroyo Seco Parkway Historic District is significant under Criterion B for its association with Los Angeles City Engineer Lloyd Aldrich (1900-1985). Significance is derived from his record and efforts since he became City Engineer in 1933. He came to the job with 24 years of experience after engineering school in Illinois, working for the United States Reclamation Service in Colorado, as a consulting engineer on irrigation and water systems in Los Angeles, Orange, Riverside, and San Diego Counties. Aldrich also had the appropriate qualification for roadway engineering, gained as the deputy county surveyor for Fresno County and as a highway engineer for Stanislaus and Sonoma counties. Immediately before joining the City of Los Angeles as City Engineer, he served as an engineering consultant for the Automobile Club of Southern California. Aldrich did not fear becoming embroiled in city politics, and took a leave of absence in 1949 to run against a popular incumbent mayor, Fletcher Bowron.

Aldrich took the first step to realize his plans for the Arroyo Seco by securing the cooperation of leaders in South Pasadena and Pasadena, as well as the neighborhoods of Highland Park and Garvanza, to gain consensus on the roadway route. Aldrich also brought together local, state and federal governmental agencies and transportation planners to finance the Parkway, an endeavor that would have been impossible without joint effort and cooperation. In addition, Aldrich's years of experience in highway engineering, city and county service, and finally his longevity as City Engineer, made him highly influential in regional planning. Aldrich had the advice and support of influential members of the Los Angeles establishment, particularly the Automobile Club of Southern California and its Chief Engineer, Earnest E. East. This liaison was crucial, since the Club's support was essential to the success of any proposed Southern California transportation issue.

Transformed by the Depression and the New Deal legislation, the economics of urban transportation in California operated on both the state and national level. In order to start the road, Aldrich secured federal money from relief funds of the WPA, as well as an allotment set aside to eliminate railroad grade crossings. Using new legislation on the State level, he also was able to tap the gas tax funds allotted to Los Angeles, Pasadena, and South Pasadena, and to persuade the California Division of Highways to provide engineering services and to contribute toward the cost of construction. Aldrich also persuaded the Pasadena and South Pasadena engineering bureaus to become involved the production of drawings and construction documents. He influenced the Automobile Club's Chief Engineer Ernest E. East to promote the Arroyo roadway throughout the membership. Mr. East also benefited Aldrich by giving advice and

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approval for safety features, roadway elements and signage throughout the three stages of roadway construction.

Aldrich rejected the idea of staging construction over a long-term period, arguing for a bond-financing program that would enable right-of-way to be acquired and an area-wide freeway system to be built within fifteen years. The City Engineer had the necessary patience for long-term planning. He foresaw that once the Figueroa Street Tunnels were well established in the popular mind as important traffic control features, he could use their placement to extend downtown Los Angeles' main arterial, Figueroa Street, northward toward Highland Park, and ultimately to Pasadena on a high-speed road. Four years after he took charge of the City Engineer's office the Figueroa Street Viaduct was built in 1936, not only as a traffic and river control feature, but also as the logical and spatial continuation of the roadway elements of the Arroyo Seco Parkway to the second-phase Southerly Extension. When World War II began in Europe, the extension was declared one part of the National Strategic System of Roads. This designation by the federal government allowed builders to continue the roadway construction, procuring scarce wartime materials and securing federal financial grants. Aldrich, who could utilize his connections, made while securing WPA funds, was recognized as the father of those plans.³⁶

The City Engineer's projects, such as the College Street and Pasadena Avenue bridges, as well as the Sunset Boulevard, Alpine Street, and Hill Street grade separations, were planned at the same time as the Parkway, but only became a part of it when the Four-Level Interchange was constructed. From the beginning, the City Engineer's purpose aimed at his ultimate goal to bring the Arroyo Seco into a transportation hub in downtown Los Angeles that would connect to a regional freeway system.

Engineer Aldrich guided both the City Transportation board's *Transit Program for the Los Angeles Metropolitan Area* of 1939, and the *Transportation Program for the Metropolitan Area*, published in 1945. While many of the concepts set out in the plans were not completely carried out, both plans were highly ambitious, making the Los Angeles region the starting place for California's subsequent leadership in freeway development. Many of the ideas presented in the two documents were later developed in the parkway and freeway plans. With these plans as groundwork, Aldrich was able to influence the ultimate appearance of the Parkway and its incorporation into the larger metropolitan freeway network. These plans, and the construction that followed from them, show Aldrich to be the most significant figure in transportation planning for the Los Angeles region during his 22-year tenure as City Engineer.

³⁶ "New Engineer Assumes Duties," Van Nuys News (3 August 1933), "City Engineer Lloyd Aldrich Retiring After 23 Years," El Pueblo (September 1955). For additional biographical material see Vertical File "Lloyd Aldrich," in the California Biography Collection of the Los Angeles Public Library's Riordan Central Library.

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While many people were influential in envisioning and implementing a far-seeing program to prepare for the automobile future of Los Angeles, Aldrich's longevity as Los Angeles City Engineer, his connections in the city, particularly with Earnest East of the Automobile Club, and the experience that came from three decades as an engineer in California, allowed him to direct the course of freeway planning in the region. Roadway historian David Jones notes that Aldrich's plans for staging construction over a ten- to fifteen-year period put forward in the "Transportation Program for the Metropolitan Area," published by Aldrich and his Committee in 1945, became the blueprint that guided freeway development in Los Angeles during the post war years.³⁷ First adopted with minor modifications by the County Planning Commission, it served as the working guide for route and location studies of the California Division of Highways, after Aldrich's municipal engineering staff made initial location studies under contract to the Division. Design was undertaken jointly.

Mayor Bowron reported in testimony to the Joint Fact-Finding Committee on Highways and Bridges of the State Legislature:

"the plan, the plan on which we are all united... the Automobile Club of Southern California, the Central Business District Association, the Downtown Businessmen's Association, the Western Oil and Gas Association, and the Metropolitan Transit Committee of the Los Angeles Chamber of Commerce."³⁸

Engineering

The Arroyo Seco Parkway Historic District is significant under Criterion C for innovative engineering features. As designed and later modified for increased use and safety, landscaped medians, acceleration and deceleration lanes, super-elevation and minimum curve radii, shoulder widths, lane widths and curb configurations, served as a laboratory for engineering subsequent high-speed access roadways. While some materials and engineering features have been lost through maintenance and widening or surface change (see Section 7), the Arroyo Seco Parkway Historic District has retained substantial integrity of location, design, setting, association, and feeling.

Contributing Tunnels and Bridges

Four "sunburst" tunnels along Figueroa Street, built between 1931 and 1934, are Parkway contributors, exhibiting the significant character-defining features of Art Deco design. The

³⁷ Jones, *op cit.* See Chapter Six, "The Depression, the New Deal, and Road Money."

³⁸ Quoted in Jones, *ibid.*, pp 53-54.

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tunnels are Historic-Cultural Monuments of the City of Los Angeles. The Figueroa Street Viaduct (1936), also planned to facilitate the flow of traffic northward from Los Angeles, is a contributor. On a direct line with the tunnels, the Figueroa Street Viaduct, also known as the Los Angeles River Bridge Eastbound (Bridge No. 53-0042R), was engineered to span the tracks of the Southern Pacific Railroad that occupied both banks of the river, as well as San Fernando Road (U.S. Highway 66) and the Los Angeles Railway street car right-of-way.

Contributing bridges built for the Southerly Extension completed in 1943 are the Los Angeles River Bridge Westbound, Bridge No. 53-0042L, built in 1944 – essentially duplicating the Figueroa Street Viaduct, the Solano Avenue and Amador Avenue Pedestrian Undercrossings, and the Park Row Overcrossing.

The 1912 York Boulevard Overcrossing and the Santa Fe Arroyo Seco Railroad Bridge (also known as the Avenue 64 Underpass), built circa 1900, are contributors to the significance of the Parkway, within the historic context of transportation in the Arroyo. Each is also significant for the architectural qualities they exhibit. The Santa Fe Arroyo Seco Railroad Bridge is a classic example of a late-nineteenth-century metal truss railroad bridge. Arroyo Seco Parkway designers scaled the road to fit into the spaces created by the distance between its triangular support legs. The York Boulevard Overcrossing is representative of early reinforced concrete arch spandrel bridge construction across the Arroyo in the second decade of the twentieth century. The City of Los Angeles designated the Arroyo Seco Railroad Bridge as Historic Cultural Monument #339. After its 1993 rehabilitation and seismic strengthening was completed, in 1999 the structure was rededicated and retains its city monument status.

New bridges constructed between 1939 and 1940 for the Arroyo Parkway itself also contribute to its significance. Avenue 35 Railroad Underpass, Sycamore Grove Pedestrian Overcrossing, Avenue 52 Overcrossing, Via Marisol Overcrossing, Arroyo Seco Avenue 60 Ramp, Avenue 64 Underpass, Marmion Way Overcrossing and Offramp, Arroyo Seco Bridge, Arroyo Drive Overcrossing, Grand Avenue Overcrossing, Orange Grove Avenue Overcrossing, Prospect Avenue Overcrossing, Meridian Avenue Overcrossing, Fremont Avenue Overcrossing, Fremont Avenue Railroad Underpass, and Fair Oaks Avenue Overcrossing are significant contributors as examples of the Public Works Administration (PWA) Moderne architectural style, exhibiting the simplified, pared-down aesthetic of the Depression-New Deal era.

The new bridges constructed for the Parkway do not have the applied ornament or details characteristic of the designs of Los Angeles City Bridge Department design engineer Merrill Butler. The new Parkway structures display their function as essential elements in a freeway transportation scheme. As functional grade separations, they were designed to assure continuous, delay-free traffic flow on the Parkway. Each is a contributor to the Parkway, adding to the roadway by association with its planning and construction, and by architectural function through providing access, exit, and continuity of travel along the roadway.

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Constructed in three stages from 1938 to 1953, the 8.2-mile Parkway combined the parkway concept of eastern pleasure drives with modern freeway design. When the second phase Southerly Extension was finished in 1943, Arroyo Seco Parkway had fulfilled its planners' objective to link the business centers of Los Angeles and Pasadena with a commuter road. With the completion of the Four-Level Interchange during the third phase, a convenient and efficient linkage of high-speed roads was finally achieved and the Arroyo Seco Parkway became the Pasadena Freeway.

Contributing Arroyo Seco Channel

With a channel slope of 235 feet per mile and stream length of 11½ miles, the Arroyo Seco channel presented a serious impediment to the successful construction of the Arroyo Seco Parkway. Drainage from a 13,700 acre waterbed in the San Gabriel Mountains caused the Channel watercourse to overflow in rainy years, sending high water, debris flows, and mud down to its confluence with the Los Angeles River, north of the Figueroa Street Viaduct.³⁹ An integral part of Parkway Planning, the Arroyo Seco Channel is an important feature. Project Engineer H.W. Frain of the Los Angeles Bureau of Engineering reported, "Highway and channel designs were considered together."⁴⁰

Original plans called for landscaping alongside the channel with natural rock and vegetation, reflecting the City Beautiful scheme of the Park Commission's 1912 Lippincott Plan. It recommended a reverted channel with a boulevard on each bank and the acquisition of contiguous land for a park. This planning concept was partially carried out where the route encompassed green park areas alongside the Channel. The Channel retains approximately 55-65 percent integrity in the portion adjacent to the Parkway, from South Pasadena to the Los Angeles River⁴¹. While there have been modifications over time, most were the result of maintenance or spot check repairs.⁴²

³⁹ Another member of the planning group was F.L. Olmsted, Jr.

⁴⁰ H.W. Frain, "Flood Control and Parkway Project Along Arroyo Seco at Los Angeles," *Western Construction News* (June 1938).

⁴¹ Dan Sharp, Engineer, Department of Public Works, County of Los Angeles, Personal communication to Portia Lee, author of the draft nomination, August 27, 2003. The Department of Public Works maintains the Channel.

⁴² Ibid.

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Contributing Arroyo Seco Maintenance Station

The Arroyo Seco Maintenance Station complex was built in 1931 and is a 0.3-acre facility, consisting of two buildings, a storage/equipment building and a gashouse. In July 1997, in compliance with the state environmental laws, the California Department of Transportation determined that the Arroyo Seco Maintenance Station meets the criteria for inclusion in the National Register of Historic Places as a contributing element of the Arroyo Seco Parkway Historic District.⁴³

Contributing Landscape

In keeping with the parkway ideal, much attention was paid to the landscape. A comprehensive landscape plan was a characteristic Southern California element that builders emphasized. The California Division of Highways, under District Engineer Cortelyou, was in charge of all major construction. However, each of the jurisdictions along the Parkway played a part in the roadway's landscaping. Putting aside the sharp controversy over the taking of public parklands, the Parks Departments of the three cities jointly selected, grew, and planted shrubs and plants they had propagated.⁴⁴ The planting scheme reflects both the early planning concepts of a scenic parkway, and the Southern California tradition of landscape beautification in public areas. Original plantings also comprise one of the earliest, if not the first, large-scale examples in Southern California of a designed landscape using native plant materials. "This new highway," said Engineer Cortelyou, "will be truly a 'Parkway,' beautiful as well as serving traffic to the fullest extent."⁴⁵

⁴³ See Arroyo Seco Maintenance Station Thematic District recordation, July 1997, by Jim Fisher. On file: California Department of Transportation, Division of Environmental Analysis, Sacramento, California.

⁴⁴ Dana Bowers, "What Expense is Justified for Aesthetic Treatment of Parkways?" *California Highways and Public Works* (January-February 1945).

⁴⁵ S.V. Cortelyou, "Arroyo Seco Parkway Unit Open," *California Highways and Public Works* (August 1940), 14.

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Determination of Eligibility by the Keeper of the National Register (1983), 6.43 miles from Bridge 53 0042LR at Post Mile 25.48 in Los Angeles to East Glenarm Avenue in Pasadena at Post Mile 31.91

Historic American Engineering Record, #CA-265, "Arroyo Seco Parkway" 8.2 miles from the Four Level Interchange at Post Mile 23.70, Los Angeles, California to East Glenarm Avenue, Pasadena, California

Other Documentation

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National Historic Civil Engineering Landmark, designated by the American Society of Civil Engineers in 1999, designation encompasses the original 6.7-mile section from the south end of the Los Angeles River Bridge in Los Angeles to Glenarm Street in Pasadena (similar to that of the state scenic highway designation)

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Primary Location of Additional Data

Automobile Association of Southern California, Los Angeles, California

California Department of Transportation, District 7, Los Angeles, California

California Department of Transportation Division of Environmental Analysis, Sacramento,
California

California Department of Transportation History Library, Sacramento, California

Historic American Engineering Record, Library of Congress, Washington, DC

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Arroyo Seco Parkway Historic District
Los Angeles, California

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10. Geographical Data

UTM References: With contributing elements

UTM references for the following beginning and end points, change in direction and contributing resources were calculated using the North American Datum (NAD) 1983 series of the United States Geological Survey (U.S.G.S.), which is the California State Standard.

UTM Map Point	District Map #	RESOURCE	Zone	Easting	Northing	Quadrant Map
A	1	Begin Historic Roadway	11	562411	1977325	Los Angeles
	2	The Four Level Interchange (Br. No. 53-0622, 53-0622F, 53-0622G, 53-0622L, 53-0622R)	11	562411	1977325	"
	3	Sunset Boulevard OC* (Br. No. 53-0246)	11	562567	1977146	"
	4	Alpine Street OC (Br. No. 53-0592)	11	562678	1977322	"
	5	College Street OC (Br. No. 53-0382)	11	562782	1977614	"
	13	Figueroa Street Tunnel #4 (Br. No. 53-0199R)	11	562954	1977909	"
	14	Amador Street UC** (Br. No. 53-0504L)	11	563869	1978580	"
	15	Solano Avenue UC (Br. No. 53-0541L)	11	563895	1978653	"
	16	Solano Avenue Pedestrian UC (Br. No. 53-0532R)	11	563935	1978667	"
	17	Figueroa Street Tunnel #1 (53-0200R)	11	563925	1978692	"
	18	Park Row OC (Br. No. 53-0542L)	11	563955	1978720	"
	20	Figueroa Street Tunnel #2 (Br. No. 53-0201R)	11	564056	1978815	"
	23	Figueroa Street Tunnel #3 (Br. No. 53-0202R)	11	564191	1978950	"
	24	Arroyo Seco Channel begins				"
	26	Figueroa Street Viaduct, aka† Los Angeles River Bridge, Eastbound (Br. No. 53-0042R)	11	564332	1979086	"
	27	Los Angeles River Bridge, Westbound (Br. No. 53-0042L)	11	564351	1979084	"
	29	Figueroa Street Offramp UC (Br. No. 53-0533L)	11	564548	1979330	"
	30	Avenue 26 OC (Br. No. 53-0372, 53C-1875)	11	564729	1979541	"
	34	Avenue 35 Railroad UP*** (Br. No. 53-0425)	11	565060	1980233	"
	35	Pasadena Avenue OC (Br. No. 53-0426, 53C-1876)	11	565079	1980365	"
	36	Arroyo Seco Avenue 43 Ramp (Br. No. 53-0985S)	11	565834	1980988	"
	37	Avenue 43 OC (Br. No. 53-0427, Br. No. 53C-	11	565832	1980966	Los

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**Arroyo Seco Parkway Historic District
Los Angeles, California**

Section number 10 Page 2

UTM Map Point	District Map #	RESOURCE	Zone	Easting	Northing	Quadrant Map
		1877)				Angeles
	38	Sycamore Grove Pedestrian OC (Br. No. 53-0344)	11	566561	1981340	"
	39	Avenue 52 OC (Br. No. 53-0428)	11	566908	1981876	"
	40	Via Marisol OC (Br. No. 53-0429)	11	567014	1982367	"
	41	Arroyo Seco Park Bridge	11	567204	1982701	"
	42	Avenue 60 OC (Br. No. 53-0430, 53C-1878)	11	567433	1982825	"
	43	Arroyo Seco Avenue 60 Ramp (Br. No. 53-0986S)	11	567493	1982902	"
	44	Avenue 60 Ramp and Pedestrian UC (Br. No. 53-0988T)	11	567502	1982912	"
	45	Santa Fe Arroyo Seco Railroad Bridge, aka Avenue 64 U (Br. No. 53-0431)	11	567785	1982986	"
	46	Arroyo Seco Maintenance Station, 2 buildings at 6749 Marmion Way, Los Angeles	11	567736	1983328	"
	47	Arroyo Seco Marmion Way Offramp (Br. No. 53-0886S)	11	567795	1983330	"
	48	Marmion Way OC (Br. No. 53-0445, 53C-1879)	11	567813	1983353	"
	49	York Boulevard OC (Br. No. 53-0121, 53C-1874)	11	568002	1983644	"
	50	Arroyo Seco Bridge (Br. No. 53-0276)	11	568556	1984497	"
	24	Arroyo Seco Channel exits parkway boundaries	11	568556	1984497	"
	51	Arroyo Seco Pedestrian and Equestrian UC (Br. No. 53-0432)	11	568608	1984702	"
	52	Arroyo Drive OC (Br. No. 53-0433)	11	568619	1984739	"
	53	Grand Avenue OC (Br. No. 53-0434)	11	568676	1984948	"
	54	Orange Grove Avenue OC (Br. No. 53-0435)	11	568705	1985195	"
	55	Prospect Avenue OC (Br. No. 53-0436)	11	568687	1985378	"
	56	Meridian Avenue OC (Br. No. 53-0437)	11	568688	1985508	"
	57	Fremont Avenue OC (Br. No. 53-0438)	11	568691	1985872	"
	58	Fremont Avenue Railroad UP (Br. No. 53-0439)	11	568691	1985908	"
	59	Fair Oaks Avenue OC (Br. No. 53-0440)	11	568701	1986132	"
B		Parkway changes direction	11	568847	1986466	"
C	1	Historic Parkway ends	11	569613	1986416	Pasadena "
†aka = also known as *OC = Overcrossing **UC = Undercrossing ***UP = Underpass						

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Arroyo Seco Parkway Historic District
Los Angeles, California

Verbal Boundary Description

The Arroyo Seco Parkway Historic District boundaries are the California Department of Transportation right-of-way on the Arroyo Seco Parkway (State Route 110), 8.2 miles from the Four-Level Interchange at Post Mile 23.69 in Los Angeles to East Glenarm Street at Post Mile 31.89 in Pasadena, including the service lanes and the landscaping, the Arroyo Seco Channel paralleling the State Route 110 from the Los Angeles River to approximately Stoney Drive in South Pasadena, where the channel is no longer adjacent to the parkway, and the Arroyo Seco Maintenance Station property on the southwest side of the Arroyo Seco Parkway at Post Mile 29.3.

Boundary Justification

The boundaries include the roadway itself and related structures, including bridges, tunnels, fences, walls, and landscaping that historically have been part of the Arroyo Seco Parkway, and that retain integrity.

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Arroyo Seco Parkway Historic District
Los Angeles, California

Section number 11 Page 1

11. Form Prepared By

The California Department of Transportation (Caltrans) prepared this National Register nomination, which revised and updated the consultant-prepared draft version, written under a grant from the Federal Highway Administration's Scenic National Scenic Byways Discretionary Grant Program to Caltrans. The draft form was prepared on August 1, 2004 by Portia Lee, PhD, California Archives, 3315 Griffith Park Blvd., #303, Los Angeles, CA 90027.

Property Ownership

Arroyo Seco Parkway roadway to edge of right-of-way, and Bridge Numbers 53-0042L, 53-0042R, 53-0121, 53-0199R, 53-0200R, 53-0201R, 53-0202R, 53-0246, 53-0276, 53-0344, 53-0372, 53-0382, 53-0425, 53-0426, 53-0427, 53-0428, 53-0429, 53-0430, 53-0431, 53-0432, 53-0433, 53-0434, 53-0435, 53-0436, 53-0437, 53-0438, 53-0439, 53-0440, 53-0445, 53-0477/L, 53-0477R, 53-0504L, 53-0532R, 53-0533L, 53-0538, 53-0539C, 53-0540L, 53-0540R, 53-0541L, 53-0542L, 53-0586M, 53-0592, 53-0621H, 53-0622, 53-0622F, 53-0622G, 53-0622L, 53-0622R, 53-0886S, 53-0985S, 53-0986S, 53-0988T, 53-1105, 53-1424, 53-1456H, 53-1457F, 53-1635S, 53-2225G, 53-2857L, 53-2859L

Owner:
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Owner Contact:
Attention: Mr. Jay Norvell, Chief
Division of Environmental Analysis (M.S. 27)
California Department of Transportation
1120 N Street
Sacramento, CA 95814
Telephone (916) 653-7507

Arroyo Seco Maintenance Station, Bridge Numbers 53C-1874, 53C-1875, 53C-1876, 53C-1877, 53C-1878, 53C-1879, Arroyo Seco Park Bridge (also known as Arroyo Seco Channel Pedestrian Bridge)

Owner:
City of Los Angeles
City Hall
200 North Spring Street
Los Angeles, CA 90012

Owner contact:
Attention: Mr. Gary Lee Moore, City Engineer
City of Los Angeles Bureau of Engineering
Executive Division
1149 S. Broadway St., Suite 700, Mail Stop 490
Los Angeles, CA 90015
Telephone (213) 485-4935

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Arroyo Seco Parkway Historic District
Los Angeles, California

Arroyo Seco Channel

Owner:

County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331

Owner Contact:

Attention: Ms. Gail Farber
Director of Public Works
County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331

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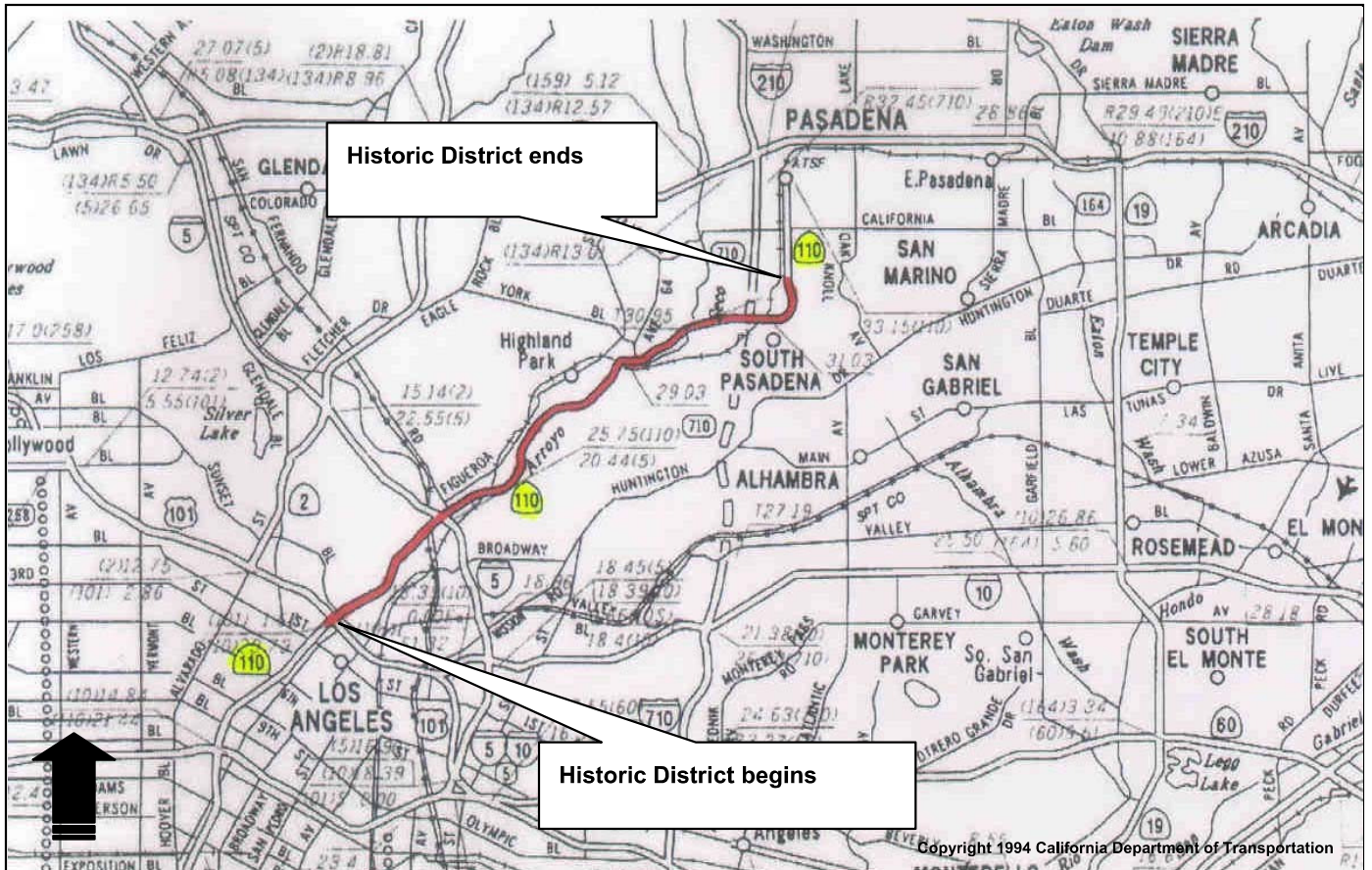
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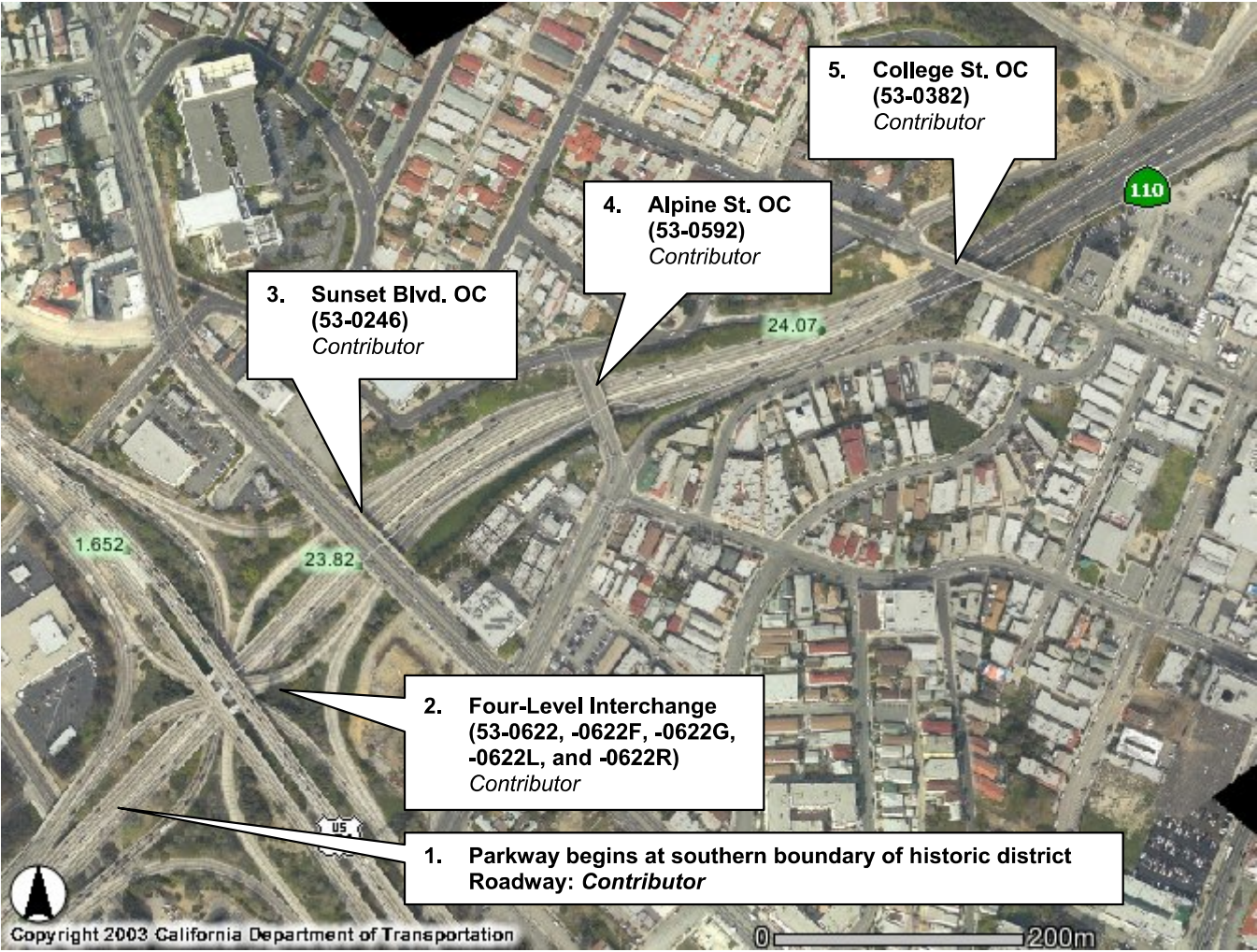
Arroyo Seco Parkway Historic District
Los Angeles, California

Additional Documentation



Arroyo Seco Parkway Historic District begins at the Four-Level Interchange in Los Angeles, passes through South Pasadena, and ends at East Glenarm Street in Pasadena, California

Arroyo Seco Parkway Historic District Map
Los Angeles, California



**Arroyo Seco Parkway Historic District
Segment A**

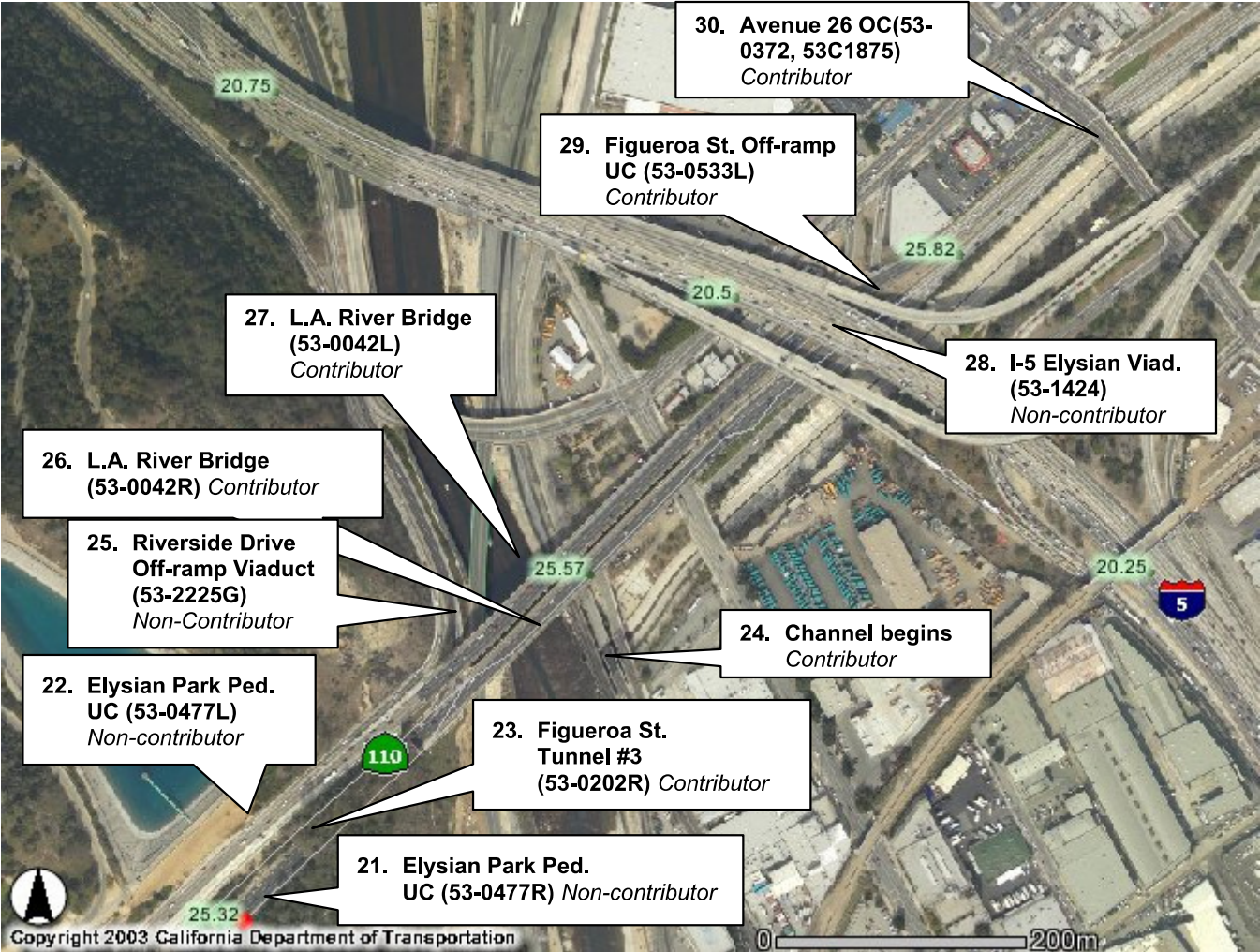


**Arroyo Seco Parkway Historic District
Segment B**



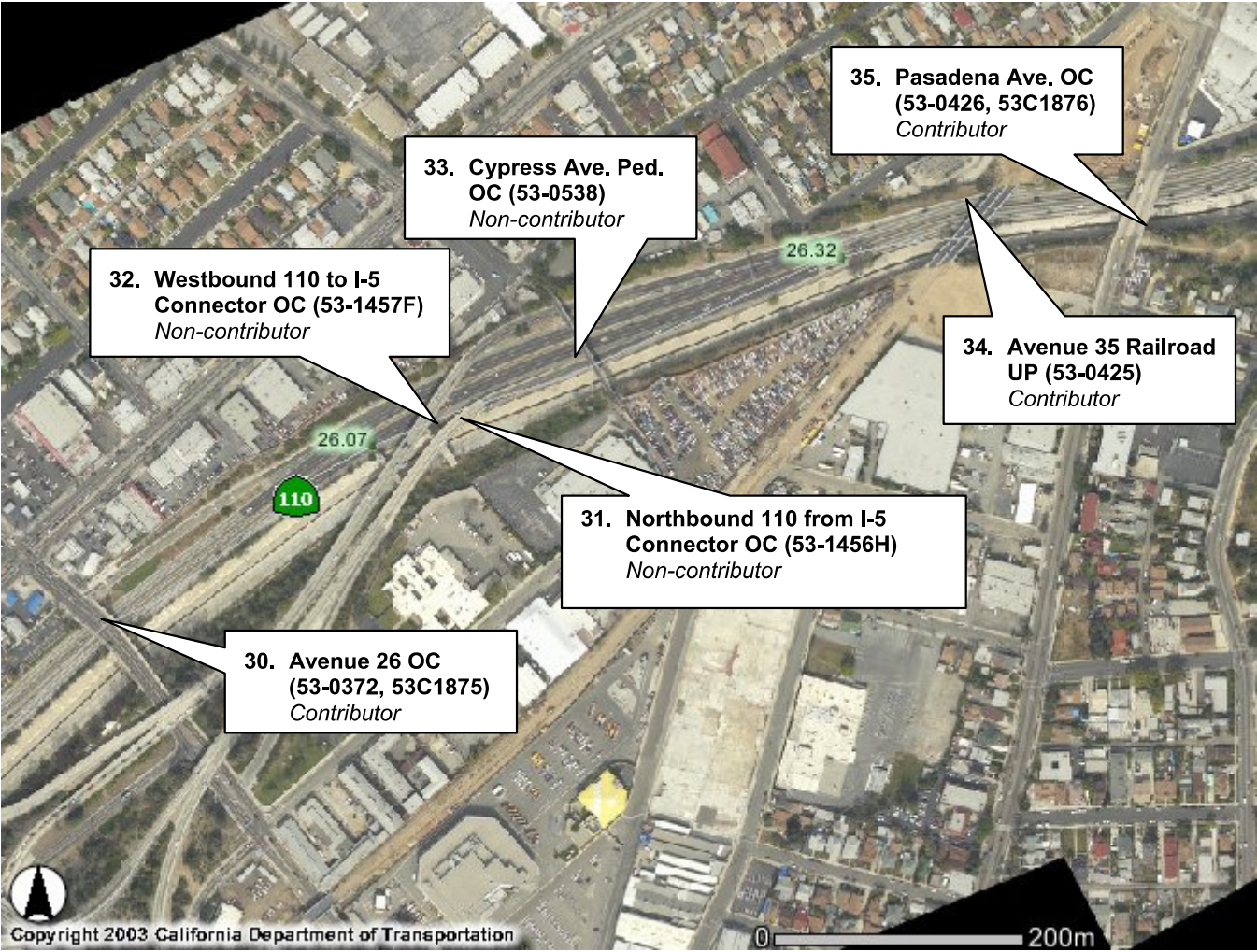
Arroyo Seco Parkway Historic District
Segment C

Arroyo Seco Parkway Historic District Map
Los Angeles, California



Arroyo Seco Parkway Historic District
Segment D

Arroyo Seco Parkway Historic District Map
Los Angeles, California



**Arroyo Seco Parkway Historic District
Segment E**

Arroyo Seco Parkway Historic District Map
Los Angeles, California



**Arroyo Seco Parkway Historic District
Segment F**

Arroyo Seco Parkway Historic District Map
Los Angeles, California



**Arroyo Seco Parkway Historic District
Segment G**

Arroyo Seco Parkway Historic District Map
Los Angeles, California

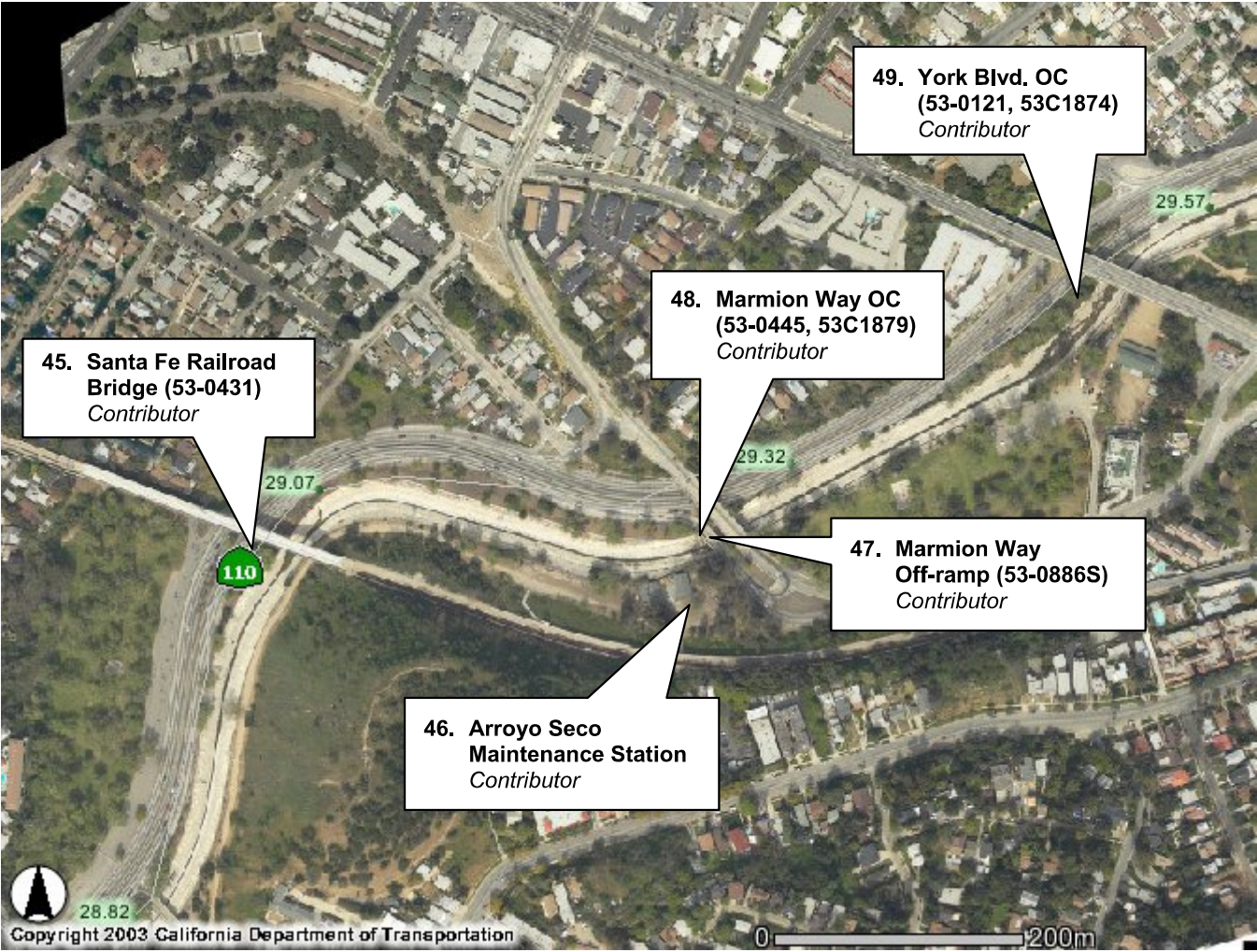


**Arroyo Seco Parkway Historic District
Segment H**

Arroyo Seco Parkway Historic District Map
Los Angeles, California



**Arroyo Seco Parkway Historic District
Segment I**



**Arroyo Seco Parkway Historic District
Segment J**

Arroyo Seco Parkway Historic District Map
Los Angeles, California

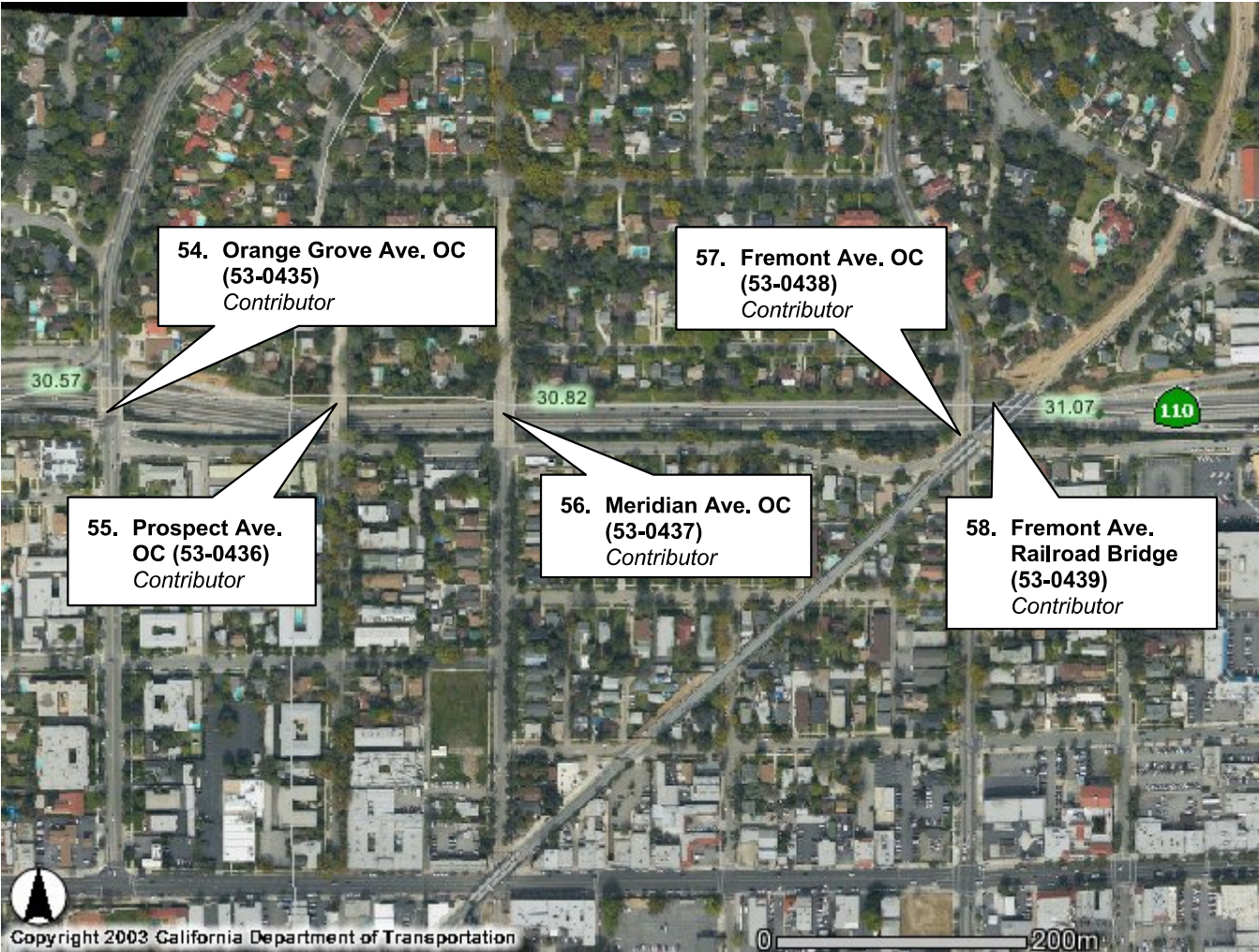


**Arroyo Seco Parkway Historic District
Segment K**



**Arroyo Seco Parkway Historic District
Segment L**

Arroyo Seco Parkway Historic District Map
Los Angeles, California



**Arroyo Seco Parkway Historic District
Segment M**

Arroyo Seco Parkway Historic District Map
Los Angeles, California



59. Fair Oaks Ave.
OC (53-0440)
Contributor

**Arroyo Seco Parkway Historic District
Segment N**

Arroyo Seco Parkway Historic District Map
Los Angeles, California



**Arroyo Seco Parkway Historic District
Segment O**

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Arroyo Seco Parkway Historic District
Los Angeles, California

Photographs¹

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Brian Grogan, Historic American Engineering Record No. CA-265
Date of Photograph: 1999
Location of original negative: Library of Congress, Prints and Photograph Division, Washington, D.C.
Description: Property #1: View looking south along westbound traffic lanes and "Historic Arroyo Seco Parkway" sign, near Wallis St., photo HAER CAL, 19-LOSAN, 83-39 [*Photo Key Segment O*]

Photograph No.: 1

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Brian Grogan, Historic American Engineering Record No. CA-265, 83J-1
Date of photograph: 1999
Location of original negative: Library of Congress, Prints and Photograph Division, Washington, D.C.
Description: Properties 28 and 29: Figueroa Street / Los Angeles River Viaduct at I-5 Interchange, looking north, photo HAER CAL, 19-LOSAN, 83J-1 [*Photo Key Segment D*]

Photograph No.: 2

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Andrew Hope, Caltrans HQ
Date of photographer: 2008
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property 54: View looking west from Prospect Avenue Overcrossing toward Orange Grove Avenue Overcrossing, illustrating contributing elements that include six-lane concrete and asphalt roadway, concrete curbs and gutters, shoulders, and on- and off-ramps [*Photo Key Segment M*]

Photograph No.: 3

¹ "Photo Key Segments" refer to the location of the photograph on the multiple-page Photo Key map of this linear resource.

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Page 2

Arroyo Seco Parkway Historic District
Los Angeles, California

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #2: Western terminus of the Arroyo Seco Parkway Historic District at the Four Level Interchange, looking south from Sunset Boulevard Overcrossing [Photo Key Segment A]
Photograph No.: 4

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #4: Alpine Street Overcrossing, looking northeast [Photo Key Segment A]
Photograph No.: 5

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #5: College Street Overcrossing, looking east from near New Depot Street [Photo Key Segment A]
Photograph No.: 6

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #13: Figueroa Street Tunnel #4, looking northeast from the eastbound traffic lanes [Photo Key Segment C]
Photograph No.: 7

United States Department of the Interior
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Arroyo Seco Parkway Historic District
Los Angeles, California

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #13: Figueroa Street Tunnel #4, looking southwest from Solano Avenue vicinity [*Photo Key Segment C*]
Photograph No.: 8

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #13: Figueroa Street Tunnel #4 detail, looking southwest from Solano Avenue vicinity [*Photo Key Segment C*]
Photograph No.: 9

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Brian Grogan, Historic American Engineering Record No. CA-265
Date of photograph: 1999
Location of original negative: Library of Congress, Prints and Photograph Division, Washington, D.C.
Description: Property #15: Solano Avenue Undercrossing, looking northeast with Park Row Overcrossing in the rear on the left and Figueroa Tunnel #1 on the right, , photo HAER CAL, 19-LOSAN, 83H-1 [*Photo Key Segment C*]
Photograph No.: 10

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #15: Solano Avenue Pedestrian Undercrossing, looking north [*Photo Key Segment C*]
Photograph No.: 11

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Page 4

Arroyo Seco Parkway Historic District
Los Angeles, California

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #17: Figueroa Street Tunnel #1, looking northeast from Solano Avenue
[Photo Key Segment C]
Photograph No.: 12

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #18: Park Row Overcrossing, looking south from Grand View Drive
[Photo Key Segment C]
Photograph No.: 13

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Andrew Hope, Caltrans HQ
Date of photograph: 2008
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #24: Arroyo Seco Channel, looking southwest from York Boulevard Overcrossing *[Photo Key Segment J]*
Photograph No.: 14

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Brian Grogan, Historic American Engineering Record No. CA-265
Date of photograph: 1999
Location of original negative: Library of Congress, Prints and Photograph Division, Washington, D.C.
Description: Property #26: Figueroa Street Viaduct (also known as Los Angeles River Bridge), eastbound, looking west, photo HAER CAL, 19-LOSAN, 83J-5 *[Photo Key Segment D]*
Photograph No.: 15

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Arroyo Seco Parkway Historic District
Los Angeles, California

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #27: Los Angeles River Bridge, westbound, looking southeast from Figueroa Street [*Photo Key Segment D*]
Photograph No.: 16

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #30: Avenue 26 Overcrossing, looking east [*Photo Key Segment D*]
Photograph No.: 17

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #34: Avenue 35 Railroad Underpass, looking southwest from Pasadena Avenue Overcrossing [*Photo Key Segment E*]
Photograph No.: 18

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #35: Pasadena Avenue Overcrossing, looking east from near Marmion Way [*Photo Key Segment E*]
Photograph No.: 19

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Arroyo Seco Parkway Historic District
Los Angeles, California

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #37: Avenue 43 Overcrossing, looking northeast from near Carlota Boulevard and East Avenue 42 [*Photo Key Segment G*]
Photograph No.: 20

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #38: Sycamore Grove Pedestrian Overcrossing, looking west from near Griffin Avenue [*Photo Key Segment H*]
Photograph No.: 21

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #39: Avenue 52 Overcrossing, looking southwest from near the Avenue 52 off-ramp [*Photo Key Segment H*]
Photograph No.: 22

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #40: Via Marisol Overcrossing, looking northeast from eastbound traffic lanes [*Photo Key Segment I*]
Photograph No.: 23

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Arroyo Seco Parkway Historic District
Los Angeles, California

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #42: Avenue 60 Overcrossing, looking northeast from near Shults Street [Photo Key Segment I]
Photograph No.: 24

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #45: Santa Fe Arroyo Seco Railroad Bridge (also known as Avenue 64 Underpass), looking west from Arroyo Seco Park [Photo Key Segment J]
Photograph No.: 25

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Noah Stewart, Caltrans District 7
Date of photograph: 2008
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #46: Arroyo Seco Maintenance Station, 6749 Marmion Way, Los Angeles, looking north. Oil house is on the left; Equipment Shop (also known as the Truck Shed) is on the right [Photo Key Segment J]
Photograph No.: 26

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Noah Stewart, Caltrans District 7
Date of photograph: 2008
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #46: Arroyo Seco Maintenance Station, 6749 Marmion Way, Los Angeles, looking northeast at the Equipment Shop [Photo Key Segment J]
Photograph No.: 27

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Arroyo Seco Parkway Historic District
Los Angeles, California

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Noah Stewart, Caltrans District 7
Date of photograph: 2008
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #46: Arroyo Seco Maintenance Station, 6749 Marmion Way, Los Angeles, looking northwest at the Oil House [*Photo Key Segment J*]
Photograph No.: 28

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #48: Marmion Way Overcrossing, looking east from eastbound traffic lanes [*Photo Key Segment J*]
Photograph No.: 29

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #49: York Boulevard Overcrossing, looking southwest from Bridewell Street [*Photo Key Segment J*]
Photograph No.: 30

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #50: Arroyo Seco Bridge, looking southwest from Stoney Drive [*Photo Key Segment K*]
Photograph No.: 31

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Arroyo Seco Parkway Historic District
Los Angeles, California

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #51: Arroyo Seco Pedestrian and Equestrian Undercrossing, looking north from Arroyo Drive [*Photo Key Segment L*]
Photograph No.: 32

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Portia Lee, California Archives
Date of photograph: 2004
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #53: Grand Avenue Overcrossing, looking east from Arroyo Drive Overcrossing [*Photo Key Segment L*]
Photograph No.: 33

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Brian Grogan, Historic American Engineering Record No. CA-265
Date of photograph: 1999
Location of original negative: Library of Congress, Prints and Photograph Division, Washington, D.C.
Description: Property #54: Orange Grove Avenue Overcrossing, looking west, photo HAER CAL, 19-LOSAN, 83AB-1 [*Photo Key Segment L*]
Photograph No.: 34

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Brian Grogan, Historic American Engineering Record No. CA-265
Date of photograph: 1999
Location of original negative: Library of Congress, Prints and Photograph Division, Washington, D.C.
Description: Property #55: Prospect Avenue Overcrossing, looking east from the westbound traffic lanes, photo HAER CAL, 19-LOSAN, 83AC-1 [*Photo Key Segment M*]
Photograph No.: 35

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Photographs

Page 10

Arroyo Seco Parkway Historic District
Los Angeles, California

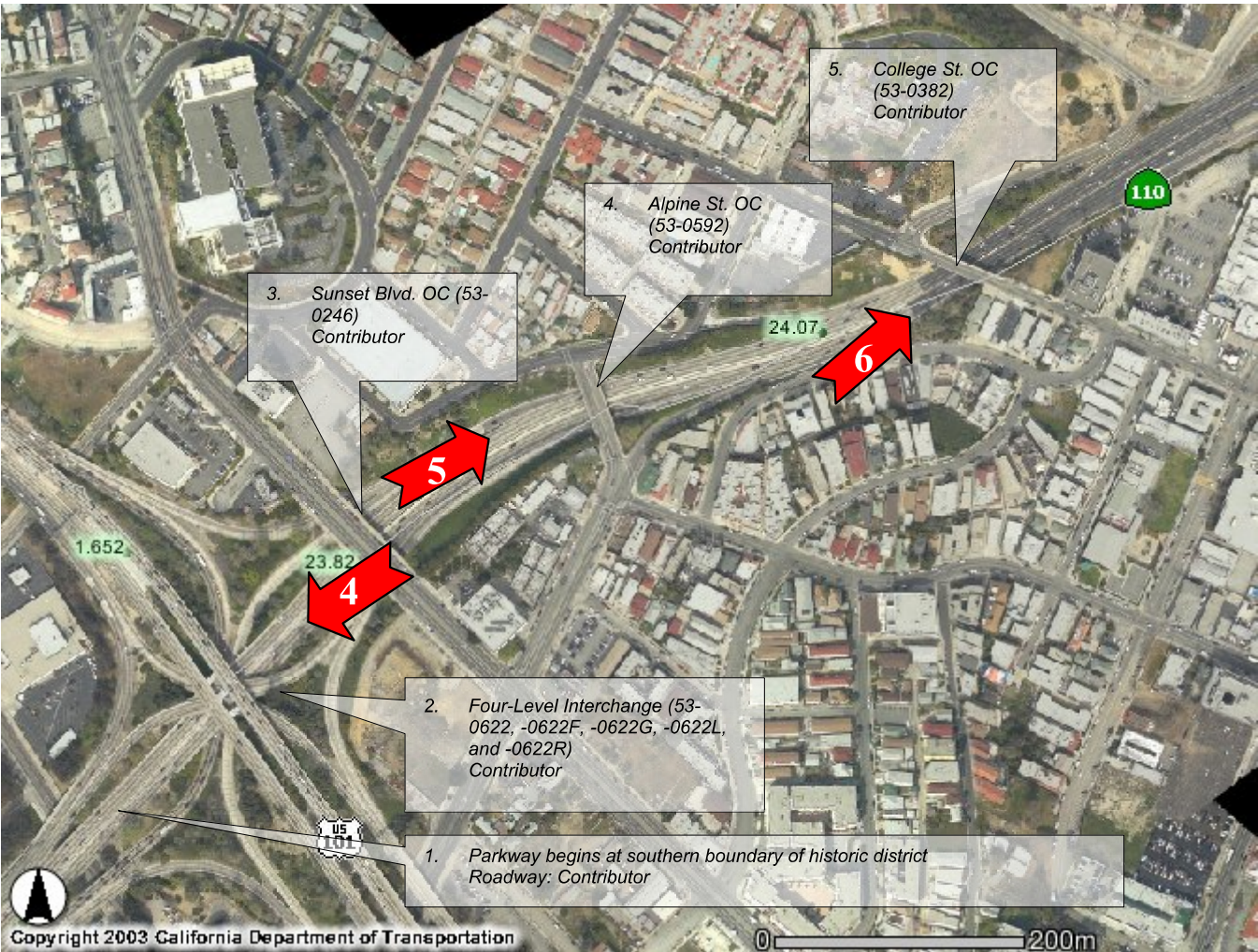
Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Brian Grogan, Historic American Engineering Record No. CA-265
Date of photograph: 1999
Location of original negative: Library of Congress, Prints and Photograph Division, Washington, D.C.
Description: Property #56: Meridian Avenue Overcrossing, looking southwest along westbound traffic lanes, photo HAER CAL, 19-LOSAN, 83AD-1 [*Photo Key Segment M*]
Photograph No.: 36

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Andrew Hope, Caltrans HQ
Date of photograph: 2008
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Properties #1 and 56: View of traffic lanes looking eastward toward Meridian Avenue Overcrossing, showing differing pavements (asphalt and concrete overlay), part of original construction [*Photo Key Segment M*]
Photograph No.: 37

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Brian Grogan, Historic American Engineering Record No. CA-265
Date of photograph: 1999
Location of original negative: Library of Congress, Prints and Photograph Division, Washington, D.C.
Description: Property #59: Fair Oaks Avenue Overcrossing, looking southwest along westbound traffic lanes, photo HAER CAL, 19-LOSAN, 83AF-2 [*Photo Key Segment N*]
Photograph No.: 38

Name: Arroyo Seco Parkway Historic District
County/State: Los Angeles County, California
Photographer: Andrew Hope, Caltrans HQ
Date of Photograph: 2008
Location of original negative: Digital image on file, California Department of Transportation Headquarters, Sacramento
Description: Property #1: Eastern terminus of the Arroyo Seco Parkway Historic District at East Glenarm Street, view looking south [*Photo Key Segment O*]
Photograph No.: 39

Arroyo Seco Parkway Historic District Map
Los Angeles, California



Photograph Key
Segment A

Photograph No.: 4, 5 and 6

Arroyo Seco Parkway Historic District Map
Los Angeles, California



Photograph Key
Segment B

No photographs in this segment

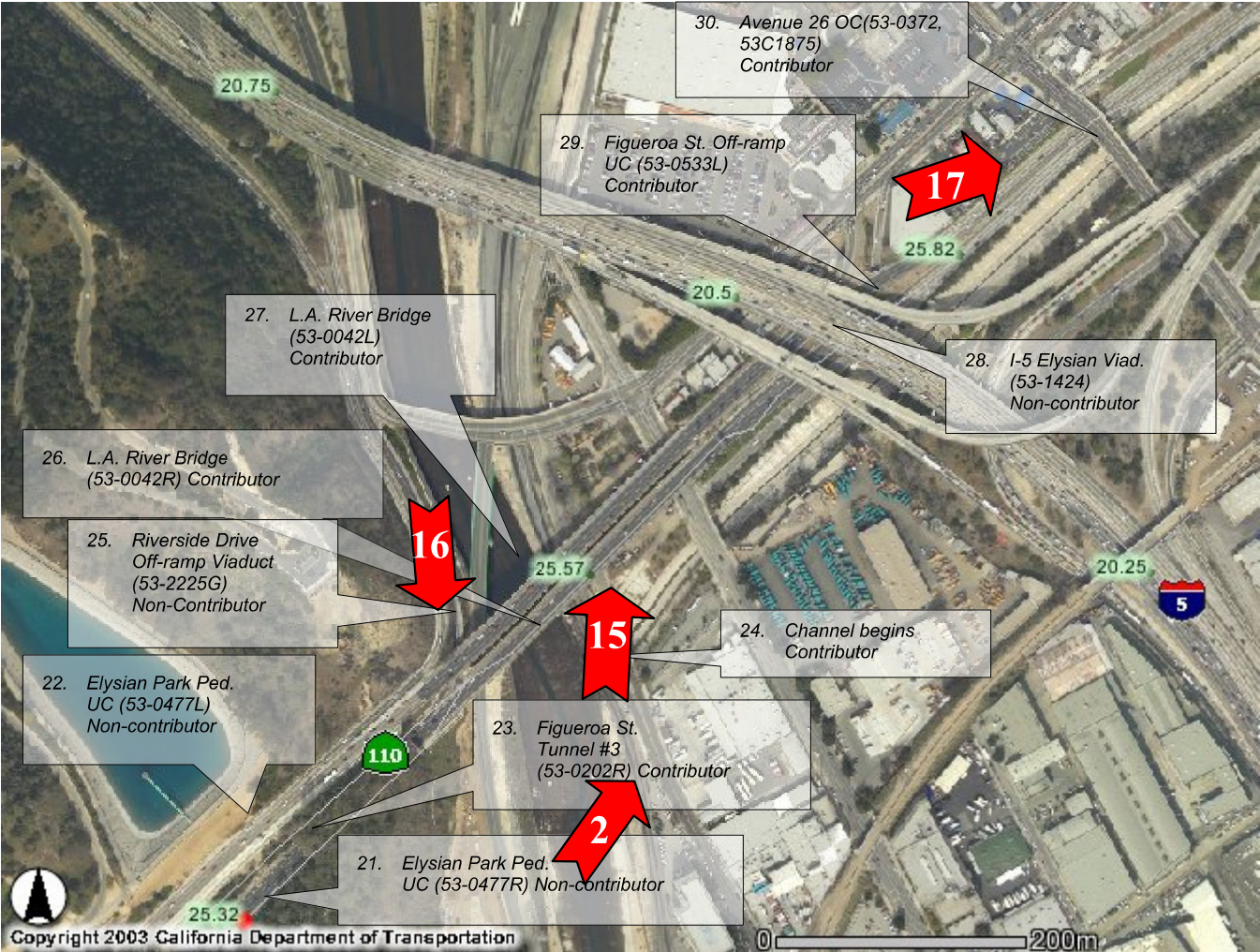
Arroyo Seco Parkway Historic District Map
Los Angeles, California



Photograph Key
Segment C

Photograph No.: 7, 8, 9, 10, 11, 12, and 13

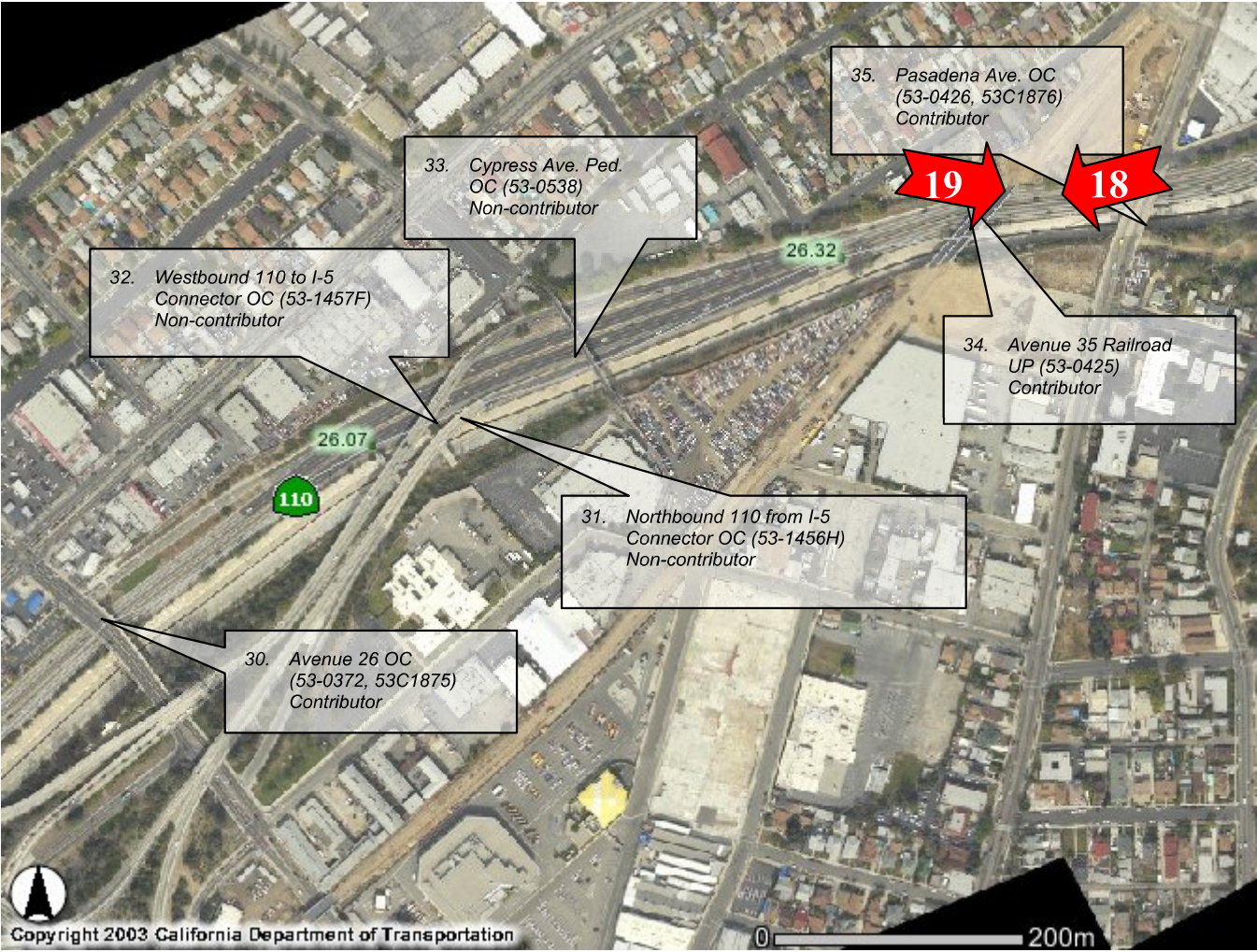
Arroyo Seco Parkway Historic District Map
 Los Angeles, California



**Photograph Key
 Segment D**

Photograph No.: 2, 15, 16 and 17

Arroyo Seco Parkway Historic District Map
Los Angeles, California



Photograph Key
Segment E

Photograph No.: 18 and 19

Arroyo Seco Parkway Historic District Map
Los Angeles, California



**Photograph Key
Segment F**

No photographs in this segment

Arroyo Seco Parkway Historic District Map
Los Angeles, California



**Photograph Key
Segment G**

Photograph No. 20

Arroyo Seco Parkway Historic District Map
Los Angeles, California



Photograph Key
Segment H

Photograph No.: 21 and 22

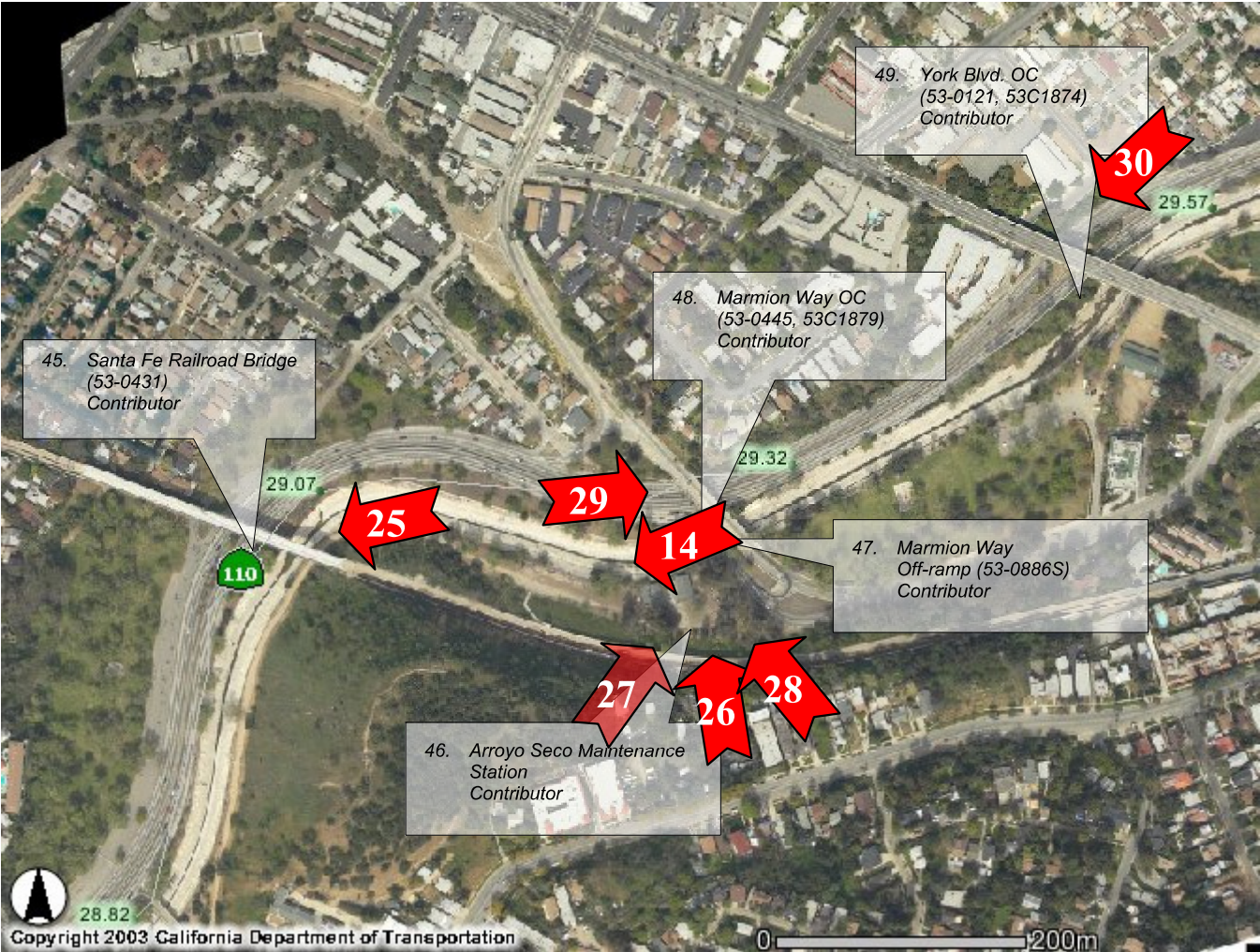
Arroyo Seco Parkway Historic District Map
Los Angeles, California



Photograph Key
Segment I

Photograph No.: 23 and 24

Arroyo Seco Parkway Historic District Map
Los Angeles, California



Photograph Key
Segment J

Arroyo Seco Parkway Historic District Map
Los Angeles, California



Photograph Key
Segment K

Photograph No.: 31

Arroyo Seco Parkway Historic District Map
Los Angeles, California



**Photograph Key
Segment L**

Photograph No.: 32, 33 and 34

Arroyo Seco Parkway Historic District Map
Los Angeles, California



Photograph Key
Segment M

Photograph No.: 3, 35 36, and 37

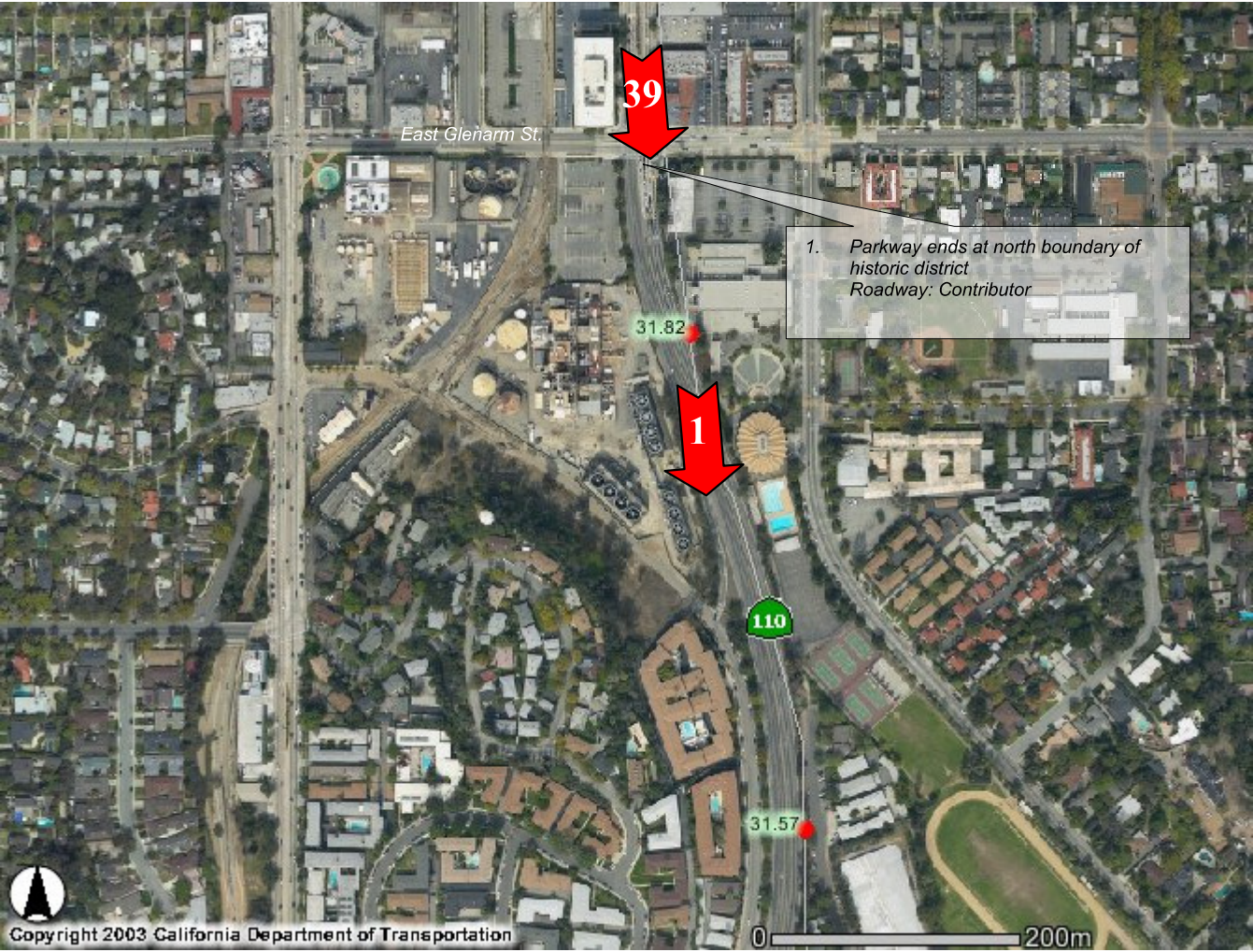
Arroyo Seco Parkway Historic District Map
Los Angeles, California



Photograph Key
Segment N

Photograph No.: 38

Arroyo Seco Parkway Historic District Map
Los Angeles, California



Photograph Key
Segment O

Photograph No. 1 and 39

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

Primary # _____
HRI # _____
Trinomial _____

Page 1 of 7 *Resource Name or #: (Assigned by recorder) Arroyo Seco Parkway Historic District
*Recorded by LSA Associates, Inc. *Date: 2014 _____ Continuation X Update

APE Map Reference # 16-HD-3A

This historic district is listed in the National Register of Historic Places (National Register) and consists primarily of the Arroyo Seco Parkway, also known as the Pasadena Freeway and State Route 110. It includes the route of the freeway from the four-level interchange in Los Angeles through South Pasadena to East Glenarm Street in Pasadena (Calpo and Lee 2008). The Arroyo Seco Parkway was "the first grade-separated, limited-access, high-speed divided road in the urban western United States, and it was the initial stretch of road for what would become the world-renowned Los Angeles metropolitan area freeway system" (Calpo and Lee 2008:7-2).

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 Arroyo Seco Parkway Historic District includes related bridges, such as the Fair Oaks Avenue overcrossing (Bridge 53 0440).

California Historical Resources Status Code: 1S

References

Calpo, Janice, and Portia Lee

2008 National Register Nomination Form for the Arroyo Seco Parkway Historic District. On file at the South Central Coastal Information Center located at the California State University, Fullerton.

California Department of Transportation (Caltrans)

n.d. District 7 Projects, Historic Arroyo Seco Parkway (SR 110) National Scenic Byway. Accessed online in March 2013 at: <http://www.dot.ca.gov/dist07/travel/projects/details.php?id=6>.

Related Report: Historic Property Survey Report for the SR 710 North Study, Los Angeles County, California, California Department of Transportation District 7, EA 187900, EFIS 0700000191, 2014

February 11, 2011

The Director of the National Park Service is pleased to send you the following announcements and actions on properties for the National Register of Historic Places. For further information or if you would like to receive this list weekly via e-mail, contact Edson Beall via voice (202) 354-2255 or E-mail: Edson_Beall@nps.gov

Our physical location address is:

National Park Service 2280
National Register of Historic Places
1201 "I" (Eye) Street, N.W.
Washington D.C. 20005

Please have any Fed Ex, UPS packages sent to the above address. Please continue to use alternate carriers, as all mail delivered to us via United States Postal Service is irradiated and subsequently damaged.

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 1/31/11 THROUGH 2/04/11

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

ARIZONA, MARICOPA COUNTY,
Archeological Site No. AZ U:10:61(ASM),
Address Restricted,
Mesa vicinity, 95000753,
REMOVED, 2/03/11
(Hohokam and Euroamerican Land Use and Settlement Along the Northern Queen Creek Delta MPS)

ARKANSAS, DESHA COUNTY,
Dickinson--Moore House,
707 Robert S Moore Ave,
Arkansas, 10001192,
LISTED, 2/01/11

ARKANSAS, DESHA COUNTY,
Furr, Hubert & Ionia, House,
702 Desoto Ave.,
Arkansas City, 10001197,
LISTED, 2/04/11

CALIFORNIA, LOS ANGELES COUNTY,
Arroyo Seco Parkway Historic District,
CA 110 from 4-Level Interchange in Los Angeles to East Glenarm St in Pasadena,
Los Angeles, 10001198,
LISTED, 2/04/11

CALIFORNIA, MARIPOSA COUNTY,
El Portal Old Schoolhouse,
Chapel Lane, Yosemite National Park,
El Portal, 10001190,
LISTED, 2/01/11

CALIFORNIA, NEVADA COUNTY,
North Star House,
12075 Old Auburn Rd,
Grass Valley vicinity, 10001191,
LISTED, 2/01/11

CALIFORNIA, SAN DIEGO COUNTY,
PILOT (Pilot Boat),
Maritime Museum of San Diego, 1492 N Harbor Dr,
San Diego, 10001160,
LISTED, 1/21/11

CALIFORNIA, SOLANO COUNTY,
Dixon Carnegie Library,
135 E. B St.,
Dixon, 10001199,
LISTED, 2/04/11
(California Carnegie Libraries MPS)

ILLINOIS, COOK COUNTY,
Cermak, Anton, House,
2348 S. Millard,
CHicago, 10001201,
LISTED, 2/04/11

ILLINOIS, JO DAVIESS COUNTY,
Frentess, Henry N., Farmstead,
19140 US 20 W.,
East Dubuque, 10001202,
LISTED, 2/04/11

LOUISIANA, NATCHITOCHE PARISH,
Flora Commissary,
LA HWY 120, aprox 1/4 mi W of LA HWY 478,
Flora, 10001194,

LISTED, 2/01/11

LOUISIANA, ORLEANS PARISH,
Bohn Motor Company Automobile Dealership,
2700 S Broad,
New Orleans, 10001193,
LISTED, 2/01/11

NEW YORK, SUFFOLK COUNTY,
Gravesite, Rev. Paul Cuffée,
N side of Montauk HWY opposite 216 Montauk HWY,
Hampton Bays, 10000852,
LISTED, 10/08/10
(Cemeteries of the Town of Southampton, 1640-1930)

NEW YORK, WESTCHESTER COUNTY,
Rye Meeting House,
624 Milton Rd,
Rye, 10001134,
LISTED, 1/14/11

NORTH DAKOTA, BARNES COUNTY,
Amphitheater and Fieldstone WPA Features at Valley City Pioneer Park,
SW of the intersection between 5th St and 8th Ave NW,
Valley City vicinity, 10001195,
LISTED, 2/01/11
(Federal Relief Construction in North Dakota, 1931-1943, MPS)

NORTH DAKOTA, BURLEIGH COUNTY,
Yegen House and Pioneer Grocery,
808--810 E. Main Ave.,
Bismarck, 77001023,
REMOVED, 2/01/11

NORTH DAKOTA, FOSTER COUNTY,
Lincoln Building,
Off U.S. 281,
Carrington, 80002912,
REMOVED, 2/01/11

OHIO, CHAMPAIGN COUNTY,
Kiser Mansion,
149 E. Main St,
Saint Paris, 10001211,
LISTED, 2/04/11

OHIO, GEAUGA COUNTY,
Pebblebrook Farm House and Gardens,
12525 Heath Rd.,
Chesterland vicinity, 10001212,
LISTED, 2/04/11

OHIO, HAMILTON COUNTY,
Kroger Barnes Graf, Gretchen, House,
9575 Cunningham Rd.,
Indian Hill, 10001213,
LISTED, 2/04/11

OHIO, TRUMBULL COUNTY,
Chalker High School,
4432 OH 305,
Southington, 10001214,
LISTED, 2/04/11

PUERTO RICO, BAYAMON MUNICIPALITY,
Casa Dr. Agustin Stahl Stamm,
14 Jose Marti St.,
Bayamon vicinity, 10001216,
LISTED, 2/04/11

PUERTO RICO, SANTA ISABEL MUNICIPALITY,
Brumbaugh, Dr. Martin G., Graded School,
33 Eugenio M. de Hostos St.,
Santa Isabel vicinity, 10001217,
LISTED, 2/04/11
(Early Twentieth Century Schools in Puerto Rico TR)

SOUTH CAROLINA, GREENVILLE COUNTY,
Greer Post Office,
106 S Main St,
Greer, 10001184,
LISTED, 1/31/11

SOUTH CAROLINA, RICHLAND COUNTY,
Columbia Electric Street Railway, Light & Power Substation,

1337 Assembly St.,
Columbia, 10001220,
LISTED, 2/04/11

TEXAS, MATAGORDA COUNTY,
Blessing Masonic Lodge No. 411,
619 Ave. B/FM 616,
Blessing, 10001222,
LISTED, 2/04/11

TEXAS, MATAGORDA COUNTY,
Holman, Judge William Shields, House,
2504 Ave. K,
Bay City, 10001223,
LISTED, 2/04/11

VIRGINIA, WESTMORELAND COUNTY,
Panorama,
ADDRESS RESTRICTED,
Montross vicinity, 10001186,
LISTED, 1/31/11

WASHINGTON, GRAYS HARBOR COUNTY,
American Veterans Building--Hoquiam,
307 7th St,
Hoquiam, 10001131,
LISTED, 1/14/11

WISCONSIN, DODGE COUNTY,
Paramount Knitting Company Mill,
222 Madison St.,
Beaver Dam, 10001229,
LISTED, 2/04/11

WISCONSIN, WAUKESHA COUNTY,
Oliver, Owen and Margaret, House,
W 314 S 3986 SHWY 83,
Town of Genesee, 10001182,
LISTED, 1/31/11

[History and Culture](#) | [National Park Service Home](#) | [National Register of Historic Places Home](#) | [National Park Service FAQ](#) | [National Register FAQ](#) | [NPS Focus](#)

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov



CITY MANAGER

FEB 16 2011

2-22-11

DAVIDSON

#41

JOHN

February 14, 2011

John Davidson
City Manager
City of South Pasadena
1414 Mission Street
South Pasadena, California 91030

RE: Arroyo Seco Parkway Historic District Listing on the
National Register of Historic Places

Dear Mr. Davidson:

I am pleased to notify you that on February 4, 2011, the above-named property was placed on the National Register of Historic Places (National Register). As a result of being placed on the National Register, this property has also been listed in the California Register of Historical Resources, pursuant to Section 4851(a)(2) of the Public Resources Code.

Placement on the National Register affords a property the honor of inclusion in the nation's official list of cultural resources worthy of preservation and provides a degree of protection from adverse affects resulting from federally funded or licensed projects. Registration provides a number of incentives for preservation of historic properties, including special building codes to facilitate the restoration of historic structures, and certain tax advantages.

There are no restrictions placed upon a private property owner with regard to normal use, maintenance, or sale of a property listed in the National Register. However, a project that may cause substantial adverse changes in the significance of a registered property may require compliance with local ordinances or the California Environmental Quality Act. In addition, registered properties damaged due to a natural disaster may be subject to the provisions of Section 5028 of the Public Resources Code regarding demolition or significant alterations, if imminent threat to life safety does not exist.

If you have any questions or require further information, please contact the Registration Unit at (916) 445-7008.

Sincerely,

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Enclosure: National Register Notification of Listing

February 11, 2011

The Director of the National Park Service is pleased to send you the following announcements and actions on properties for the National Register of Historic Places. For further information contact Edson Beall via voice (202) 354-2255, or E-mail: <Edson_Beall@nps.gov> This and past Weekly Lists are also available here: <http://www.nps.gov/history/nr/nrlist.htm>
Our physical location address is:

National Park Service 2280, 8th floor
National Register of Historic Places
1201 "I" (Eye) Street, NW,
Washington D.C. 20005

Celebrate African American History Month:
<http://www.nps.gov/history/nr/feature/afam/INDEX.HTM>

New National Register Brochure (pdf 11MB):
http://www.nps.gov/history/nr/publications/bulletins/NR_Brochure_Poster/NR_Brochure_Poster.pdf
(please distribute)

For free glossy paper copies, please e-mail:
christine_h_messing@contractor.nps.gov

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 1/31/11 THROUGH
2/04/11

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference
Number, NHL, Action, Date, Multiple Name

CALIFORNIA, LOS ANGELES COUNTY,
Arroyo Seco Parkway Historic District,
CA 110 from 4-Level Interchange in Los Angeles to East Glenarm St in Pasadena, Los
Angeles, 10001198, LISTED, 2/04/11

CALIFORNIA, MARIPOSA COUNTY,
El Portal Old Schoolhouse,
Chapel Lane, Yosemite National Park,
El Portal, 10001190,
LISTED, 2/01/11

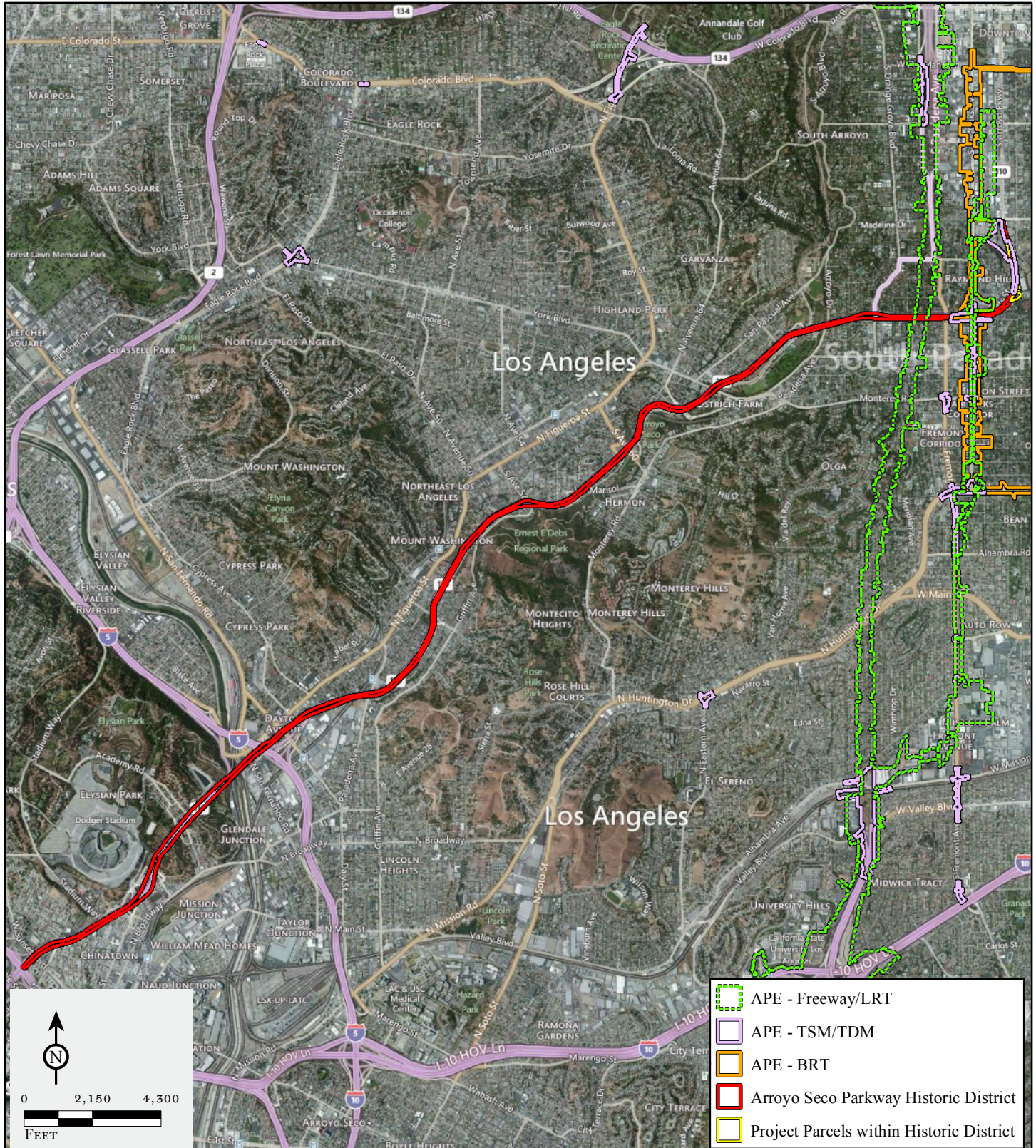
State of California - Resource Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
 HRI # _____
 Trinomial _____

*Map Name: Bing Aerial

*Scale: 1:51600

*Date of Map: 2010



OAKLAWN HISTORIC DISTRICT

**GENERALLY BORDERED BY SR 110, COLUMBIA ST., FREMONT AVE., AND FAIR OAKS AVE.,
SOUTH PASADENA, CA**

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

Primary # _____
HRI # _____
Trinomial _____

Page 1 of 3 *Resource Name or #: (Assigned by recorder) Oaklawn Historic District
*Recorded by LSA Associates, Inc. *Date: 2014 _____ Continuation X Update

APE Map Reference # 18-HD-3A

The Oaklawn Historic District is located in the City of South Pasadena. The Office of Historic Preservation (OHP) Directory of Properties in the Historic Property Data (HPD) file for Los Angeles County (2012) indicates this district was determined eligible for listing in the National Register of Historic Places (National Register) in 1977, but a more recent entry 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 State Route 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 property in the district that is also within the project APE and it is a contributor to the district. That property is 435 Fair Oaks Avenue, which includes the National Register listed Oaklawn bridge and waiting station (APE Map Ref # 104a-3B) and the War Memorial building (APE Map Ref # 104-3B), which has been determined eligible for listing in the National Register.

California Historical Resources Status Code: 2S

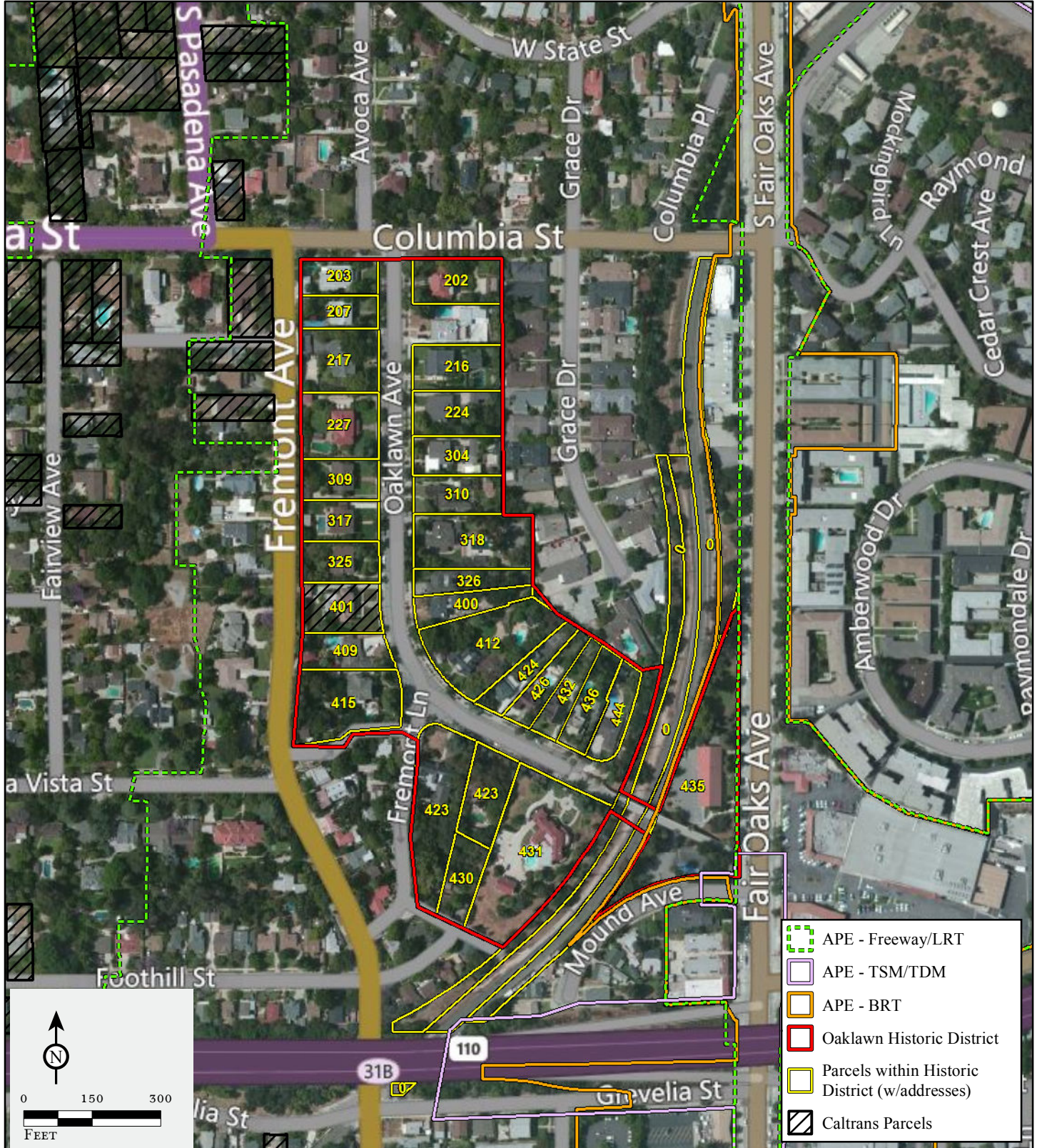
References:

Galindo, Erick

2011 Oaklawn District neighbors seek funding to restore work of Charles Greene. *Pasadena Star-News*, September 22. Accessed online in December 2013 at: <http://www.pasadenastarnews.com/general-news/20110923/oaklawn-district-neighbors-seek-funding-to-restore-work-of-charles-greene>.

Related Report: Historic Property Survey Report for the SR 710 North Study, Los Angeles County, California, California Department of Transportation District 7, EA 187900, EFIS 0700000191, 2014

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for LOS ANGELES County.										Page 1008	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
150865		1008 MOUND AVE		SOUTH PASADENA	P	1903	HIST.SURV.	1030-0262-0000	12/16/04	7R	
150866		1011 MOUND AVE		SOUTH PASADENA	P	1924	HIST.SURV.	1030-0263-0000	12/16/04	7R	
150867		1310 MOUNTAIN VIEW AVE		SOUTH PASADENA	P	1928	HIST.SURV.	1030-0264-0000	12/16/04	7R	
150870		1401 OAK CREST AVE		SOUTH PASADENA	P	1929	HIST.SURV.	1030-0269-0000	12/16/04	7R	
150871		1205 OAK HILL PL		SOUTH PASADENA	P	1926	HIST.SURV.	1030-0270-0000	12/16/04	7R	
150872		1219 OAK HILL PL		SOUTH PASADENA	P	1910	HIST.SURV.	1030-0271-0000	12/16/04	7R	
150873		1239 OAK HILL PL		SOUTH PASADENA	P	1903	HIST.SURV.	1030-0272-0000	12/16/04	7R	
150874		1508 OAK MEADOW LANE		SOUTH PASADENA	P	1923	HIST.SURV.	1030-0273-0000	12/16/04	7R	
104453		OAK ST	GILLETTE CRESCENT-MERIDIAN AVENUE	SOUTH PASADENA	P	1922	HIST.SURV.	1109-1815-9999	10/31/96	7M	AC
104798		1101 OAK ST		SOUTH PASADENA	P	1925	HIST.SURV.	1109-1815-0137	11/05/96	7M	
104800		1107 OAK ST		SOUTH PASADENA	P	1925	HIST.SURV.	1109-1815-0138	11/05/96	7M	
104802		1113 OAK ST		SOUTH PASADENA	P	1925	HIST.SURV.	1109-1815-0139	11/05/96	7M	
104804		1115 OAK ST		SOUTH PASADENA	P	1928	HIST.SURV.	1109-1815-0140	11/05/96	7M	
150868		1515 OAK ST		SOUTH PASADENA		1910	HIST.SURV.	1030-0265-0000	12/16/04	7R	
030161	19-179472	1950 OAK ST	WILLIAM COOPER HOUSE	SOUTH PASADENA	P	1914	HIST.SURV.	1030-0268-0000	12/16/04	7R	
							HIST.SURV.	1030-0002-0000		3S	
030175	19-179486	OAKLAWN AVE	OAKLAWN BRIDGE & WAITING STATION	SOUTH PASADENA	M	1906	HIST.RES.	NPS-73000406-0000	06/07/01	1S	C
							HIST.SURV.	1030-0010-0002	07/16/73	2D	
							HIST.RES.	NPS-73000406-0000	07/16/73	1S	BC
							NAT.REG.	19-0383	07/16/73	1S	BC
030188	19-179499	OAKLAWN AVE	OAKLAWN DISTRICT	SOUTH PASADENA	P	1906	NAT.REG.	19-0543	11/24/08	7J	
							PROJ.REVW.	65000922	12/21/77	2S	
030174	19-179485	OAKLAWN AVE	OAKLAWN PORTALS	SOUTH PASADENA	U	1906	HIST.SURV.	1030-0010-0001	11/28/78	2D	
030187	19-179498	203 OAKLAWN AVE		SOUTH PASADENA	P	1911	HIST.SURV.	1030-0010-0014	11/28/78	2D	
030186	19-179497	207 OAKLAWN AVE		SOUTH PASADENA	P	1912	HIST.SURV.	1030-0010-0013	11/28/78	2D	
030176	19-179487	216 OAKLAWN AVE		SOUTH PASADENA	P	1910	HIST.SURV.	1030-0010-0003	11/28/78	2D	
030185	19-179496	217 OAKLAWN AVE		SOUTH PASADENA	P	1911	HIST.SURV.	1030-0010-0012	11/28/78	2D	
030177	19-179488	224 OAKLAWN AVE		SOUTH PASADENA	P	1908	HIST.SURV.	1030-0010-0004	11/28/78	2D	
030184	19-179495	227 OAKLAWN AVE		SOUTH PASADENA	P	1915	HIST.SURV.	1030-0010-0011	11/28/78	2D	
030178	19-179489	304 OAKLAWN AVE		SOUTH PASADENA	P	1909	HIST.SURV.	1030-0010-0005	11/28/78	2D	
030183	19-179494	317 OAKLAWN AVE		SOUTH PASADENA	P	1907	HIST.SURV.	1030-0010-0010	11/28/78	2D	
030182	19-179493	401 OAKLAWN AVE		SOUTH PASADENA	P	1915	HIST.SURV.	1030-0010-0009	11/28/78	2D	
030179	19-179490	412 OAKLAWN AVE		SOUTH PASADENA	P	1912	HIST.SURV.	1030-0010-0006	11/28/78	2D	
030181	19-179492	415 OAKLAWN AVE		SOUTH PASADENA	P	1906	HIST.SURV.	1030-0010-0008	11/28/78	2D	
030180	19-179491	431 OAKLAWN AVE		SOUTH PASADENA	P	1908	HIST.SURV.	1030-0010-0007	11/28/78	2D	
125582		1828 OLIVE AVE		SOUTH PASADENA	U	1923	HIST.RES.	DOE-19-98-0358-0000	05/11/98	6Y	
							PROJ.REVW.	HUD980511I	05/11/98	6Y	
030361	19-179670	909 OLIVER ST	P. TULLY HOUSE	SOUTH PASADENA	P	1926	HIST.SURV.	1030-0056-0009	09/24/04	3D	
							PROJ.REVW.	FHWA841023A	04/13/87	2D2	C
							HIST.RES.	DOE-19-87-0007-0011	04/13/87	2D2	C
							HIST.SURV.	1030-0054-0011		3S	
030342	19-179651	924 OLIVER ST	EDWARD HALL HOUSE	SOUTH PASADENA	P	1915	HIST.RES.	DOE-19-95-0040-0000	11/20/95	6Y	
							PROJ.REVW.	FHWA830201A	03/07/95	7M	
							HIST.SURV.	1030-0045-0000		7R	
102633		930 OLIVER ST	WARREN D. CLARK HOUSE	SOUTH PASADENA	P	1910	PROJ.REVW.	FHWA830201A	02/07/96	2S	C
							HIST.RES.	DOE-19-96-0013-0000	02/07/96	2S	C
							PROJ.REVW.	FHWA830201A	03/07/95	7M	C
							CHRIS	19-150040	03/01/94	7R	
104806		803 ONEONTA DR		SOUTH PASADENA	P	1992	HIST.SURV.	1109-1815-0141	11/05/96	7M	
104810		806 ONEONTA DR		SOUTH PASADENA	P	1948	HIST.SURV.	1109-1815-0142	11/05/96	7M	
104812		809 ONEONTA DR		SOUTH PASADENA	P	1988	HIST.SURV.	1109-1815-0143	11/05/96	7M	
104814		813 ONEONTA DR		SOUTH PASADENA	P	1988	HIST.SURV.	1109-1815-0144	11/05/96	7M	
104815		819 ONEONTA DR		SOUTH PASADENA	P	1986	HIST.SURV.	1109-1815-0145	11/05/96	7M	
104816		822 ONEONTA DR		SOUTH PASADENA	P	1980	HIST.SURV.	1109-1815-0146	11/05/96	7M	
104817		826 ONEONTA DR		SOUTH PASADENA	P	1925	HIST.RES.	DOE-19-96-0085-0000	02/27/96	6Y	
							PROJ.REVW.	FHWA830201A	02/27/96	6Y	



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, CA**

District Summary

DISTRICT INFORMATION:

Ambassador West
Historic Name: Cultural Landscape
Historic District

Common Name: Ambassador West Cultural Landscape Historic District

City: Pasadena

State: CA

County: Los Angeles

Year Developed: 1959-1983

**General
Location:** West-Central Pasadena

Builder:

Architect: EDAW

Number of Properties in District: Contributing: 12 Total: 12

Description: Seven historic gardens were identified in the 2006 Environmental Impact Report for redevelopment of the Ambassador West Campus. The gardens were designed by EDAW, built between 1959 and 1983 and incorporated yards and site features of historic houses that were existing and became part of the Ambassador West campus.

Entered By: Kevin
Johnson

Date: 11/14/2012

DISTRICT RECORD

*NRHP Status Code: 3D

*Resource Name or #: _____

D1. **Historic Name:** Ambassador West Cultural Landscape
Historic District

D2. **Common Name:** Ambassador West Cultural
Landscape Historic District

*D3. **Detailed Description:**

Seven historic gardens were identified in the 2006 Environmental Impact Report for redevelopment of the Ambassador West Campus. The gardens were designed by EDAW, built between 1959 and 1983 and incorporated yards and site features of historic houses that were existing and became part of the Ambassador West campus.

*D4. **Boundary Description:**

The district is generally bound by Green Street, St. John Avenue, Del Mar Boulevard and Orange Grove Boulevard

*D5. **Boundary Justification:**

D6. **Significance: Theme:** _____ **Area:** _____

Period of Significance: _____

Applicable Criteria:

The district represents the Non-Residential Modern Garden property type identified in the Multiple Property Documentation Form "Historic Designed Gardens in Pasadena."

*D7. **References:**

*D8. **Evaluator:** Kevin Johnson **Date of Evaluation:** 11/14/2012

Affiliation and Address: City of Pasadena - 175 N. Garfield Avenue Pasadena, CA 91101

Primary #: _____
HRI #: _____
Trinomial: _____
NRHP Status Code: 3D
Other Listings: _____
Review Code: _____ Reviewer: _____
Date: -/-/ -

Survey #:
DOE #:

*Resource Name or #: Ambassador West Cultural Landscape Historic District

P1. Other Identifier: _____

*P2. Location: not for publication unrestricted

a. County: Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as Necessary)

b. USGS 7.5' Quad: _____ YEAR: _____ T _____; R _____; _____ of _____ of Sec _____; _____ B.M.

c. Address: 0 _____ City: Pasadena State: CA Zip Code: _____

d. UTM: Zone: _____; _____ mE/ _____ mN

e. Other Locational Data:

*P3a. Description:

Seven historic gardens were identified in the 2006 Environmental Impact Report for redevelopment of the Ambassador West Campus. The gardens were designed by EDAW, built between 1959 and 1983 and incorporated yards and site features of historic houses that were existing and became part of the Ambassador West campus.

*P3b. Resource Attributes: HP29,HP30,HP31

*P4. Resources Present: Building Structure Object Site District Element of a District Other

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



P5b. Description of Photo:

*P6. Date Constructed/Age and Source:

Historic PreHistoric Both Neither

Year Built: - Documented

*P7. Owner and Address:

Name: _____

Address: _____

*P8. Recorded By:

Kevin Johnson

Senior Planner

City of Pasadena

175 N. Garfield Avenue

Pasadena, CA 91101

*P9. Date Recorded: 11/14/2012

*P10. Survey Type: Survey - Intensive

Survey Title: 2012 Historic Designed Gardens

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

*Attachments:

NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

*Resource Name or #: Ambassador West Cultural Landscape Historic District

*Recorded by: Kevin Johnson

*Date: 11/14/2012



Description:
Photo Date:



Description:
Photo Date:



Description:
Photo Date:



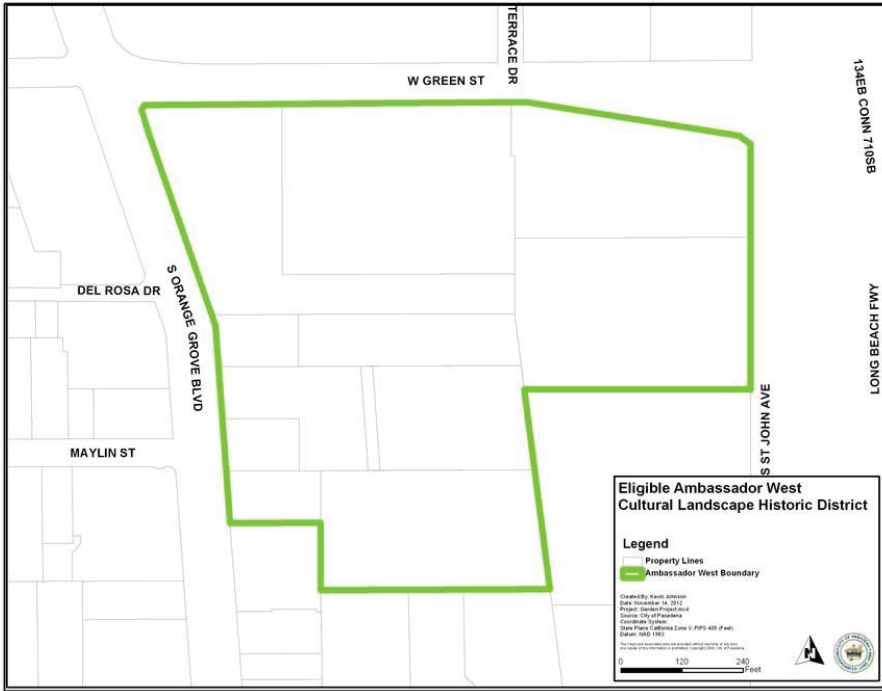
Description:
Photo Date:

*Resource Name or #: Ambassador West Cultural Landscape Historic District **Survey Title:** 2012 Historic Designed Gardens

*Map Name: Map of Eligible Ambassador West Cultural Landscape Historic District

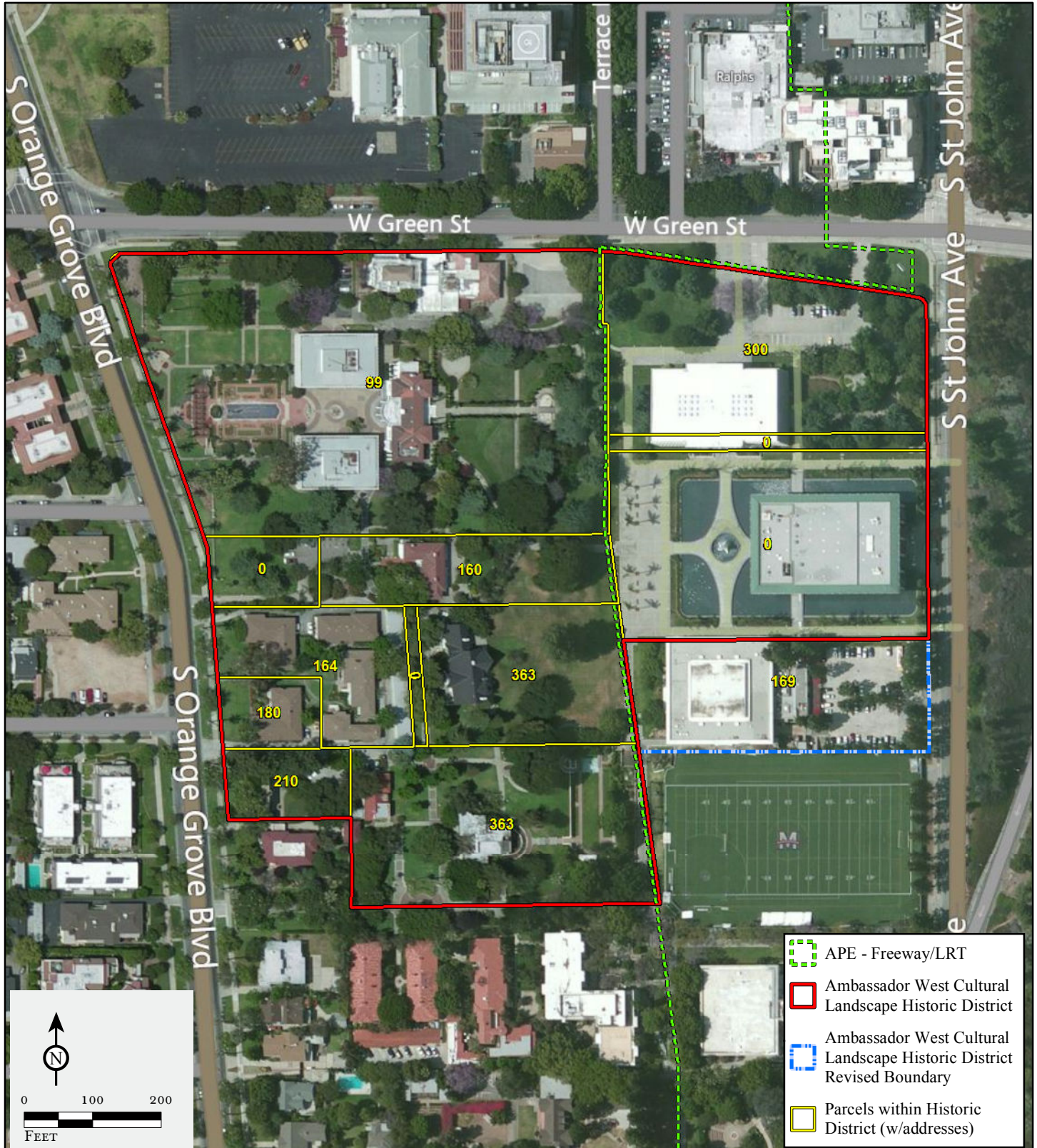
*Scale: _____

*Date of Map: 11/14/2012



State of California - Resource Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
 HRI # _____
 Trinomial _____



SEVEN MISCELLANEOUS PROPERTIES IN SOUTH PASADENA

- 302 Fairview Avenue (house)
- 705-711 Fairview Avenue and 1041-1043 Magnolia Street (apartments- one building)
- 217 Fremont Avenue (house)
- 225 Fremont Avenue (house and rock wall)
- 1037 and 1039 Grevelia Street (two houses on one parcel)
- 1010 and 1010½ Hope Street (two houses on one parcel)
- 626 Prospect Avenue (apartments)

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

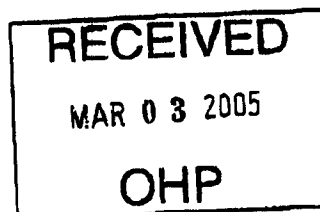
ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
 DIVISION OF ENVIRONMENTAL ANALYSIS, MS 27
 1120 N STREET
 P. O. BOX 942874
 SACRAMENTO, CA 94274-0001
 PHONE (916) 653-7507
 FAX (916) 653-7757
 TTY (916) 653-4086



*Flex your power!
 Be energy efficient!*

March 2, 2005



Mr. Milford Wayne Donaldson, FAIA
 State Historic Preservation Officer
 Office of Historic Preservation
 Department of Parks & Recreation
 P.O. Box 942896
 Sacramento, CA 94296-0001

Attention: Stephen Mikesell

Subject: Notification and Summary of Transfer of Seven Excess Parcels – Route 710
 Historic Houses

Dear Mr. Donaldson:

To comply with Public Resources Code (PRC) §5024(f), the California Department of Transportation (Caltrans) is providing notice and seeks your comments regarding the proposed transfer of the following seven excess parcels (nine buildings and one wall) in the City of South Pasadena, County of Los Angeles:

- 302 Fairview Avenue (house)
- 705-711 Fairview Avenue and 1041-1043 Magnolia Street (apartments - one building)
- 217 Fremont Avenue (house)
- 225 Fremont Avenue (house and rock wall)
- 1037 and 1039 Grevelia Street (two houses on one parcel)
- 1010 and 1010-1/2 Hope Street (two houses on one parcel; determined not eligible by the Keeper of the National Register on March 31, 1983)
- 626 Prospect Avenue (apartments)

Pursuant to PRC §5024(b) Caltrans has determined that none of the above properties meets the criteria for inclusion in the National Register of Historic Places or for registration as California Historical Landmarks. Pursuant to PRC §5024(f) Caltrans has determined that the proposed transfers will have no effect to properties that are listed, registered or eligible for these two registers, nor are they in historic districts that meet the criteria for these registers.

Caltrans evaluated the resources on the seven excess parcels in accordance with CEQA Guidelines §15064.5(a)(2)-(3), using the criteria outlined in PRC §5024.1, and determined that they do not meet the criteria for inclusion in the California Register of Historical Resources. The following five resources, however, are historical resources under CEQA because they are locally designated by way of the City of South Pasadena Historic Resources Survey:

- a) House at 1037 Grevelia Street
- b) House at 1010 Hope Street
- c) House at 1010-1/2 Hope Street

Mr. Milford Wayne Donaldson, FAIA
March 2, 2005
Page 2

- d) Rock wall at 225 Fremont Avenue (wall only, not the house)
- e) House at 217 Fremont Avenue

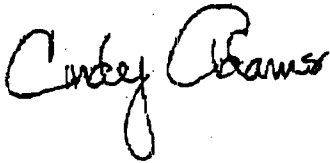
The attached Historical Resources Compliance Report (HRCR) contains descriptions of these properties and sequence of their determinations of historical significance.

Caltrans has determined that there is no substantial adverse change to the above-listed historical resources under CEQA, because the resources are already protected by the City of South Pasadena's Municipal Code Sections 2.73A-15 (demolition and alteration), 2.99-44 (applicability), and 9.50 (adoption by reference of the State Historical Building Code). These sections of the Municipal Code afford protection for historical resources (see Appendix D of the attached HRCR). Pursuant to Public Resources Code §21084.1 and CEQA Guidelines §15064.5(b), Caltrans has determined that the transfer of the seven excess parcels containing five historical resources under CEQA would result in no substantial adverse change because the protection afforded by the City of South Pasadena's Municipal Code reduces any impact to below the level of significance.

In addition to SHPO's comments under PRC §5024(f), Caltrans requests SHPO's comments and concurrence regarding the transfers to fulfill the Bureau of State Audit's recommendations outlined in its December 14, 2000 report.

If you have any questions, please contact Gloria Scott at (916) 227-4685.

Sincerely,



CINDY ADAMS
Acting Chief
Division of Environmental Analysis

Attachment

Concur:



Milford Wayne Donaldson, FAIA - SHPO

3/11/05

Date

ROUTE 66

Ewing-Toledo, Kelly@DOT

From: Hobbs, Kelly J@DOT
Sent: Monday, November 24, 2014 2:15 PM
To: Ewing-Toledo, Kelly@DOT
Subject: RE: District 7 SR-710 North Project and Assumption of Eligibility

Kelly

CSO approves the consideration of eligibility for Route 66 within the APE for the purposes of the undertaking in accordance with Section 106 PA VIII. C.4. The relevant portions of Route 66 in the APE were defined by the National Register Multiple Property Documentation dated September 2011, approved by the NPS as a basis for evaluating related properties in 2013.

Kelly Hobbs
Section 106 Coordinator
Cultural Studies Office
Caltrans Division of Env. Analysis
1120 N St. Sacramento, CA 95814
(916) 654-3567 Office

From: Ewing-Toledo, Kelly@DOT
Sent: Monday, November 24, 2014 12:16 PM
To: Hobbs, Kelly J@DOT
Subject: District 7 SR-710 North Project and Assumption of Eligibility

Hello Kelly,

We are seeking approval for the assumption of eligibility for one property under Section 106 PA VIII. C.4. Route 66 is within our APE for this project in several different areas as the route was altered/redirected over time. Route 66 has been subject to previous evaluations and the nomination to list the property has been accepted, however the various portions within our APE have not been formally evaluated. We are seeking to assume eligibility due to the large property size and the limited potential for effects to the route inside the APE for this project.

Thank you,

Kelly Ewing-Toledo
Senior Environmental Planner
Historic Resources Coordinator
Caltrans District 7
100 S. Main St., Los Angeles, CA 90012
213.897.4095

HORATIO RUST SITE AND THE OTSUNGNA VILLAGE SITE

Ewing-Toledo, Kelly@DOT

From: Hobbs, Kelly J@DOT
Sent: Monday, December 15, 2014 11:21 AM
To: Ewing-Toledo, Kelly@DOT
Subject: RE: District 7 SR-710 North Project and Assumption of Eligibility (VIII.C.4)

CSO has received the request below approves the consideration of eligibility in accordance with Section 106 PA VIII. C.4 as discussed with your office on December 12, 2014 for the Horatio Rust Prehistoric Village Site and the Otsunga Prehistoric Village Site within the APE for the purposes of the undertaking.

Kelly Hobbs
Section 106 Coordinator
Cultural Studies Office
Caltrans Division of Env. Analysis
1120 N St. Sacramento, CA 95814
(916) 654-3567 Office

From: Ewing-Toledo, Kelly@DOT
Sent: Friday, December 12, 2014 1:48 PM
To: Hobbs, Kelly J@DOT
Subject: District 7 SR-710 North Project and Assumption of Eligibility (VIII.C.4)

Hello Kelly,

We are seeking HQ CSO approval for the assumption of eligibility for two archaeological sites under Section 106 PA Stipulation VIII.C.4. These two potential sites lay beneath extensive development as you can see from the attached maps, making evaluation impossible at this time.

A Post Review Discovery Plan will be developed and presented with the Finding of Effect document.

- The Horatio Rust Prehistoric Village Site: During 1897 road grading activities, ground and chipped stone

tools, along with bone tools, were recovered within 2–3 feet of the ground surface. This site is located in the APE in South Pasadena north of the I-110 freeway, west of Raymond Hill, and beneath a residential neighborhood.

- The Otsunga Prehistoric Village Site: Early European settlers attested this site as a Tongva village. It is situated in the APE within an area currently occupied by the California State University, Los Angeles eastern parking facilities and the current terminus of SR 710, just north of I-10.

Thank you,

Kelly Ewing-Toledo
Senior Environmental Planner
Historic Resources Coordinator
Caltrans District 7
100 S. Main St., Los Angeles, CA 90012
213.897.4095

Ewing-Toledo, Kelly@DOT

From: Hobbs, Kelly J@DOT
Sent: Thursday, February 19, 2015 2:27 PM
To: Ewing-Toledo, Kelly@DOT
Subject: RE: SR-710 North Study-Section 106 PA Stipulation VIII.C.4

Hi Kelly

Based upon the current consultation efforts with the Office of Historic Preservation, documentation previously provided by your office, and additional information provided herein, in accordance with Stipulation VIII.C.4 of the 2014 Caltrans Section 106 Programmatic Agreement, CSO approves the assumption of eligibility of the properties described below. Thank you for consulting with us.

Kelly Hobbs
Section 106 Coordinator
Cultural Studies Office
Caltrans Division of Env. Analysis
1120 N St. Sacramento, CA 95814
(916) 654-3567 Office

From: Ewing-Toledo, Kelly@DOT
Sent: Thursday, February 19, 2015 2:13 PM
To: Hobbs, Kelly J@DOT
Subject: SR-710 North Study-Section 106 PA Stipulation VIII.C.4

Hi Kelly,

Due to restricted access and no visibility we are assuming eligibility for two additional properties in the SR-710 Corridor:

- 318 Fairview Ave. (Map # 381-3A). This property is not in any identified historic district. City records indicate this single family residence was built in 1904. The latest City of South Pasadena Historic Resources Survey includes a status code of 7N-needs to be reevaluated.

The proposed effects to this property are No Adverse Effect as this property sits on top on the freeway tunnel alternative at a depth of approx. 125-250 feet.

- 2020 Fremont Ave. (Map # 151-3A). This property is not in any identified historic district. It is listed in the City of South Pasadena Historic Resources Survey as 6L-“Determined ineligible for local listing or designation through local government review process, may warrant special consideration in local planning.”

The proposed effects to this property are No Adverse Effect as this property sits on top on the freeway tunnel alternative at a depth of approx. 125-250 feet.

Please let me know if you require additional information,
Thank you,

Kelly Ewing-Toledo
Senior Environmental Planner
Historic Resources Coordinator
Caltrans District 7
100 S. Main St., Los Angeles, CA 90012
213.897.4095

