

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

District	County	Route	Post Miles	Unit	E-FIS Project Number	Phase
07	LA	710		EA 187900	0700000191	
District	County	Federal Project Number (Prefix, Agency Code, Project No.)		Location		

For Local Assistance projects off the highway system, use headers in italics

Project Description:

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

Project Vicinity, Project Location, and Area of Potential Effects (APE) Maps are attached to this Historic Property Survey Report (HPSR) as Attachment A Maps 1, 2, and 3 [3A, 3B, and 3C], respectively.

2. AREA OF POTENTIAL EFFECTS

The APE for the project was established in consultation with Claudia Harbert, Caltrans District 7 Architectural Historian (PQS) and the Caltrans District 7 Local Assistance Engineer, on _____. The APE maps are located in Attachment A, Maps 3A, 3B, and 3C in this HPSR.

The APE was established from the engineering footprints of all Build Alternatives (as of August 31, 2013) to include all potential direct and indirect impacts from proposed construction, including existing and proposed rights-of-way, temporary construction easements, and staging areas.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION

- Local Government (*Head of local government, Preservation Office / Planning Department*)
- City of Alhambra Development Services Planning Division
 - City of Pasadena Planning and Community Development Department
 - City of Pasadena Light and Power Department
 - City of South Pasadena Planning and Building Department
 - City of Los Angeles Office of Historic Preservation
 - City of La Cañada Flintridge Community Development Department Planning Division, Historic Preservation
 - City of Montebello Planning Department
 - City of Monterey Park, Recreation and Parks Department
- Native American Tribes, Groups and Individuals
- The following Native American tribes, groups, and individuals were contacted via a letter sent by certified mail on June 26, 2013, and again by two rounds of follow-up emails and/or telephone calls between June 19 and 26, 2013, depending on whether previous contact was successful:
- LA City/County Native American Indian, Ron Andrade, Director: No response received.
 - Gabriellino Tongva Nation, Sam Dunlap, Cultural Resources Director: The proposed project is within the

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traditional territory of his group and there could be impacts to cultural resources; archaeological and Native American monitoring is requested.

- Ti'At Society/Inter-Tribal Council of Pimu, Cindi M. Alvitre, Chairwoman-Manisar: No response received.
- Gabrielino Tongva Indians of California Tribal Council, Robert F. Dorame, Tribal Chair/Cultural Resources: The project will affect areas that are known to be culturally sensitive to his group. He believes Native American monitors should be present and would like to be involved in consultation for the duration of the project.
- Tongva Ancestral Territorial Tribal Nation, John Tommy Rosas, Tribal Administration: Concerns were expressed by encouraging all agencies and non-agencies to become familiar with the United Nations Declaration on the Rights of Indigenous People (UNDRIP).
- Gabrielino-Tongva Tribe, Bernie Acuna, Co-Chairperson: No response received.
- Gabrielino/Tongva San Gabriel Band of Mission Indians, Anthony Morales, Chairperson: The area is sensitive for cultural resources and diligence by the agencies when dealing with cultural resources is requested, along with monitoring by a qualified Native American from his group.
- Gabrielino-Tongva Tribe, Linda Candelaria, Co-Chairperson: No response received.
- Gabrielino Band of Mission Indians, Andrew Salas, Chairperson: The project is within highly culturally sensitive areas and in order to protect cultural resources, monitoring by one of the qualified Native American monitors from his group is requested.
- Gabrielino-Tongva Tribe, Conrad Acuna: No response received.

For details of the Native American consultation, please see Attachment E.

X Native American Heritage Commission

In a letter dated June 18, 2013, Dave Singleton of the Native American Heritage Commission (NAHC) responded to a June 14, 2013, request for a Sacred Lands File search. Mr. Singleton advised that the results of the search were negative for the project APE, but also noted that adjacent sections in Azusa and Pasadena do include Native American cultural resources, and that this historic area of the Tongva is known to be culturally sensitive. The NAHC recommended contacting 10 individuals representing the Gabrielino and Gabrielino Tongva groups that may have knowledge of cultural resources that could be affected by the project.

X Local Historical Society / Historic Preservation Group *(also if applicable, city archives, etc.)*

Refer to HPSR Attachment D (Archaeological Survey Report) for details on the following:

- American Indian Studies Center Library at the University of California, Los Angeles
- Charles E. Young Research Library at the University of California, Los Angeles
- Doheny Library at the University of Southern California
- El Sereno Historical Society
- History Department at the Los Angeles Public Library
- Norwalk Central Library

Refer to HPSR Attachment G (Historical Outreach Log and Sample Correspondence) for dates and types of communications for the following:

- Alhambra Historical Society Museum
- Alhambra Preservation Group
- Arroyo Seco Foundation
- Bungalow Heaven Neighborhood Association (Pasadena)
- California African American Museum
- California Historic Route 66 Association
- California Preservation Foundation (Route 66)

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- Charles E. Young Research Library at the University of California, Los Angeles
- Chinese American Museum
- Claire W. Bogaard
- Claremont Library
- Crowell Public Library in San Marino
- El Sereno Historical Society
- Friends of the Gamble House (Pasadena)
- Garfield Heights Neighborhood Association (Pasadena)
- Garvanza Improvement Association
- Getty Research Institute
- Glendora Public Library
- Highland Park Heritage Trust
- Historic Highland Park Neighborhood Council
- Historic Highlands Neighborhood Association (Pasadena)
- Historical Society of Southern California
- J. Paul Getty Trust
- Japanese American National Museum
- Jewish Historical Society of Southern California
- La Cañada Flintridge Chamber of Commerce and Community Association
- Lanterman House/La Cañada Flintridge Historical Society
- Los Angeles City Historical Society
- Los Angeles Conservancy
- Los Angeles Fire Department Historical Society
- Los Angeles Police Historical Society
- Los Angeles Public Library
- Los Angeles Railroad Heritage Foundation
- Modern Committee of the Los Angeles Conservancy (ModCom)
- Montebello Historical Society
- Montecito Heights Improvement Association
- Monterey Park Historical Society Museum
- National Historic Route 66 Federation
- Norwalk Public Library
- Old Pasadena Management District
- Orange Heights Neighborhood Association (Pasadena)
- Our Town El Sereno (community awareness newsletter)
- Pasadena Central Library
- Pasadena Chamber of Commerce
- Pasadena Heritage
- Pasadena Museum of History
- Railway and Locomotive Historical Society, Inc., Southern California Chapter
- Rosemead Library
- Route 66 Corridor Preservation Program, Federal Advisory Council
- Route 66 Preservation Foundation
- Route 66 Territory Visitors Bureau

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- San Marino Historical Society
- San Rafael Neighborhoods Association (Pasadena)
- Society of Architectural Historians Southern California Chapter
- South Pasadena Chamber of Commerce
- South Pasadena Preservation Foundation, Inc.
- South Pasadena Public Library
- The Electric Railway Historical Association of Southern California
- West Pasadena Residents' Association

X Public Information Meetings (*list locations, dates below and attach copies of notices*)

Between February 2011 and August 2013, there were numerous public information meetings regarding the SR 710 North Study. A comprehensive list of the meeting dates, times, locations, and agendas can be found online at: <http://www.metro.net/projects/sr-710-conversations/sr710-past-meetings/> and in the related Environmental Impact Statement (EIS) and Environmental Impact Report (EIR).

4. SUMMARY OF IDENTIFICATION EFFORTS

- | | |
|--|---|
| X National Register of Historic Places | X California Points of Historical Interest |
| X California Register of Historical Resources | X California Historical Resources Information System (CHRIS) |
| X California Inventory of Historic Resources | X Caltrans Historic Highway Bridge Inventory |
| X California Historical Landmarks | X Caltrans Cultural Resources Database (CCRD) |
| X Other Sources consulted [<i>e.g., historical societies, city archives, etc. List names and dates below</i>] | |

Refer to lists provided above in Section 3 Consulting Parties/Public Participation.

X **Results:** (*Provide a brief summary and research results, as well as inventory findings.*)

The SCCIC records search indicated that while 47 studies have been conducted within various portions of the APE, no sites have been recorded within the APE. One prehistoric site, nine historic archaeological sites, and one multi-component site have been recorded within 0.5 mile of the APE. Additional research identified two sites that have been recorded as bisecting the APE. The Horatio Rust Site in South Pasadena, which was recorded in 1897, is located entirely beneath a residential neighborhood, and no artifacts have ever been found in relation to this site. The Otsunga Tongva village, which was observed by the 1769 Portolá Expedition, was recorded on the banks of the Arroyo Rosa de Castilla running north to south on the eastern edge of present-day El Sereno. Although no archeological records exist, the records left by the San Gabriel Mission Franciscans confirm the existence of this village.

5. PROPERTIES IDENTIFIED**X** **Bridges listed as Category 5** in the Caltrans Historic Highway Bridge Inventory are present within the APE. Appropriate pages from the Caltrans Historic Bridge Inventory are attached.

Refer to HPSR Attachment B for Bridge Inventory sheets

- 53C1669 (Garfield Ave Overhead [OH; SPTCO])
- 53 1445L (Route 710/10 Separation)
- 53 1445R (Route 710/10 Separation)
- 53 1459G (Ramona Street Undercrossing [UC; E10-S710])
- 53 1459L (Ramona Blvd UC)
- 53 1459R (Ramona Blvd UC)
- 53 1708 (Hellman Avenue Overcrossing [OC])
- 53 1734 (Mednik Avenue OC)
- 53 2262 (Del Mar Blvd OC)

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- 53 2263 (Green Street OC)
- 53 2264 (Colorado Blvd OC)
- 53 2265 (St John Ave/E 134/134 OC)
- 53 2272 (Fair Oaks Avenue OC)
- 53 2537 (Union Street OC)

X The following cultural resources within the APE **previously determined not eligible** for inclusion in the National Register of Historic Places and that determination is still valid.

Name	Address	Community	OHP Code	APE Map Reference No.
San Marino City Hall and Fire Station	2200 Huntington Dr	San Marino	1CS	5-3C
B. Lee Salon	1009 Fair Oaks Ave	South Pasadena	6J	88-3B
	965 Jane Pl	Pasadena	6L	404A-3A
	509 Fair Oaks Ave	South Pasadena	6L	100-3B
	505 Fair Oaks Ave	South Pasadena	6L	101-3B
	501 Fair Oaks Ave	South Pasadena	6L	102-3B
	3945 Stockbridge Ave	Los Angeles	6L	106-3A
Obregons Mufflers	5479 Huntington Dr N	Los Angeles	6L	109-3A
	1 W California Blvd	Pasadena	6L	129-3B
Chase	31 E California Blvd	Pasadena	6L	130-3B
N. T. Young Cane & Fibre Raffia Works	527 S Fair Oaks Ave	Pasadena	6L	131-3B
T.L. Gurley Antiques	512 N Fair Oaks Ave	Pasadena	6L	134-3B
Pasadena Antique Center	474 S Fair Oaks Ave	Pasadena	6L	138-3B
	2070 Fremont Ave	South Pasadena	6L	145-3A
W.D.I. Group	325 S Fair Oaks Ave	Pasadena	6L	145-3B
	2042 Fremont Ave	South Pasadena	6L	148-3A
	2040 Fremont Ave	South Pasadena	6L	149-3A
	2030 Fremont Ave	South Pasadena	6L	150-3A
	2020 Fremont Ave	South Pasadena	6L	151-3A
	2016 Fremont Ave	South Pasadena	6L	152-3A
Walgreens	310 S Lake Ave	Pasadena	6L	152-3B
	2012 Fremont Ave	South Pasadena	6L	153-3A
	2008 Fremont Ave	South Pasadena	6L	154-3A
	2000 Fremont Ave	South Pasadena	6L	156-3A
	2060 Alpha St	South Pasadena	6L	161-3A
	2049 Alpha St	South Pasadena	6L	163-3A
	2043 Alpha St	South Pasadena	6L	164-3A
	2046 Alpha St	South Pasadena	6L	165-3A
	2042 Alpha St	South Pasadena	6L	166-3A
	2041 Alpha St	South Pasadena	6L	167-3A
	2037 Alpha St	South Pasadena	6L	169-3A
	2033 Alpha St	South Pasadena	6L	172-3A
	2029 Alpha St	South Pasadena	6L	174-3A
	2028 Alpha St	South Pasadena	6L	175-3A
	2025 Alpha St	South Pasadena	6L	176-3A
	2019 Alpha St	South Pasadena	6L	179-3A
	2018 Alpha St	South Pasadena	6L	180-3A
	1900 La Fremontia St	South Pasadena	6L	192-3A
	857 Oneonta Dr	South Pasadena	6L	194-3A
	1417 Beech St	South Pasadena	6L	201-3A
	1429 Oneonta Knoll	South Pasadena	6L	207-3A

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Name	Address	Community	OHP Code	APE Map Reference No.
	1424 Oneonta Knoll	South Pasadena	6L	212-3A
	1812 Gillette Crescent	South Pasadena	6L	223-3A
	1808 Gillette Crescent	South Pasadena	6L	225-3A
	1804 Gillette Crescent	South Pasadena	6L	226-3A
	1800 Gillette Crescent	South Pasadena	6L	227-3A
	901 Summit Dr	South Pasadena	6L	233-3A
	1732 Gillette Crescent	South Pasadena	6L	235-3A
	829 Rollin St	South Pasadena	6L	238-3A
Oral and Maxillofacial Surgery	1141 Fremont Ave	South Pasadena	6L	2-3C
	920 Lyndon St	South Pasadena	6L	259-3A
	914 Lyndon St	South Pasadena	6L	260-3A
	904 Lyndon St	South Pasadena	6L	262-3A
	1212 Meridian Ave	South Pasadena	6L	263-3A
	1003 Monterey Rd	South Pasadena	6L	264-3A
	915 Monterey Rd	South Pasadena	6L	266-3A
	905 Monterey Rd	South Pasadena	6L	267-3A
	904 Monterey Rd	South Pasadena	6L	268-3A
	1135 Diamond Ave	South Pasadena	6L	274-3A
	1136 Glendon Way	South Pasadena	6L	277-3A
	1115 Diamond Ave	South Pasadena	6L	289-3A
	1105 Diamond Ave	South Pasadena	6L	294-3A
	1101 Diamond Ave	South Pasadena	6L	298-3A
	1025 Diamond Ave	South Pasadena	6L	299-3A
	1021 Diamond Ave	South Pasadena	6L	302-3A
	1017 Diamond Ave	South Pasadena	6L	304-3A
Lean by Marco	1610 Mission St	South Pasadena	6L	310-3A
	1010 Hope St	South Pasadena	6L	328-3A
	718 Hope Ct	South Pasadena	6L	329-3A
	1030 Hope St	South Pasadena	6L	330-3A
	719 Hope Ct	South Pasadena	6L	331-3A
	715 Hope Ct	South Pasadena	6L	332-3A
	713 Hope Ct	South Pasadena	6L	333-3A
	712 Hope Ct	South Pasadena	6L	334-3A
	85 E State St	Pasadena	6L	3-3C
	1011 Magnolia St	South Pasadena	6L	340-3A
	1017 Magnolia St	South Pasadena	6L	341-3A
	1025 Magnolia St	South Pasadena	6L	344-3A
	1035 Magnolia St	South Pasadena	6L	346-3A
	1038 Magnolia St	South Pasadena	6L	347-3A
	1014 Magnolia St	South Pasadena	6L	349-3A
	1017 Grevelia St	South Pasadena	6L	355-3A
	607 Fairview Ave	South Pasadena	6L	357-3A
	1035 Grevelia St	South Pasadena	6L	358-3A
	1030 Foothill St	South Pasadena	6L	362-3A
	316 Fairview Ave	South Pasadena	6L	382-3A
	1421 Westmont Dr	Alhambra	6L	39-3A
	955 Jane Pl	Pasadena	6L	399-3A
	945 Jane Pl	Pasadena	6L	400-3A
Pasadena Light & Power Dispatching Center	45 E. Glenarm St	Pasadena	6L	401-3A
	665 S Raymond Ave	Pasadena	6L	409-3A

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Name	Address	Community	OHP Code	APE Map Reference No.
	372 S Pasadena Ave	Pasadena	6L	419-3A
	396 N Raymond Ave	Pasadena	6L	442-3A
	393 N Euclid Ave	Pasadena	6L	447-3A
	1709 Garfield Ave	South Pasadena	6L	49-3B
	1714 Fair Oaks Ave	South Pasadena	6L	55-3B
	1540 Laurel St	South Pasadena	6L	58-3B
	1600 Fair Oaks Ave	South Pasadena	6L	63-3B
	1515 Oak St	South Pasadena	6L	64-3B
	1414 Fair Oaks Ave	South Pasadena	6L	72-3B
	1411 Fair Oaks Ave	South Pasadena	6L	73-3B
	1401 Fair Oaks Ave	South Pasadena	6L	75-3B
Tina Nails	1134 Fair Oaks Ave	South Pasadena	6L	78-3B
	1132 Fair Oaks Ave	South Pasadena	6L	79-3B
	1118 Fair Oaks Ave	South Pasadena	6L	80-3B
	1114 Fair Oaks Ave	South Pasadena	6L	81-3B
Blockbuster Video	1100 Fair Oaks Ave	South Pasadena	6L	83-3B
	1016 Fair Oaks Ave	South Pasadena	6L	86-3B
	3538 Lowell Ave	Los Angeles	6L	88-3A
	1000 Fair Oaks Ave	South Pasadena	6L	90-3B
	3730 Lowell Ave	Los Angeles	6L	93-3A
	1520 Mission St	South Pasadena	6L	96-3B
	513 Fair Oaks Ave	South Pasadena	6L	99-3B
	4401 Alpha St	Los Angeles	6X	121-3A
	4407 Alpha St	Los Angeles	6X	122-3A
	4427 Alpha St	Los Angeles	6X	125-3A
	4441 Alpha St	Los Angeles	6X	130-3A
	4447 Alpha St	Los Angeles	6X	131-3A
	4501 Alpha St	Los Angeles	6X	132-3A
	4527 Alpha St	Los Angeles	6X	157-3A
	27 Chestnut St	Pasadena	6X	437-3A
	4427 Maycrest Ave	Los Angeles	6Y	126-3A
	4437 Maycrest Ave	Los Angeles	6Y	129-3A
	4522 Maycrest Ave	Los Angeles	6Y	134-3A
	4526 Maycrest Ave	Los Angeles	6Y	137-3A
	4542 Maycrest Ave	Los Angeles	6Y	159-3A
	2050 Alpha St	South Pasadena	6Y	162-3A
	2040 Maycrest Ave	South Pasadena	6Y	168-3A
	2034 Alpha St	South Pasadena	6Y	170-3A
	2032 Alpha St	South Pasadena	6Y	171-3A
	2028 Maycrest Ave	South Pasadena	6Y	173-3A
	2021 Alpha St	South Pasadena	6Y	177-3A
	2015 Alpha St	South Pasadena	6Y	181-3A
	2010 Maycrest Ave	South Pasadena	6Y	183-3A
	2011 Alpha St	South Pasadena	6Y	185-3A
	2005 Alpha St	South Pasadena	6Y	186-3A
	2001 Alpha St	South Pasadena	6Y	187-3A
	826 Oneonta Dr	South Pasadena	6Y	224-3A
	825 Summit Dr	South Pasadena	6Y	228-3A
	826 Summit Dr	South Pasadena	6Y	232-3A
	1740 Gillette Crescent	South Pasadena	6Y	234-3A
	5555 Valley Blvd	Los Angeles	6Y	30-3A

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Name	Address	Community	OHP Code	APE Map Reference No.
	5561 Valley Blvd	Los Angeles	6Y	31-3A
	1115 Columbia St	South Pasadena	6Y	390-3A
	211 S Mednik Ave	Los Angeles	6Y	5-3A
	380 S Pasadena Ave	Pasadena	6Z	424A-3A
	162 W Bellevue Dr	Pasadena	6Z	422A-3A
	592 S Fair Oaks Ave	Pasadena	6Z	128-3B
Dustin Nelson Cosmetic Dentistry	536 S Fair Oaks Ave	Pasadena	6Z	132-3B
Fair Oaks Law Building	490 S Fair Oaks Ave	Pasadena	6Z	136-3B
Pasadena Antique Center	488 S Fair Oaks Ave	Pasadena	6Z	137-3B
Keller Williams Realty	445 S Fair Oaks Ave	Pasadena	6Z	139-3B
	326 S Los Robles Ave	Pasadena	6Z	150-3B
	808 Meridian Ave	South Pasadena	6Z	324-3A
	1517 Westmont Dr	Alhambra	6Z	34-3A
	1515 Westmont Dr	Alhambra	6Z	35-3A
	1039 Foothill St	South Pasadena	6Z	360-3A
	1509 Westmont Dr	Alhambra	6Z	36-3A
	1505 Westmont Dr	Alhambra	6Z	37-3A
	1501 Westmont Dr	Alhambra	6Z	38-3A
	302 Fairview	Pasadena	6Z	386-3A
	1417 Westmont Dr	Alhambra	6Z	40-3A
	1415 Westmont Dr	Alhambra	6Z	41-3A
	126 W Del Mar Blvd	Pasadena	6Z	421-3A
	1409 Westmont Dr	Alhambra	6Z	42-3A
	1407 Westmont Dr	Alhambra	6Z	43-3A
	1321 Westmont Dr	Alhambra	6Z	44-3A
	396 Pearl Pl	Pasadena	6Z	446-3A
	1317 Westmont Dr	Alhambra	6Z	45-3A
	910 W Valley Blvd	Alhambra	6Z	45-3B
	1315 Westmont Dr	Alhambra	6Z	46-3A
	1309 Westmont Dr	Alhambra	6Z	47-3A
	1305 Westmont Dr	Alhambra	6Z	48-3A
	1301 Westmont Dr	Alhambra	6Z	49-3A
	1609 Fair Oaks Ave	South Pasadena	6Z	61-3B
Bonita Drive/Gillette Crescent Historic District		South Pasadena	6L	
Valley View Heights Historic District		South Pasadena	6L	

X The following properties within the APE previously were listed or determined eligible for inclusion in the National Register of Historic Places and that determination is still valid. (Include date of listing or determination):

Name	Address	Community	OHP Code	APE Map Reference No.
Public Storage	511 S Fair Oaks Ave	Pasadena	1D	135-3B
	330 S Fair Oaks Ave	Pasadena	1D	146-3B
	30 E Del Mar Blvd	Pasadena	1D	147-3B
	300 S Fair Oaks Ave	Pasadena	1D	148-3B
	1011 Meridian Ave	South Pasadena	1D	306-3A

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	1003 Diamond Ave 1019 El Centro St	South Pasadena	1D	309-3A
	1019 Mission St	South Pasadena	1D	312-3A
	1001 Mission St	South Pasadena	1D	313-3A
	950 Mission St	South Pasadena	1D	314-3A
Name	Address	Community	OHP Code	APE Map Reference No.
	1002 Mission St	South Pasadena	1D	316-3A
	1010 Mission St	South Pasadena	1D	317-3A
	1012 Mission St	South Pasadena	1D	318-3A
	1014 Mission St	South Pasadena	1D	319-3A
	1020 Mission St	South Pasadena	1D	320-3A
	1030 Mission St	South Pasadena	1D	321-3A
	280 W California Blvd	Pasadena	1D	413-3A
	34 S Pasadena Ave	Pasadena	1D	424-3A
	34 S Pasadena Ave	Pasadena	1D	425-3A
	26 S Pasadena Ave	Pasadena	1D	426-3A
	148 W Colorado Blvd	Pasadena	1D	427-3A
	169 W Colorado Blvd	Pasadena	1D	429-3A
	163 W Colorado Blvd	Pasadena	1D	430-3A
	161 W Colorado Blvd	Pasadena	1D	431-3A
	281 S Raymond Ave	Pasadena	1D	438-3A
	301 N Raymond Ave	Pasadena	1D	439-3A
	396 N Summit Ave	Pasadena	1D	444-3A
War Memorial Building	435 Fair Oaks Ave	South Pasadena	1S	104-3B
CVS	909 S Atlantic Blvd	Los Angeles	1S	1-3B
Rialto Theater	1019 Fair Oaks Ave	South Pasadena	1S	85-3B
Arroyo Seco Parkway Historic District		Pasadena/South Pasadena	1S	
Markham Place Historic District		Pasadena	1S	
Old Pasadena Historic District		Pasadena	1S	
Raymond-Summit Historic District		Pasadena	1S	
South Pasadena Historic District/Mission West Historic District		South Pasadena	1S	
Short Line Villa Tract Historic District		Los Angeles	1S	
	1146 Meridian Ave	South Pasadena	2D	271-3A
	1142 Meridian Ave	South Pasadena	2D	272-3A
	1138 Meridian Ave	South Pasadena	2D	273-3A
	1134 Meridian Ave	South Pasadena	2D	275-3A
	1133 Meridian Ave	South Pasadena	2D	276-3A
	1131 Meridian Ave	South Pasadena	2D	278-3A
	1125 Meridian Ave	South Pasadena	2D	281-3A
	1126 Glendon Way	South Pasadena	2D	282-3A
	1118 Glendon Way	South Pasadena	2D	283-3A
	1121 Meridian Ave	South Pasadena	2D	284-3A
	1120 Meridian Ave	South Pasadena	2D	285-3A
	1116 Glendon Way	South Pasadena	2D	286-3A
	1119 Meridian Ave	South Pasadena	2D	287-3A
	1114 Meridian Ave	South Pasadena	2D	288-3A

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Name	Address	Community	OHP Code	APE Map Reference No.
	1110 Meridian Ave	South Pasadena	2D	290-3A
	1113 Meridian Ave	South Pasadena	2D	291-3A
	1109 Meridian Ave	South Pasadena	2D	292-3A
	1106 Meridian Ave	South Pasadena	2D	293-3A
	1105 Meridian Ave	South Pasadena	2D	295-3A
	1103 Meridian Ave	South Pasadena	2D	296-3A
	1100 Meridian Ave	South Pasadena	2D	297-3A
	1023 Meridian Ave	South Pasadena	2D	301-3A
	1020 Meridian Ave	South Pasadena	2D	303-3A
	1015 Meridian Ave	South Pasadena	2D	305-3A
	810 Meridian Ave	South Pasadena	2D	323-3A
	806 Meridian Ave	South Pasadena	2D	325-3A
	726 Meridian Ave	South Pasadena	2D	326-3A
	720 Meridian Ave	South Pasadena	2D	327-3A
	716 Meridian Ave	South Pasadena	2D	335-3A
	712 Meridian Ave	South Pasadena	2D	336-3A
	708 Meridian Ave	South Pasadena	2D	337-3A
	704 Meridian Ave	South Pasadena	2D	338-3A
	1007 Magnolia St	South Pasadena	2D	339-3A
	624 Meridian Ave	South Pasadena	2D	350-3A
	620 Meridian Ave	South Pasadena	2D	351-3A
	616 Meridian Ave	South Pasadena	2D	352-3A
	612 Meridian Ave	South Pasadena	2D	353-3A
	610 Meridian Ave	South Pasadena	2D	354-3A
	203 Columbia St	Pasadena	2D	392-3A
	1225 S Pasadena Ave	Pasadena	2D	393-3A
	233 Columbia St	Pasadena	2D	394-3A
	1200 S Pasadena Ave	Pasadena	2D	395-3A
	1190 S Pasadena Ave	Pasadena	2D	396-3A
	1180 S Pasadena Ave	Pasadena	2D	397-3A
	180 W State St	Pasadena	2D	398-3A
	4423 Alpha St	Los Angeles	2D2	124-3A
	4431 Alpha St	Los Angeles	2D2	127-3A
	4437 Alpha St	Los Angeles	2D2	128-3A
	4511 Alpha St	Los Angeles	2D2	135-3A
	4517 Alpha St	Los Angeles	2D2	136-3A
	4531 Alpha St	Los Angeles	2D2	160-3A
	857 Bank St	South Pasadena	2S	242-3A
	909 Lyndon St	South Pasadena	2S	247-3A
J & M Towing	921 Monterey Rd	South Pasadena	2S	265-3A
	1130 Meridian Ave	South Pasadena	2S	279-3A
	1122 Meridian Ave	South Pasadena	2S	280-3A
Oaklawn Historic District		South Pasadena	2S/7J	
Pasadena Avenue Historic District		Pasadena/South Pasadena	2S2	
North of Mission Historic District		South Pasadena	2S2	
South of Mission District		South Pasadena	2S2	
	1127 Columbia St	South Pasadena	3B	391-3A
City Ventures Residences	300 W Green St	Pasadena	3D	423-3A

HISTORIC PROPERTY SURVEY REPORT

Chateau Fleur de Lis Apartments	120 N Orange Grove Blvd	Pasadena	3S	435-3A
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6. HPSR to District File

Not applicable.

7. HPSR to SHPO

Caltrans has determined there are properties within the APE that were evaluated as a result of the project and are **not eligible** for inclusion in the National Register of Historic Places; see Section 5. Under Section 106 Programmatic Agreement Stipulation VIII.C.6, Caltrans requests SHPO's concurrence in this determination.

8. HPSR to CSO

Caltrans, in accordance with Section 106 Programmatic Agreement Stipulation VIII.C.4, has determined that the **properties** within the APE, and described in Section 5, are **considered eligible** for inclusion in the National Register of Historic Places for the purposes of **this project only** because evaluation was not possible.

9. Findings for State-Owned Properties

Caltrans has evaluated, and pursuant to PRC 5024(b), requests SHPO's concurrence in the determination that there are **State-owned buildings, structures, objects and districts** within the APE that **meet National Register of Historic Places and/or the California Historical Landmarks** eligibility criteria. Additionally, Caltrans **requests that SHPO add these resources to the Master List** of Historical Resources pursuant to PRC §5024(d).

- Bridge 53 0440 (Fair Oaks Avenue OC)

10. CEQA Considerations

Caltrans PQS staff has determined that there are resources in the project area that **do NOT meet National Register of Historic Places criteria but ARE historical resources for purposes of CEQA** because they: are listed in the **California Register of Historical Resources** or were determined eligible by the State Historical Resources Commission- [§15064.5(a)(1)], are included in a **local register** or identified as **significant in a local survey** meeting OHP standards [§15064.5(2)], or Caltrans, as the lead agency, has determined that they meet the criteria for listing in the California Register of Historical Resources [§15064.5(a)(3) - (4)]; see Section 5.

Name	Address	Community	OHP Code	APE Map Reference No.
San Marino City Hall and Fire Station	2200 Huntington Dr	San Marino	1CS	5-3C
Public Storage	511 S Fair Oaks Ave	Pasadena	1D	135-3B
	330 S Fair Oaks Ave	Pasadena	1D	146-3B
	30 E Del Mar Blvd	Pasadena	1D	147-3B
	300 S Fair Oaks Ave	Pasadena	1D	148-3B
	1011 Meridian Ave	South Pasadena	1D	306-3A
	1003 Diamond Ave	South Pasadena	1D	309-3A
	1019 El Centro St			
	1019 Mission St	South Pasadena	1D	312-3A
	1001 Mission St	South Pasadena	1D	313-3A
	950 Mission St	South Pasadena	1D	314-3A
	1002 Mission St	South Pasadena	1D	316-3A
	1010 Mission St	South Pasadena	1D	317-3A
	1012 Mission St	South Pasadena	1D	318-3A
	1014 Mission St	South Pasadena	1D	319-3A

HISTORIC PROPERTY SURVEY REPORT

	1020 Mission St	South Pasadena	1D	320-3A
	1030 Mission St	South Pasadena	1D	321-3A
	280 W. California Blvd	Pasadena	1D	413-3A
	34 S Pasadena Ave	Pasadena	1D	424-3A
Name	Address	Community	OHP Code	APE Map Reference No.
	34 S Pasadena Ave	Pasadena	1D	425-3A
	26 S Pasadena Ave	Pasadena	1D	426-3A
	148 W Colorado Blvd	Pasadena	1D	427-3A
	169 W Colorado Blvd	Pasadena	1D	429-3A
	163 W Colorado Blvd	Pasadena	1D	430-3A
	161 W Colorado Blvd	Pasadena	1D	431-3A
	281 S Raymond Ave	Pasadena	1D	438-3A
	301 N Raymond Ave	Pasadena	1D	439-3A
	396 N Summit Ave	Pasadena	1D	444-3A
War Memorial Building	435 Fair Oaks Ave	South Pasadena	1S	104-3B
CVS	909 S Atlantic Blvd	Los Angeles	1S	1-3B
Rialto Theater	1019 Fair Oaks Ave	South Pasadena	1S	85-3B
Arroyo Seco Parkway Historic District		Pasadena/South Pasadena	1S	
Markham Place Historic District		Pasadena	1S	
Old Pasadena Historic District		Pasadena	1S	
Raymond-Summit Historic District		Pasadena	1S	
South Pasadena Historic District/ Mission West Historic District		South Pasadena	1S	
Short Line Villa Tract Historic District		Los Angeles	1S	
	1146 Meridian Ave	South Pasadena	2D	271-3A
	1142 Meridian Ave	South Pasadena	2D	272-3A
	1138 Meridian Ave	South Pasadena	2D	273-3A
	1134 Meridian Ave	South Pasadena	2D	275-3A
	1133 Meridian Ave	South Pasadena	2D	276-3A
	1131 Meridian Ave	South Pasadena	2D	278-3A
	1125 Meridian Ave	South Pasadena	2D	281-3A
	1126 Glendon Way	South Pasadena	2D	282-3A
	1118 Glendon Way	South Pasadena	2D	283-3A
	1121 Meridian Ave	South Pasadena	2D	284-3A
	1120 Meridian Ave	South Pasadena	2D	285-3A
	1116 Glendon Way	South Pasadena	2D	286-3A
	1119 Meridian Ave	South Pasadena	2D	287-3A
	1114 Meridian Ave	South Pasadena	2D	288-3A
	1110 Meridian Ave	South Pasadena	2D	290-3A
	1113 Meridian Ave	South Pasadena	2D	291-3A
	1109 Meridian Ave	South Pasadena	2D	292-3A
	1106 Meridian Ave	South Pasadena	2D	293-3A
	1105 Meridian Ave	South Pasadena	2D	295-3A
	1103 Meridian Ave	South Pasadena	2D	296-3A
	1100 Meridian Ave	South Pasadena	2D	297-3A
	1023 Meridian Ave	South Pasadena	2D	301-3A
	1020 Meridian Ave	South Pasadena	2D	303-3A
	1015 Meridian Ave	South Pasadena	2D	305-3A

HISTORIC PROPERTY SURVEY REPORT

Name	Address	Community	OHP Code	APE Map Reference No.
	810 Meridian Ave	South Pasadena	2D	323-3A
	806 Meridian Ave	South Pasadena	2D	325-3A
	726 Meridian Ave	South Pasadena	2D	326-3A
	720 Meridian Ave	South Pasadena	2D	327-3A
	716 Meridian Ave	South Pasadena	2D	335-3A
	712 Meridian Ave	South Pasadena	2D	336-3A
	708 Meridian Ave	South Pasadena	2D	337-3A
	704 Meridian Ave	South Pasadena	2D	338-3A
	1007 Magnolia St	South Pasadena	2D	339-3A
	624 Meridian Ave	South Pasadena	2D	350-3A
	620 Meridian Ave	South Pasadena	2D	351-3A
	616 Meridian Ave	South Pasadena	2D	352-3A
	612 Meridian Ave	South Pasadena	2D	353-3A
	610 Meridian Ave	South Pasadena	2D	354-3A
	203 Columbia St	Pasadena	2D	392-3A
	1200 S Pasadena Ave	Pasadena	2D	395-3A
	1190 S Pasadena Ave	Pasadena	2D	396-3A
	1180 S Pasadena Ave	Pasadena	2D	397-3A
	180 W State St	Pasadena	2D	398-3A
	4423 Alpha St	Los Angeles	2D2	124-3A
	4431 Alpha St	Los Angeles	2D2	127-3A
	4437 Alpha St	Los Angeles	2D2	128-3A
	4511 Alpha St	Los Angeles	2D2	135-3A
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	909 Lyndon St	South Pasadena	2S	247-3A
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Pasadena Avenue Historic District		Pasadena/South Pasadena	2S2	
North of Mission Historic District		South Pasadena	2S2	
South of Mission District		South Pasadena	2S2	
	1127 Columbia St	South Pasadena	3B	391-3A
City Ventures Residences	300 W Green St	Pasadena	3D	423-3A
Chateau Fleur de Lis Apartments	120 N Orange Grove Blvd	Pasadena	3S	435-3A
	1000 Meridian Ave	South Pasadena	5S1	315-3A
	1000 Meridian Ave	South Pasadena	5S1	315-3A
	800 Fair Oaks Ave	South Pasadena	5S1	97-3B
The Flower Garden	60 E California Blvd	Pasadena	5S2	411-3A
	1020 El Centro St	South Pasadena	5S3	311-3A
	1020 El Centro St	South Pasadena	5S3	311-3A
	1030 Buena Vista St	South Pasadena	5S3	371-3A
	1030 Buena Vista St	South Pasadena	5S3	371-3A
	397 N Summit Ave	Pasadena	5S3	443-3A
Comerca Bank	820 Fair Oaks Ave	South Pasadena	5S3	95-3B

HISTORIC PROPERTY SURVEY REPORT**11. List of Attached Documentation**

- Project Vicinity, Location, and APE Maps (Attachment A)
- California Historic Bridge Inventory Sheets (Attachment B)
- Historical Resources Evaluation Report (HRER) (Attachment C)
 - Prepared by Casey Tibbet, March 2014.
- Archaeological Survey Report (ASR) (Attachment D)
 - Prepared by Roberta Thomas and Karl Holland, March 2014.
- Other (Specify below)
 - Native American Consultation (Attachment E)
 - Records Search Letter (Attachment F)
 - Historical Outreach Log and Sample Correspondence (Attachment G)

12. HPSR Preparation and Caltrans Approval

Prepared by (sign on line):

District _____
Caltrans PQS:

PQS level and discipline]

Date

Prepared by: (sign on line)

Consultant /
discipline:*Casey Tibbet*Casey Tibbet, Principal Architectural Historian
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, CA 92507

March 11, 2014

Date

Affiliation

Reviewed for approval
by: (sign on line)District 7 Caltrans PQS
discipline/level:

Claudia Harbert, Principal Architectural Historian

Date

Approved by: (sign on line)

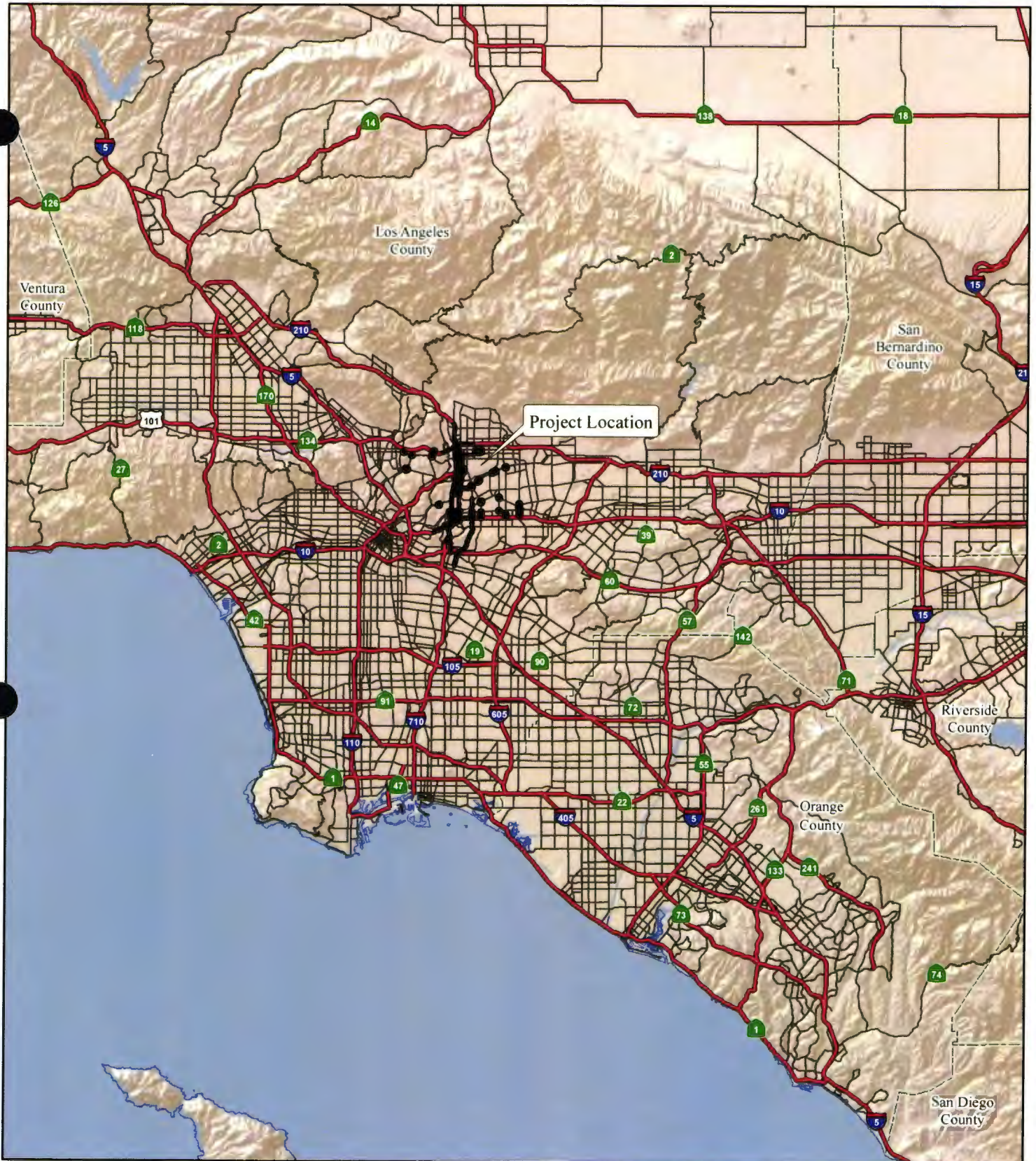
District 7 EBC:

Kelly Ewing-Toledo, Environmental Branch Chief

Date

ATTACHMENT A:

MAP 1- VICINITY
MAP 2- PROJECT LOCATION
MAP 3- APE
(3A – Freeway and LRT Alternatives)
(3B – BRT Alternative)
(3C – TSM/TDM Alternative)

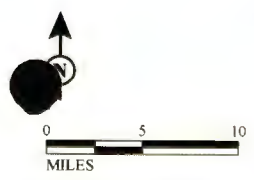


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■ Project Location

MAP 1



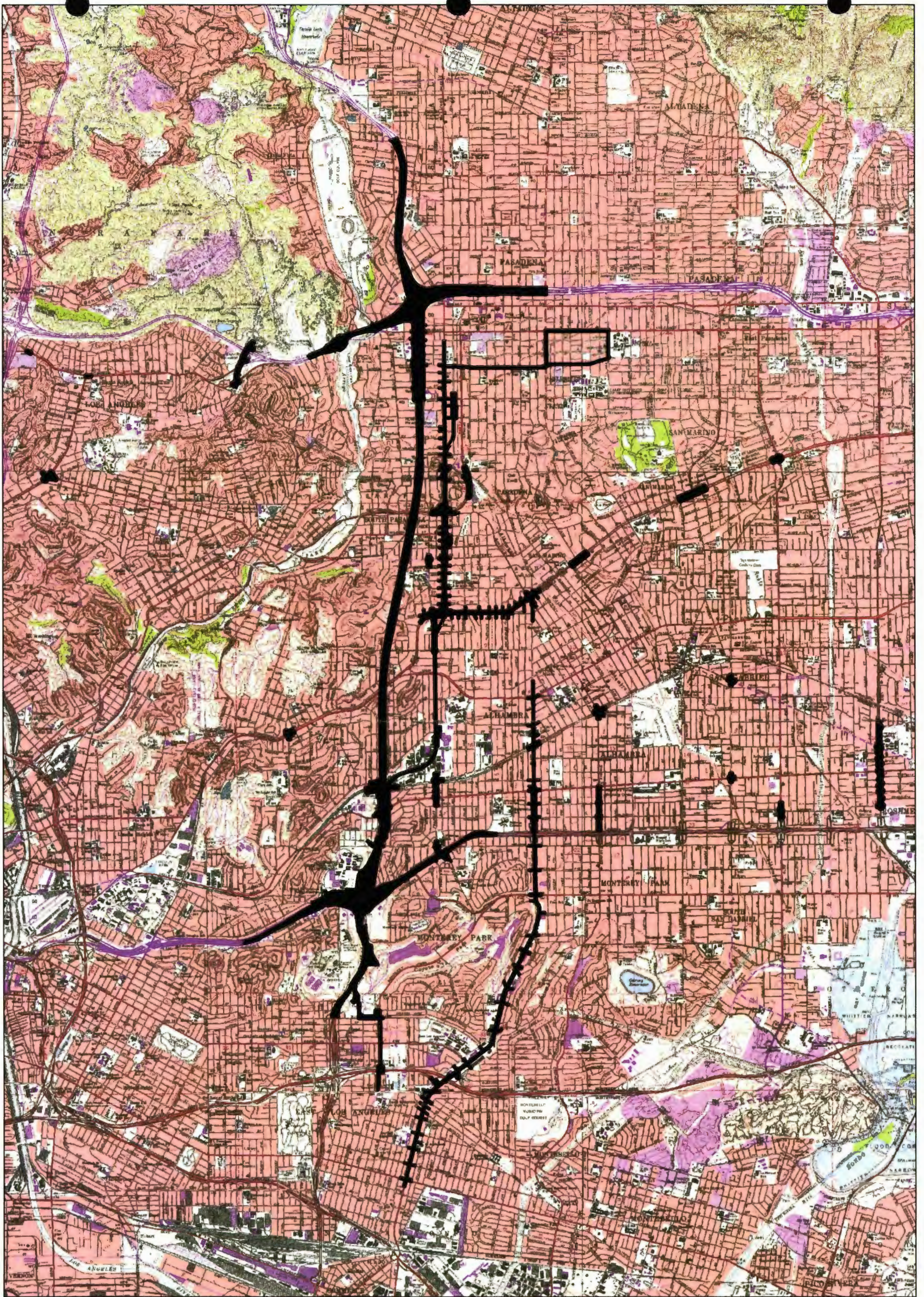
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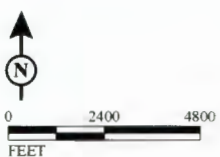
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■ Project Location

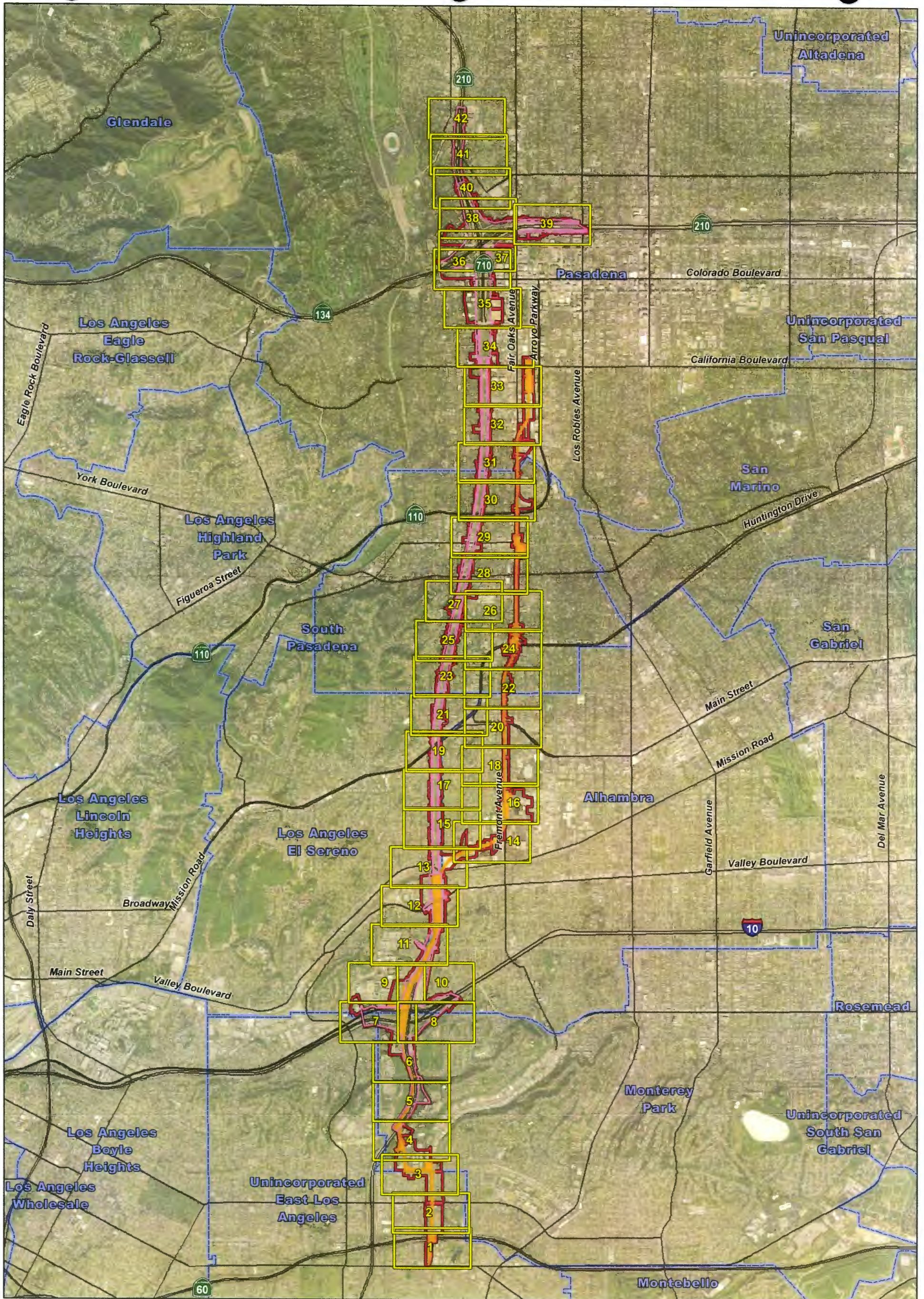
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SOURCE: USGS 7.5' Quad - El Monte (1994), Los Angeles (1994), Mt. Wilson (1988), Pasadena (1991), CA
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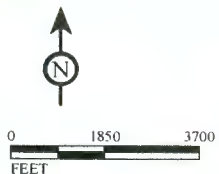
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- Indirect Area of Potential Effects (APE)
- Communities
- Freeway Tunnel Alignment
- LRT Alignment

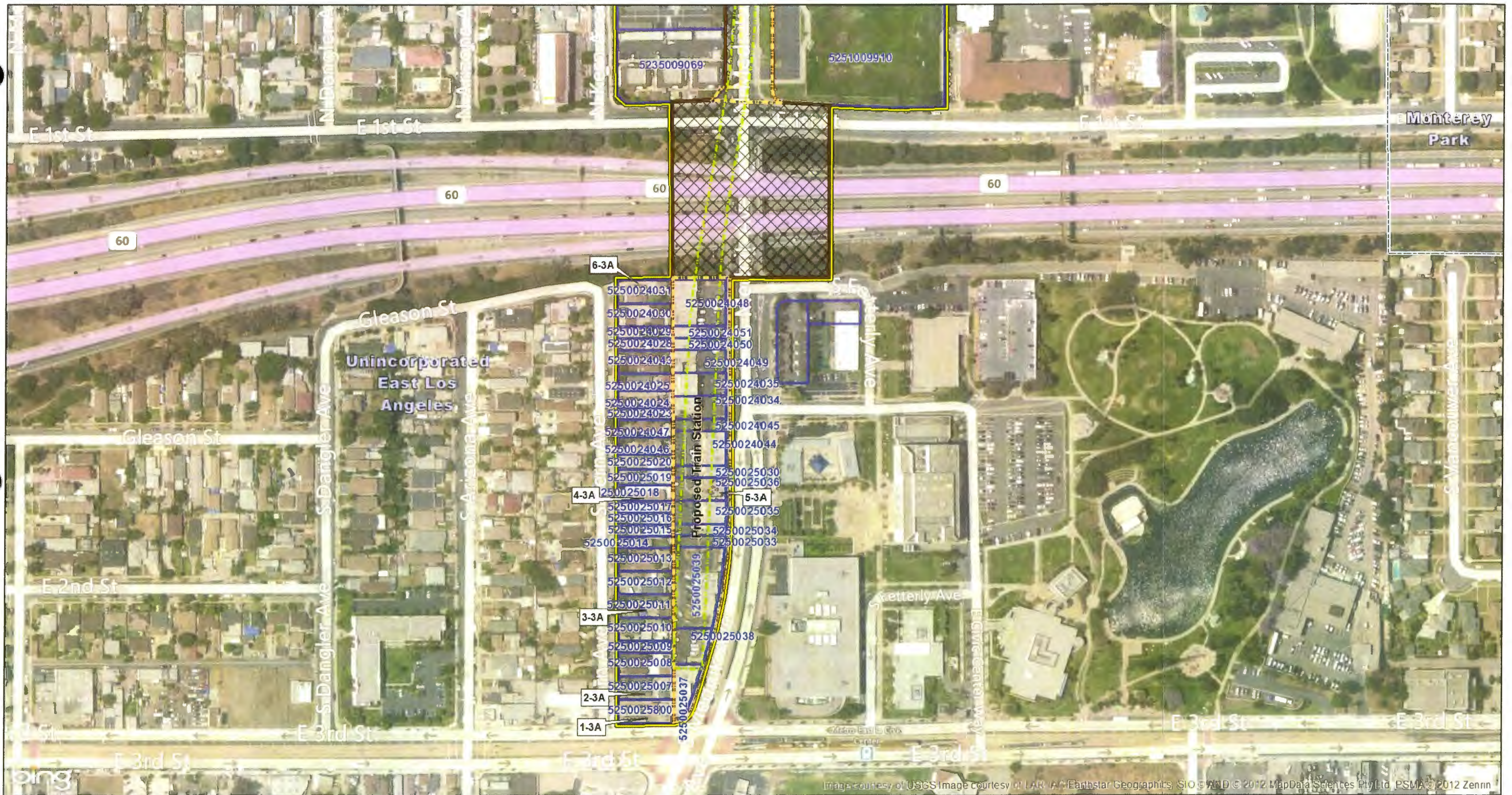


Caltrans District 7 Project Manager	Date
Caltrans District 7 Architectural Historian (PQS)	Date

SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AirPhotoUSA, 2008; AECOM, 2013.
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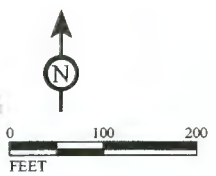
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MAP 3A
 Index Map
 SR 710 North Study
 Area of Potential Effects
 Freeway Tunnel and LRT Alternatives
 Index Map
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 EA 187900
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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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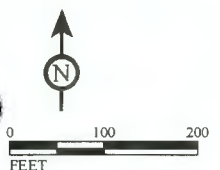


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| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |

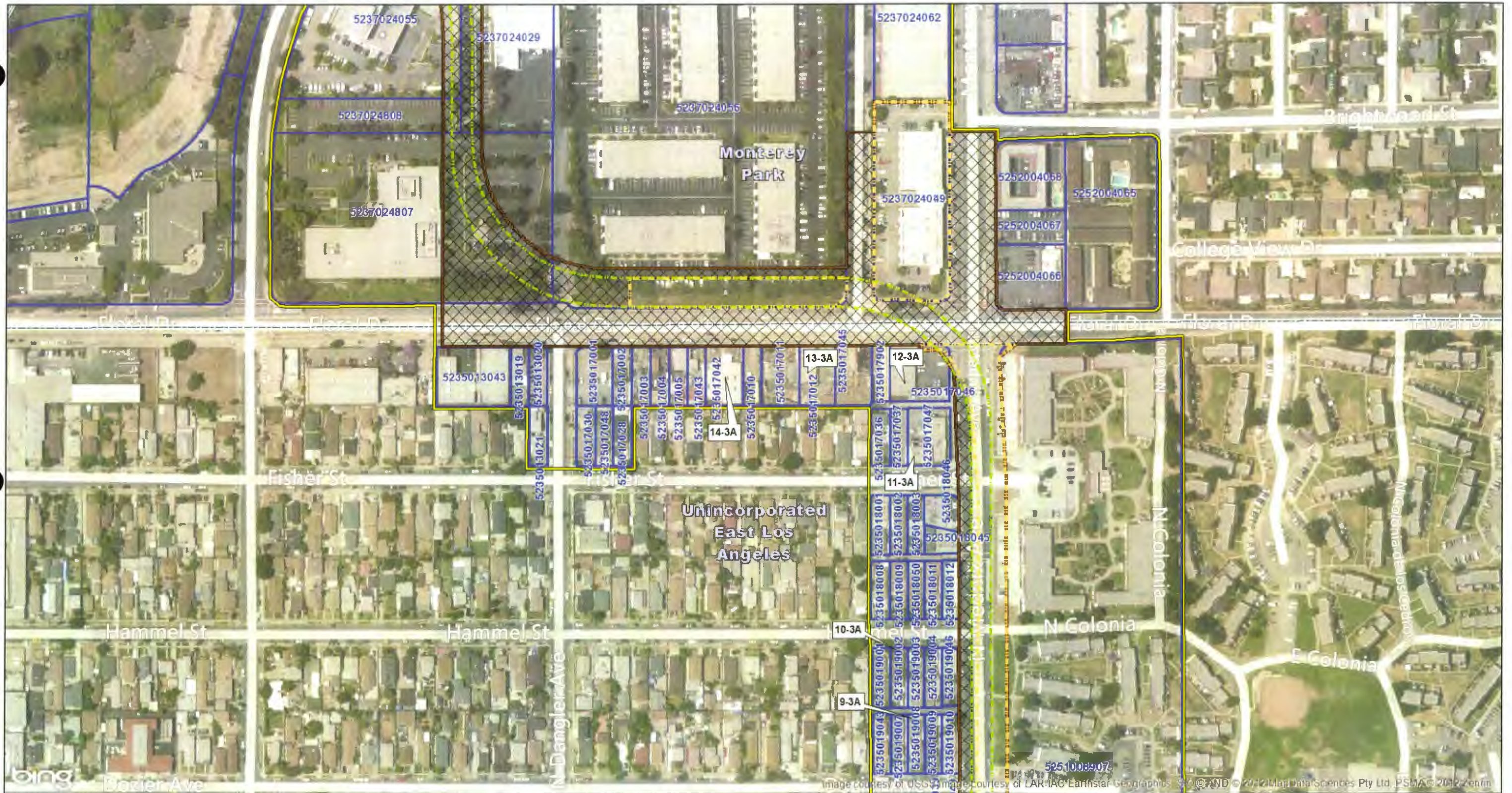


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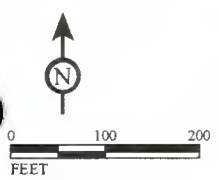


MAP 3A
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| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
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| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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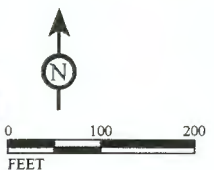
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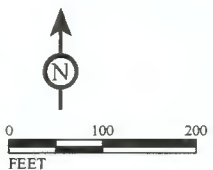
MAP 3A
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PRE-DELIBERATIVE DRAFT Index Map



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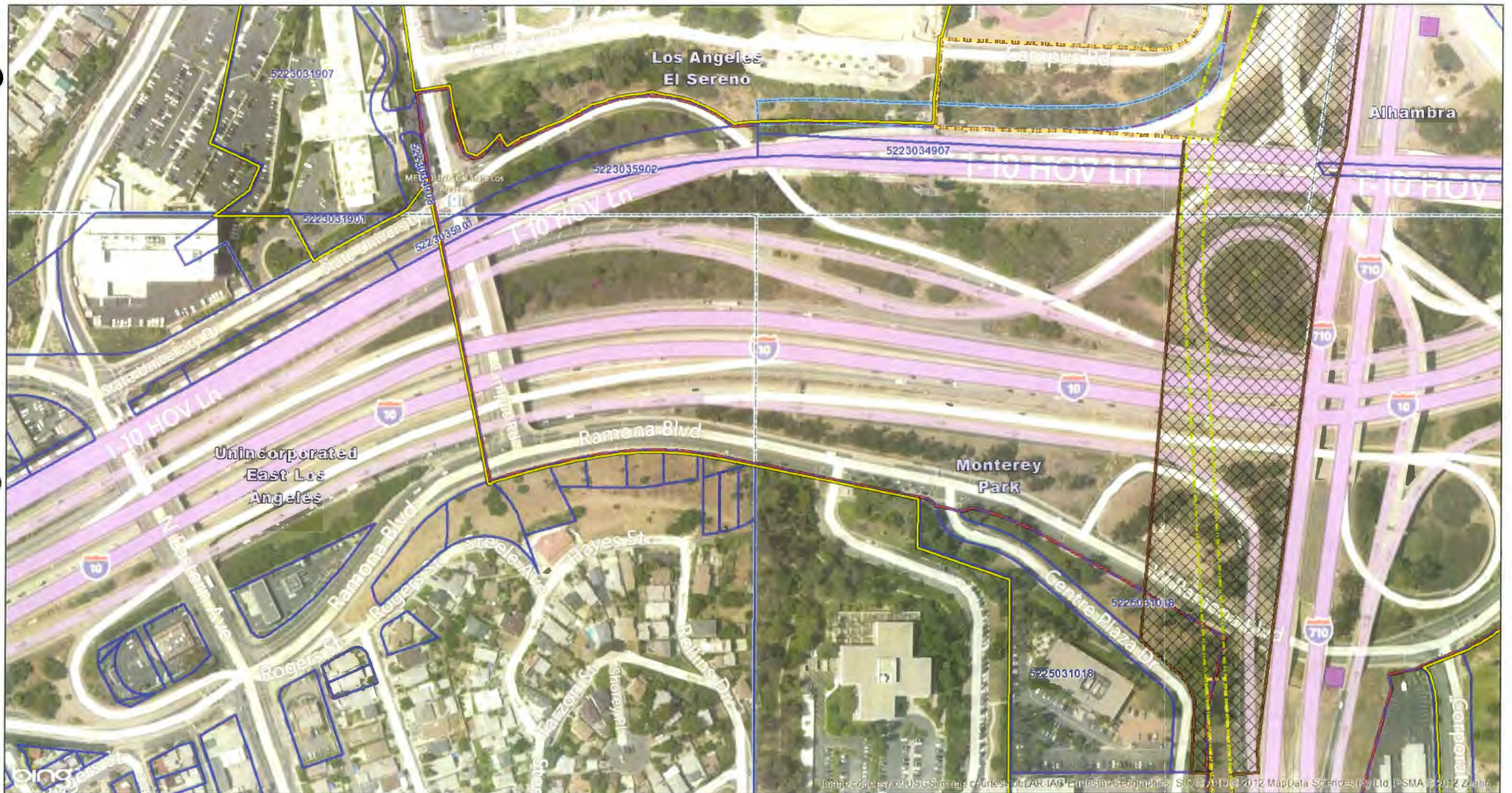


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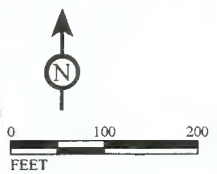
MAP 3A
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 Preliminary Area of Potential Effects Map
 Freeway Tunnel and LRT Alternatives
 07-LA-710 (SR 710)
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PRE-DELIBERATIVE DRAFT Index Map



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PRE-DELIBERATIVE DRAFT Index Map



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SR 710 North Study

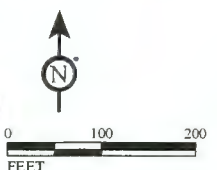
Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives

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EFIS 070000191



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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | | #3A Evaluated Resource |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



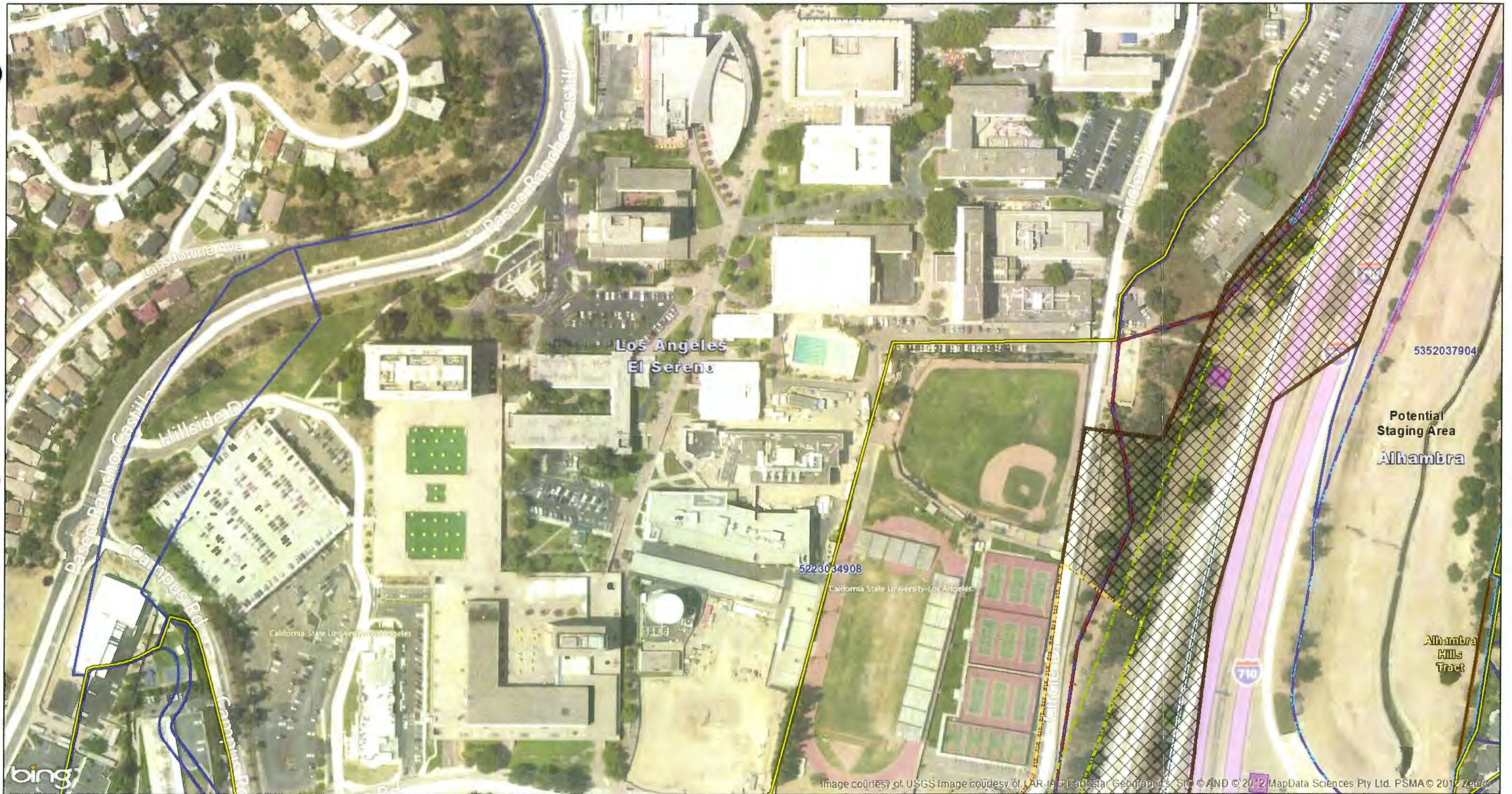
SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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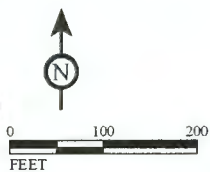


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Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives
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EA 187900
EFIS 0700000191



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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | LRT Temporary Impact | #3A Evaluated Resource |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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PRE-DELIBERATIVE DRAFT Index Map

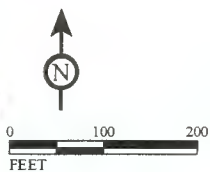


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Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives
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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives

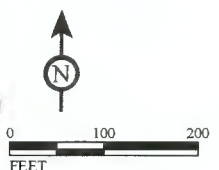
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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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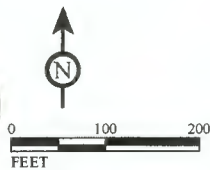
Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives

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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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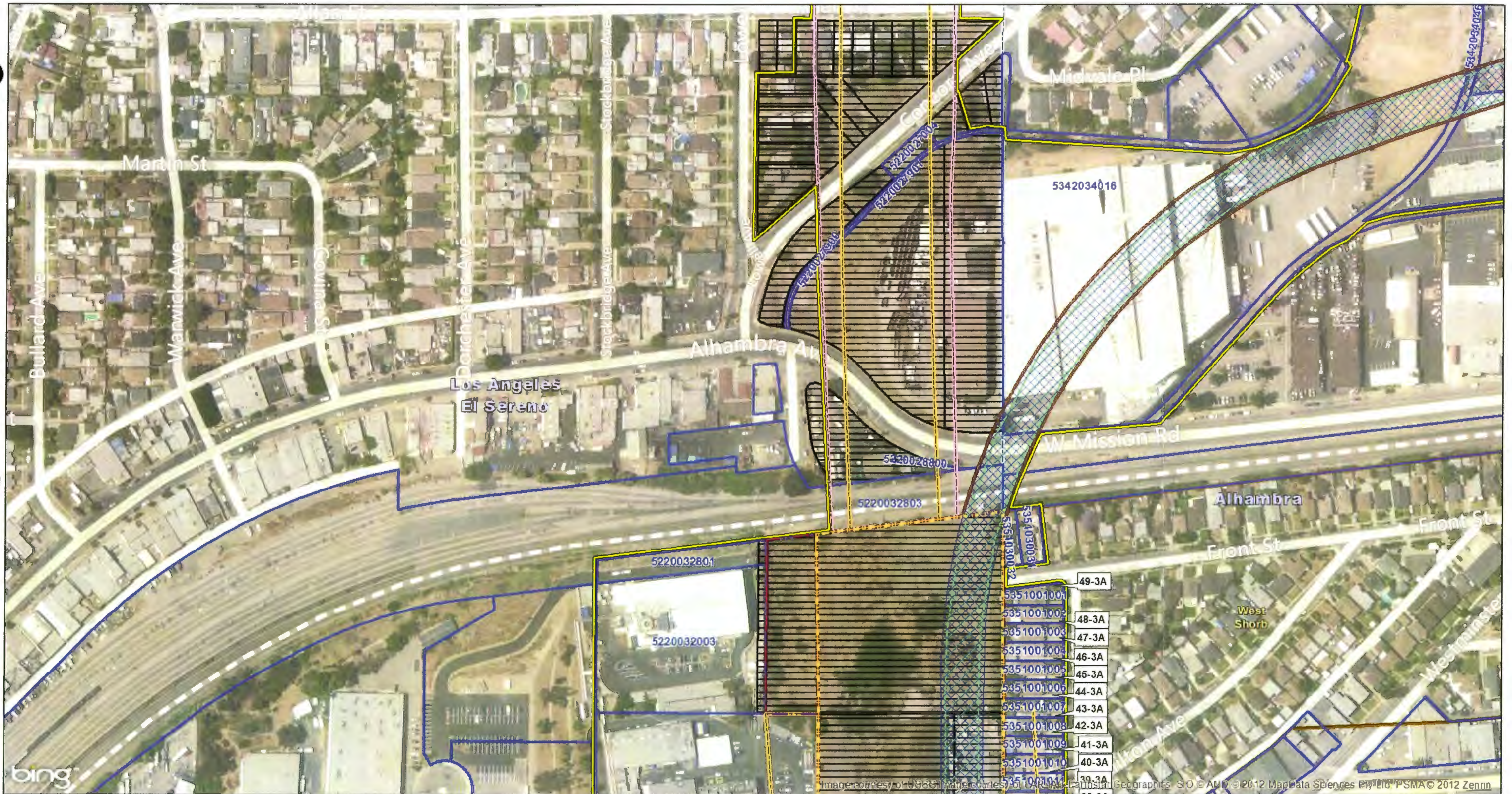
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Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives

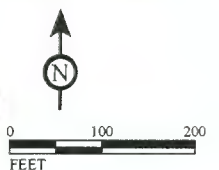
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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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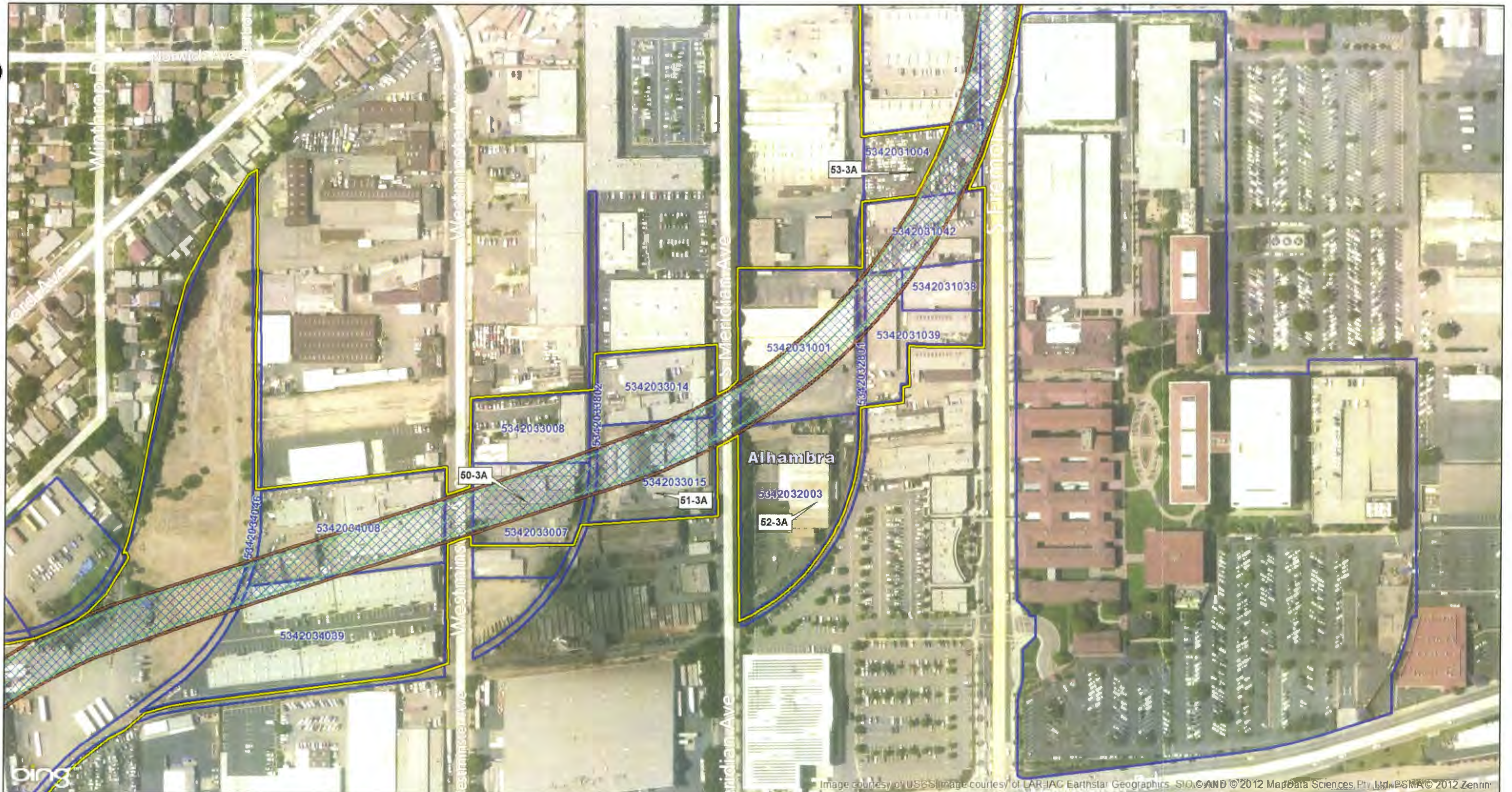
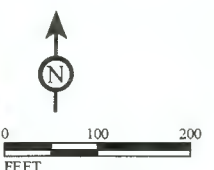


Image courtesy of USGS Image courtesy of LAR, IAC Earthstar Geographics, SIO, © AND © 2012 MapData Sciences, Pty Ltd, PSMA © 2012 Zenrin

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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |

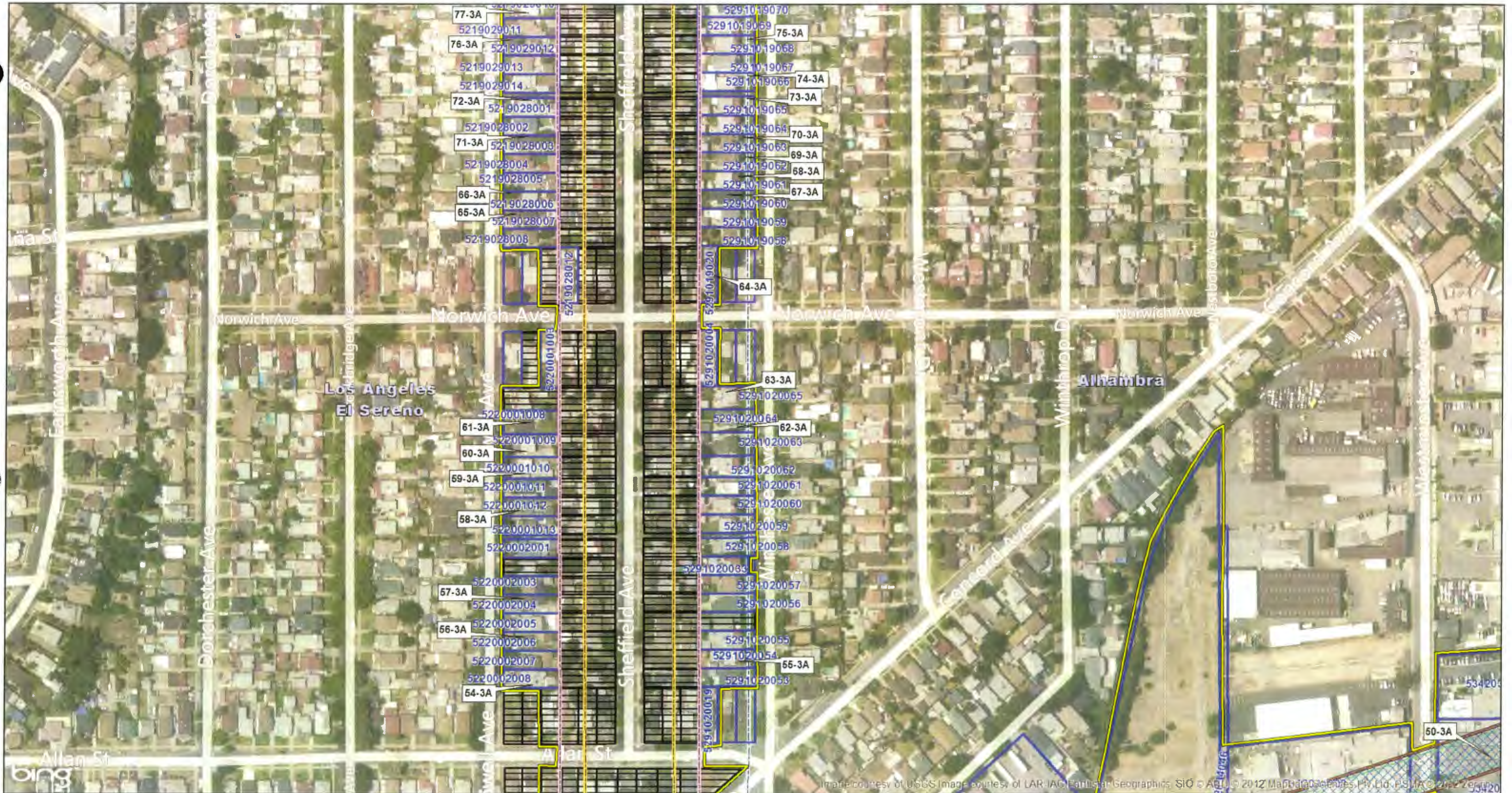


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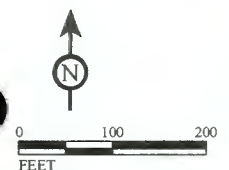


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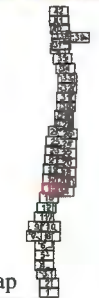


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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |

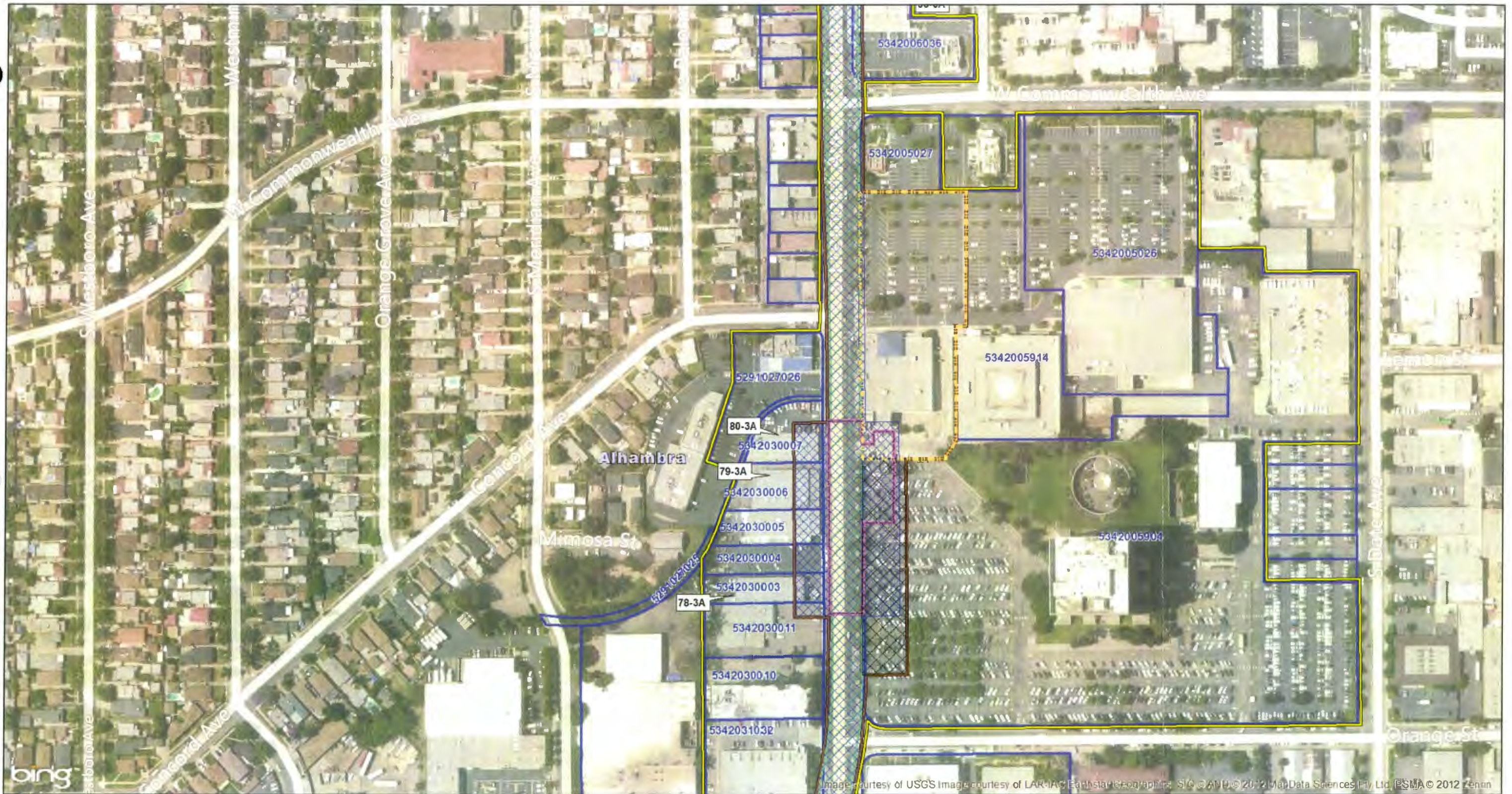


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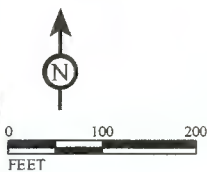
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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |

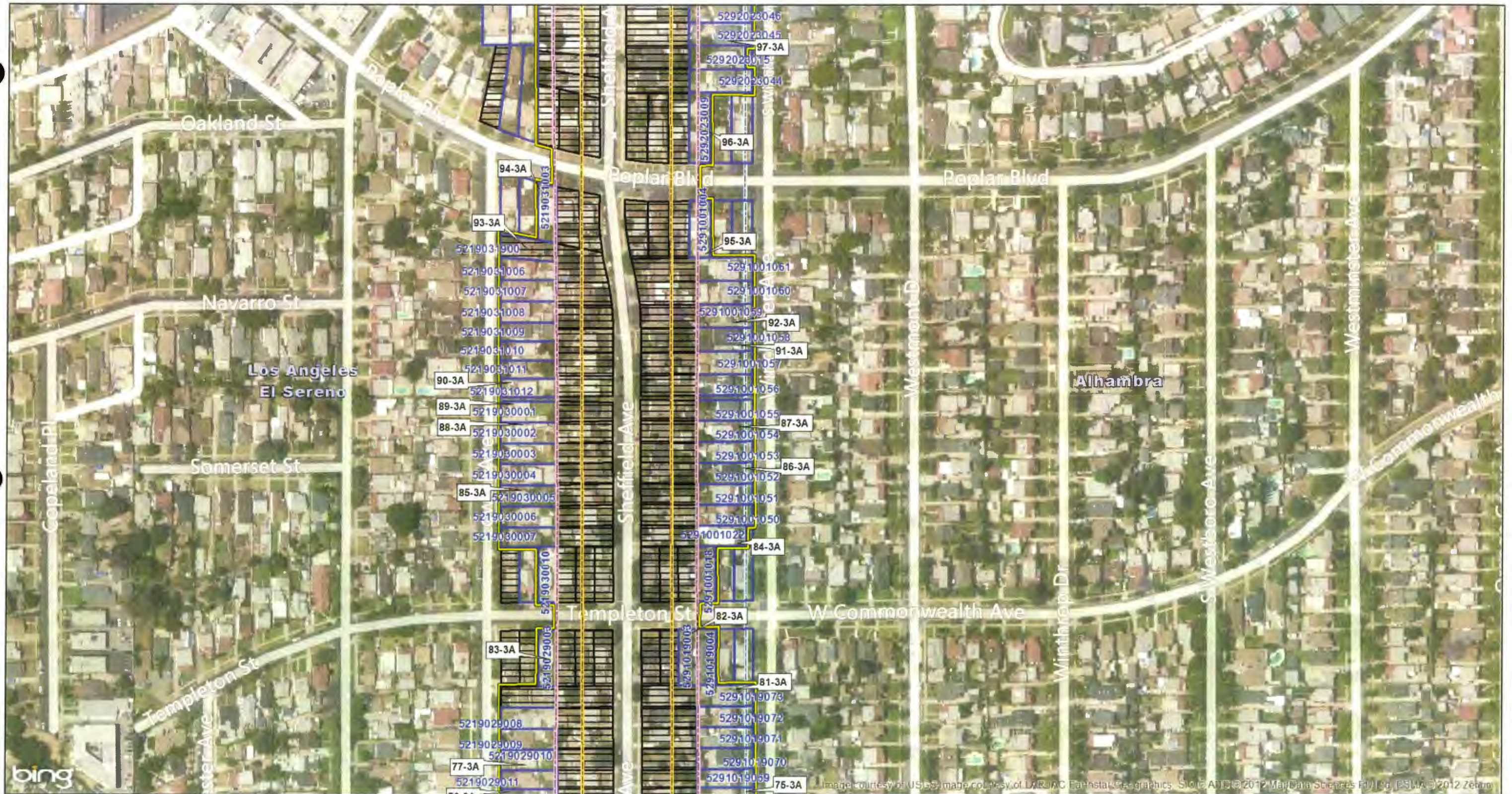


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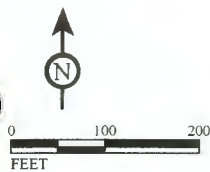
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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | | #3A Evaluated Resource |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives

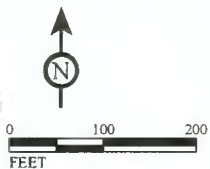
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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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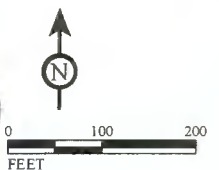
Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives

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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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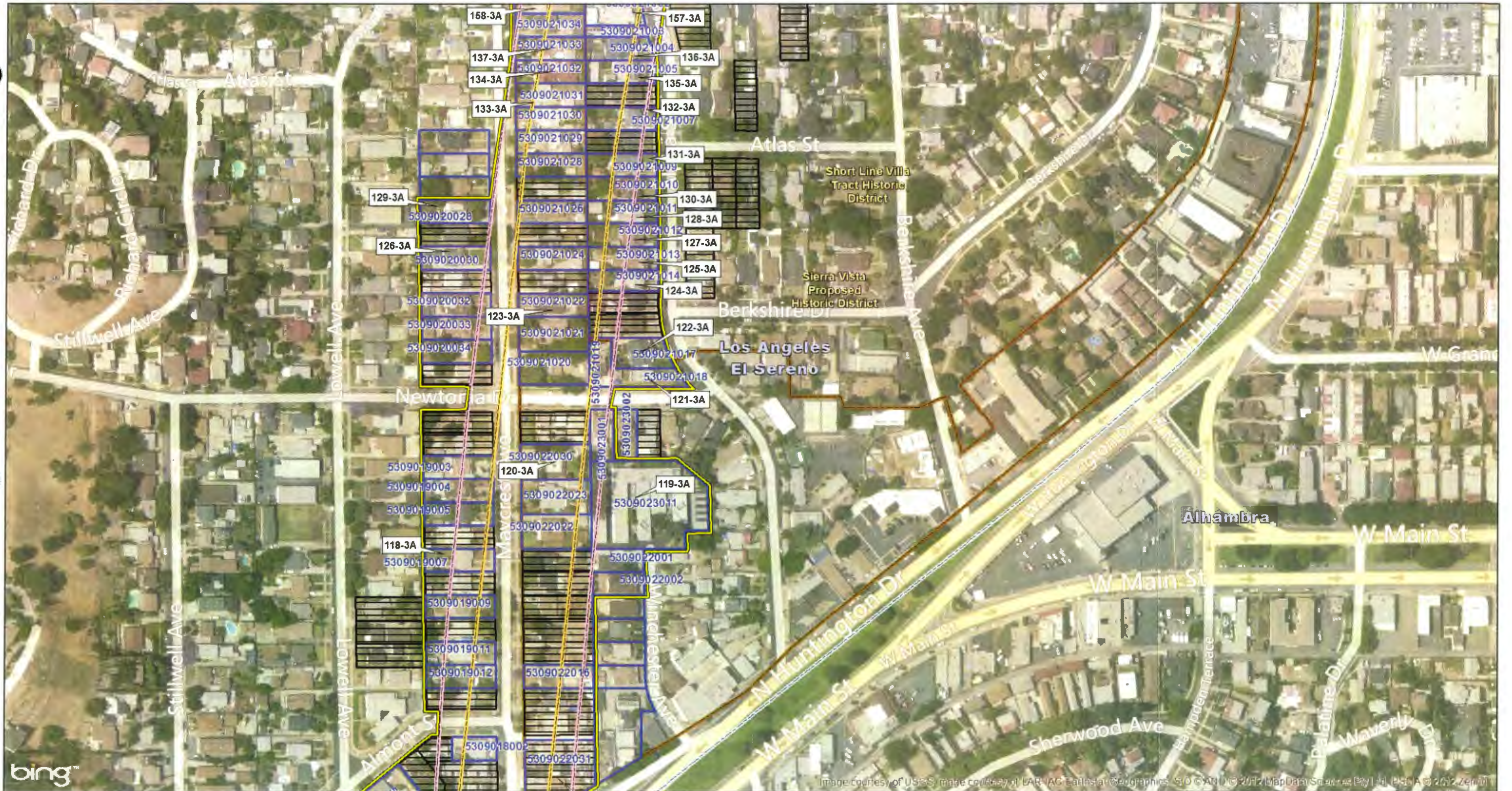
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**Preliminary Area of Potential Effects Map
 Freeway Tunnel and LRT Alternatives**

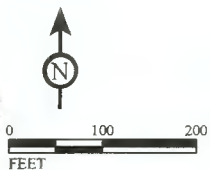
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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives

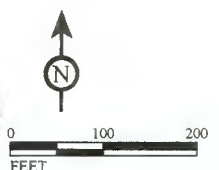
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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | | #3A Evaluated Resource |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |

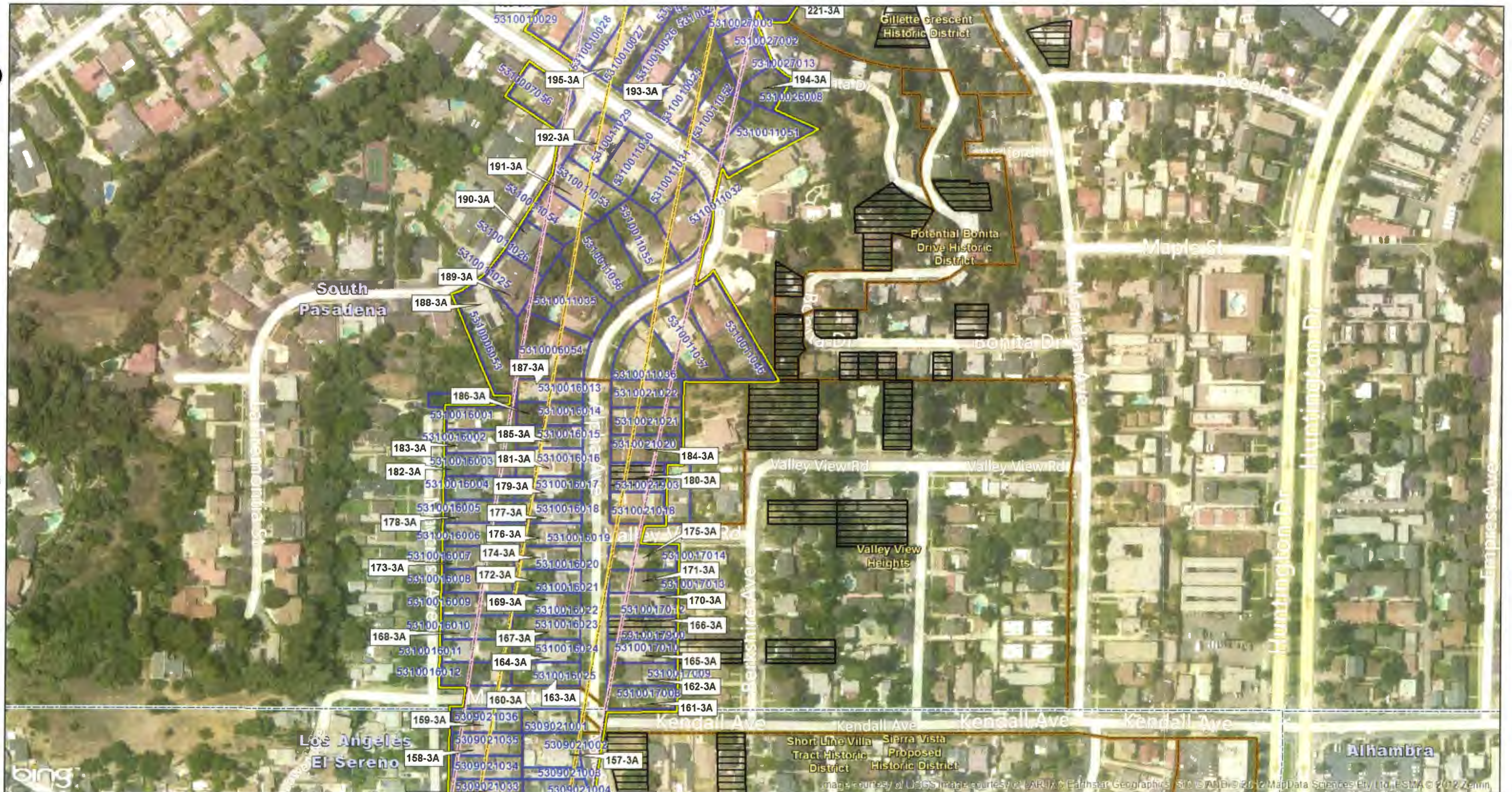


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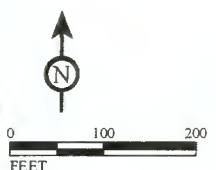


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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
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| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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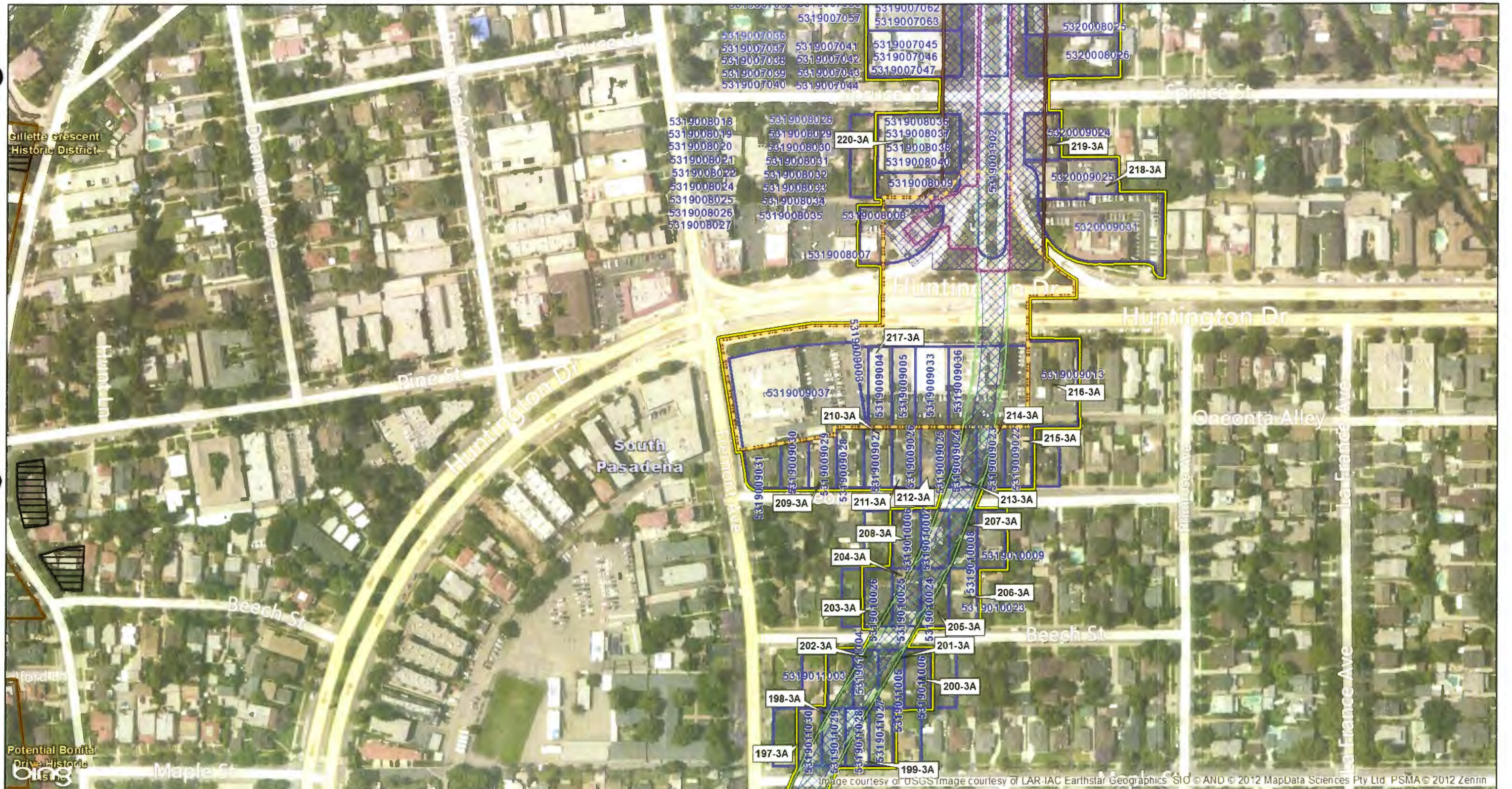
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Freeway Tunnel and LRT Alternatives

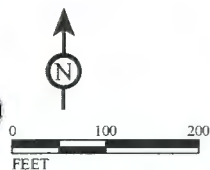
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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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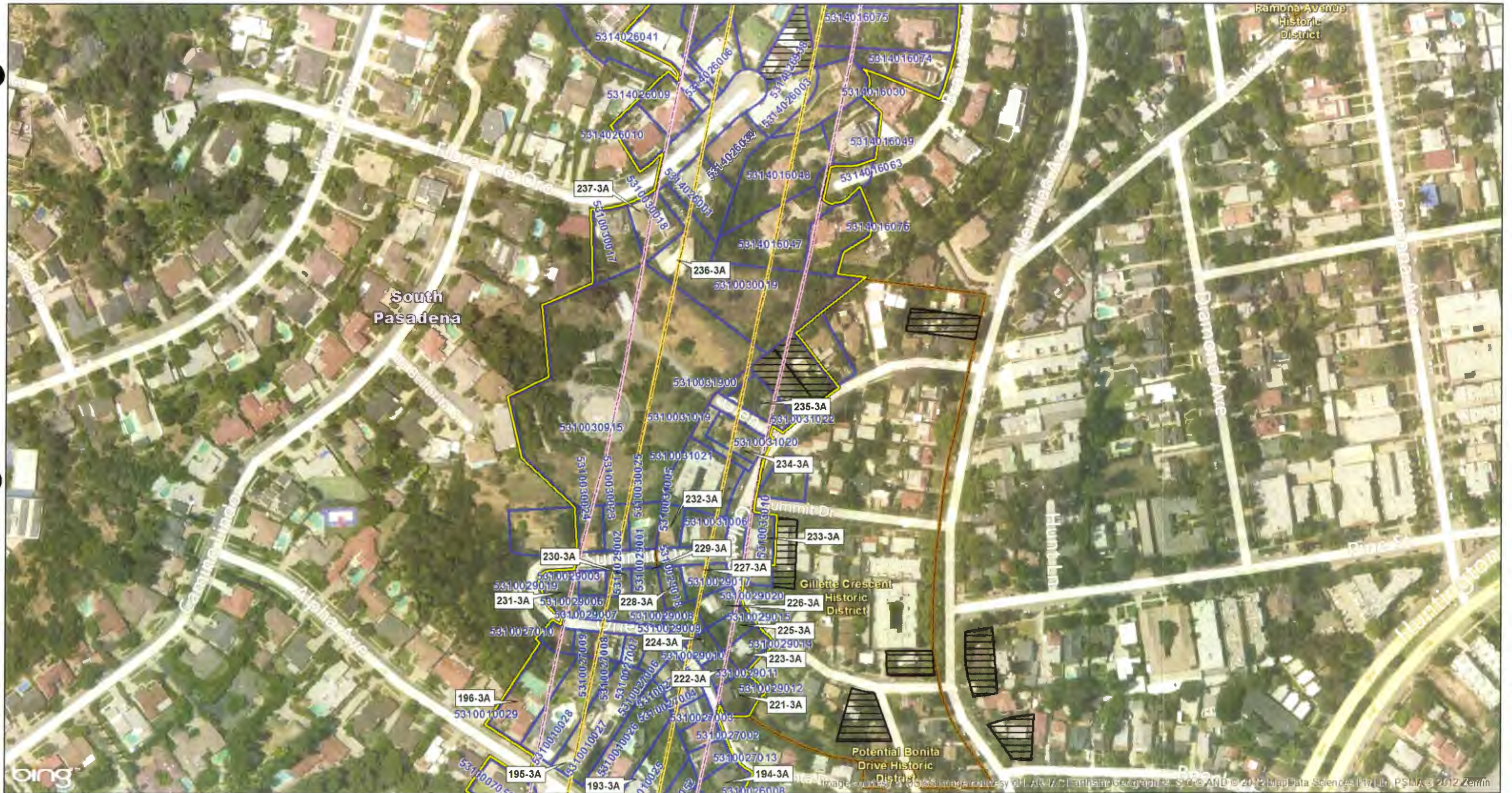
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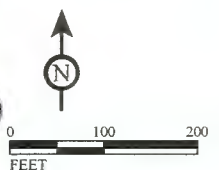
Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives

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EFIS 070000191



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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |

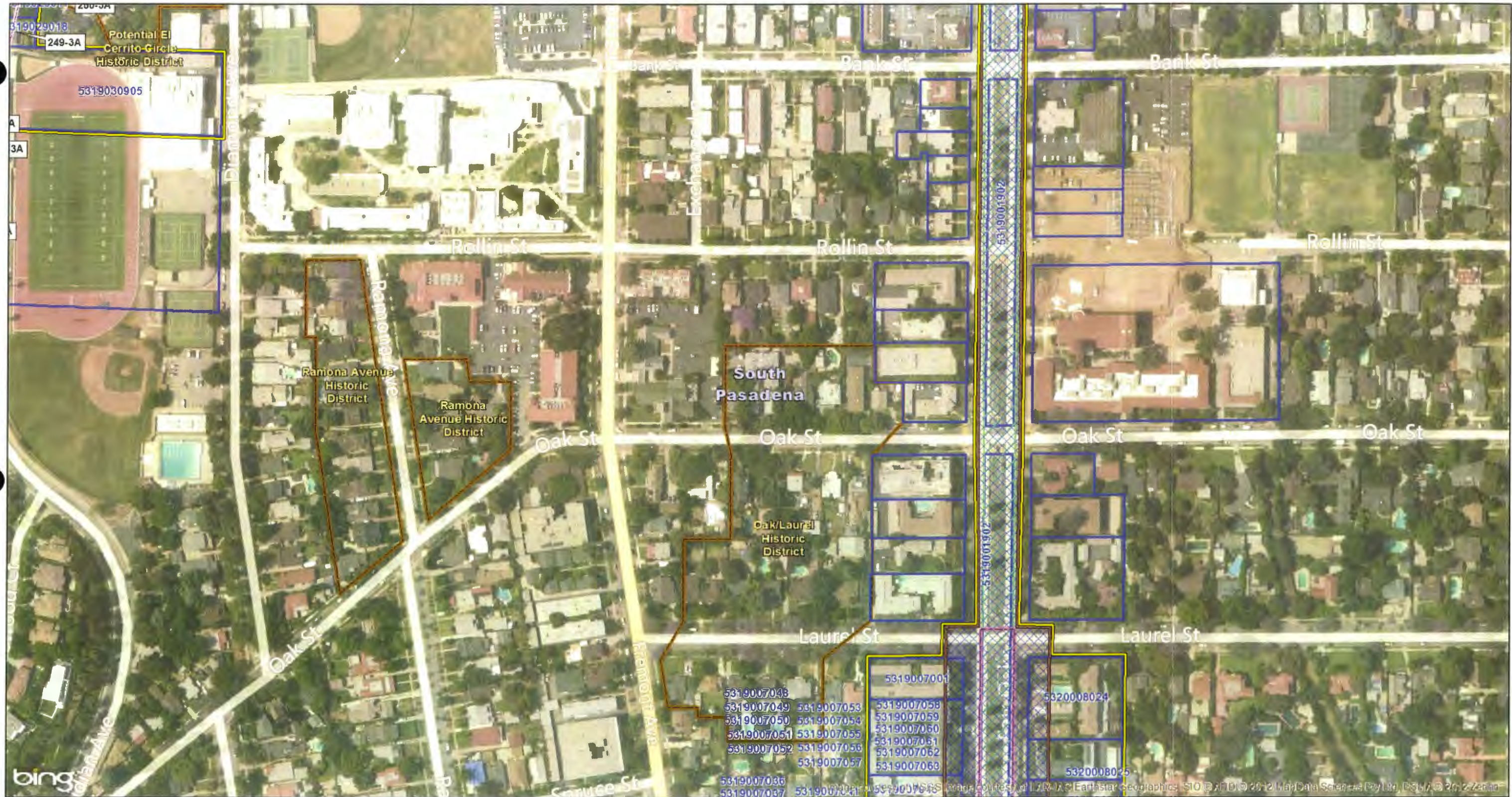


SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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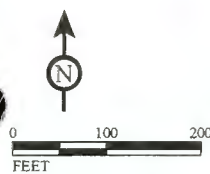


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 SR 710 North Study
 Preliminary Area of Potential Effects Map
 Freeway Tunnel and LRT Alternatives
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 EFIS 0700000191



LEGEND

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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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SR 710 North Study

Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives

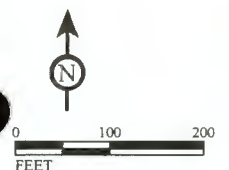
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| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
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| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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PRE-DELIBERATIVE DRAFT Index Map

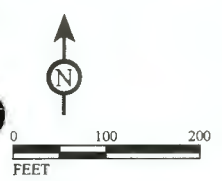


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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
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| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



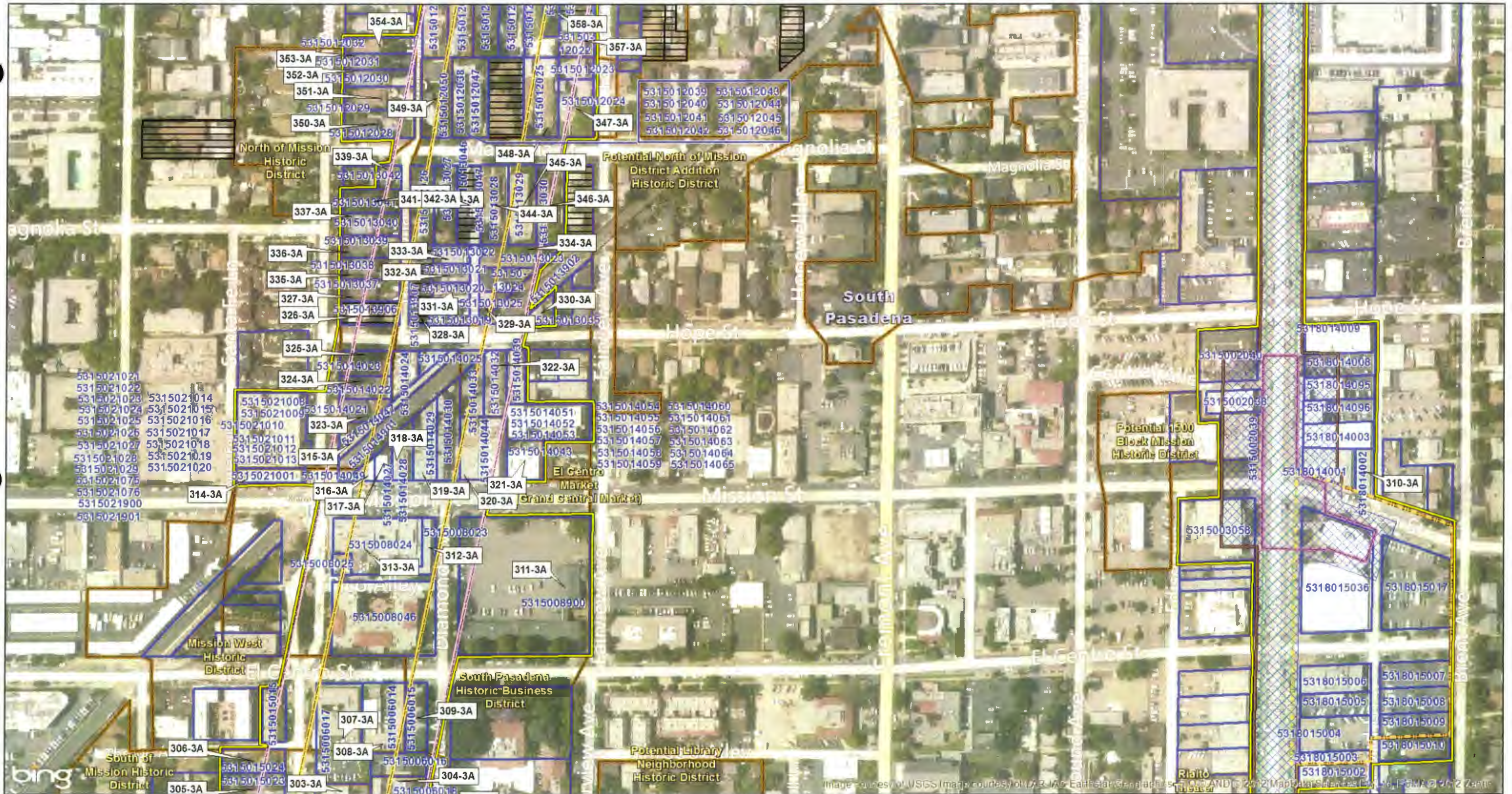
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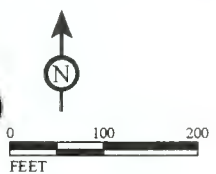


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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |

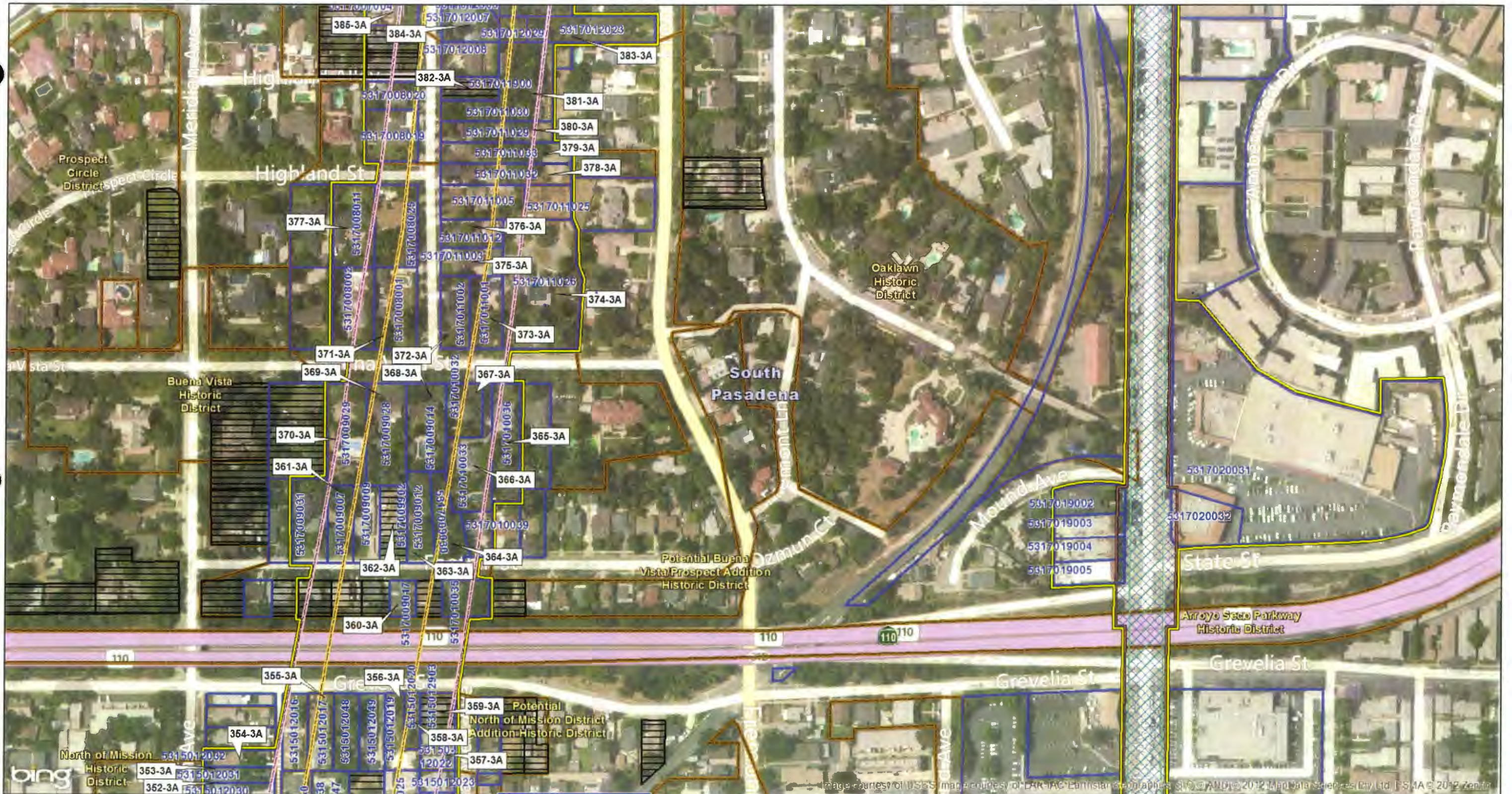


SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
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| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |

SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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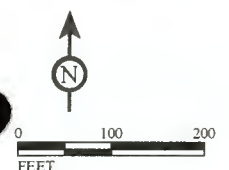
Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives

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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |

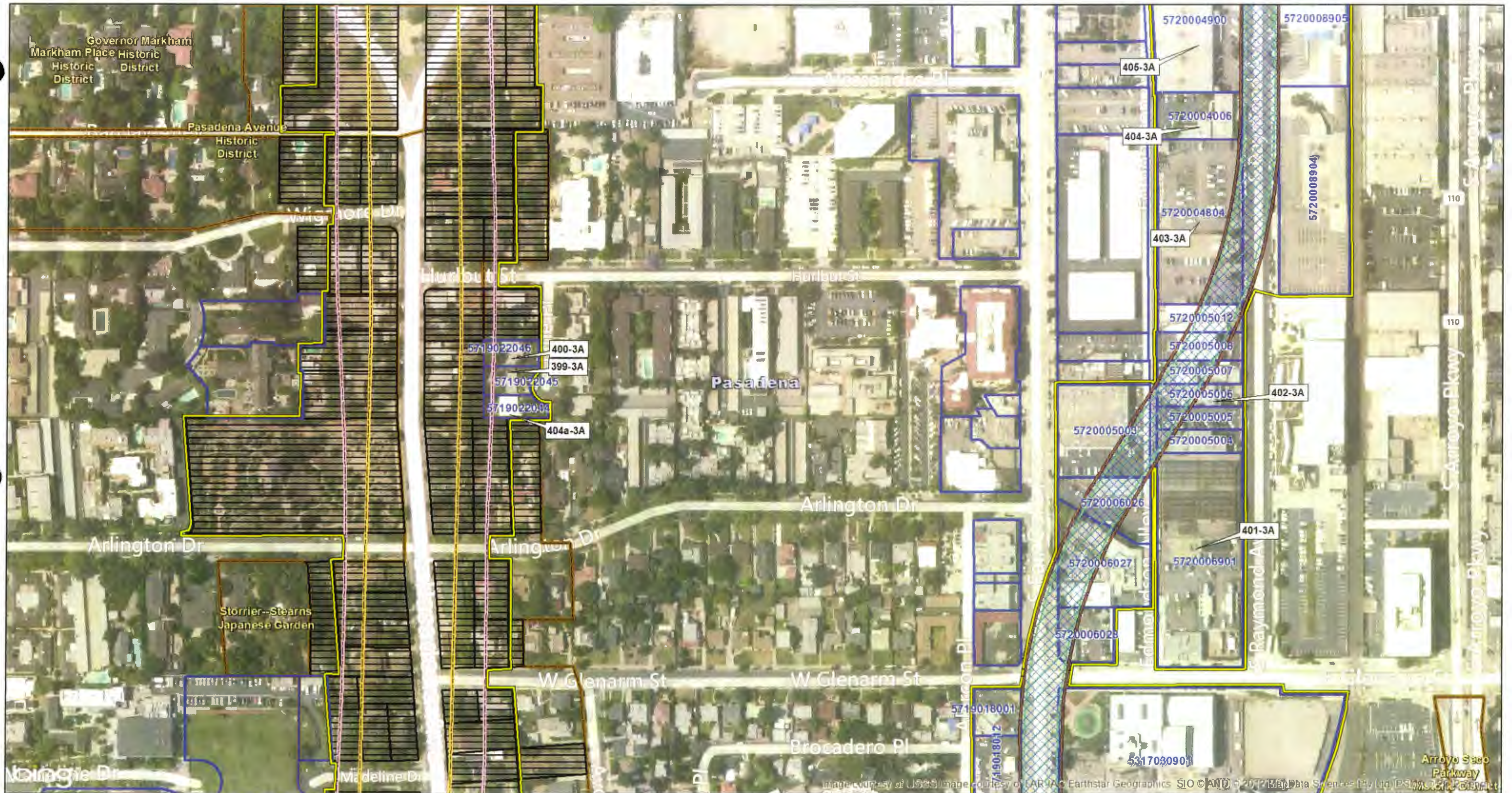


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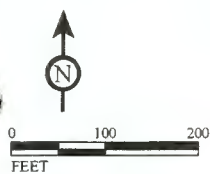


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 SR 710 North Study
 Preliminary Area of Potential Effects Map
 Freeway Tunnel and LRT Alternatives
 07-LA-710 (SR 710)
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LEGEND

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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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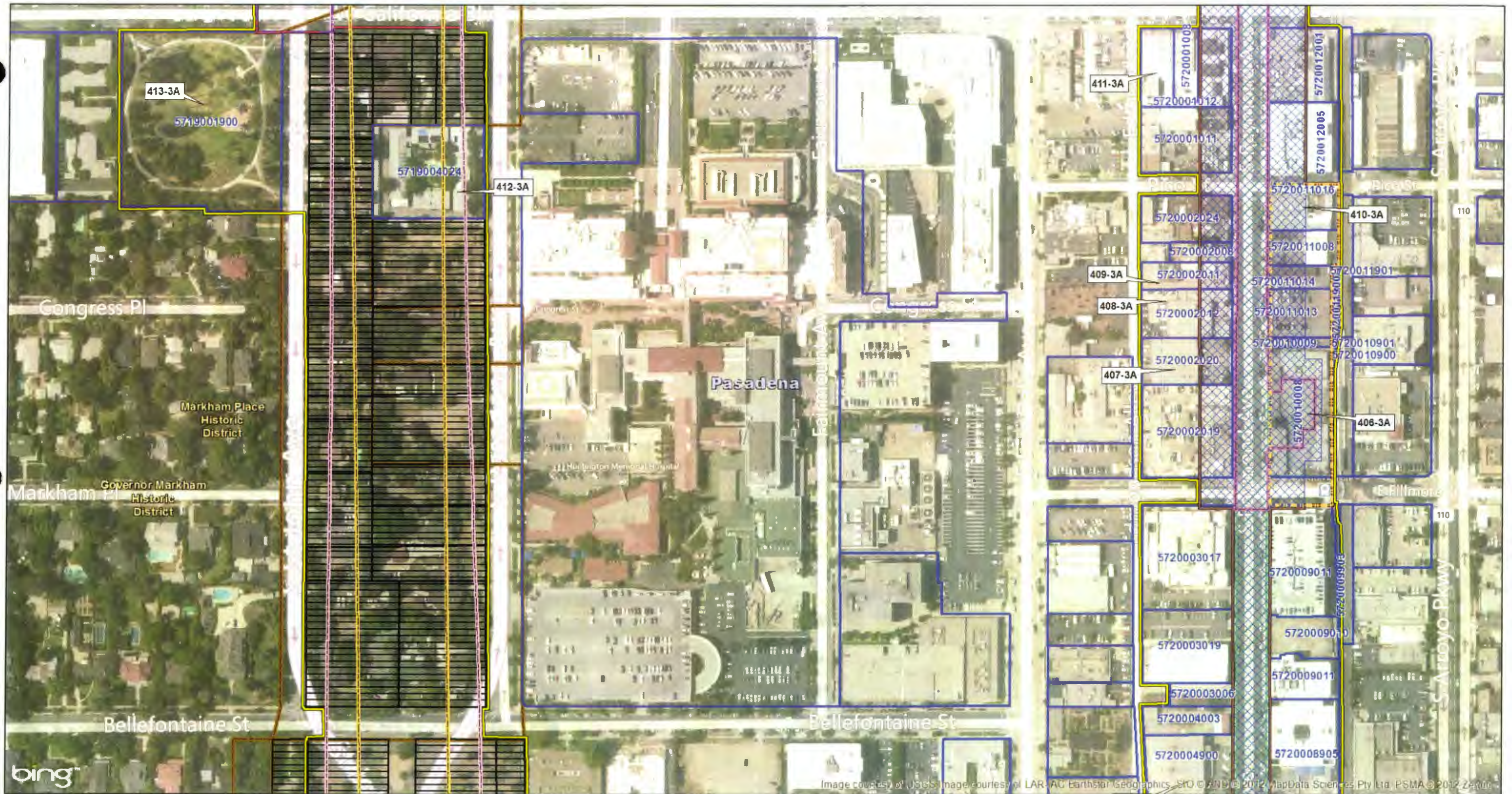
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**Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives**

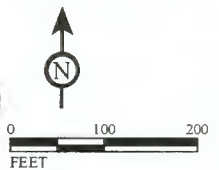
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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | LRT Tunnel Alignment | #3A Evaluated Resource |
| | LRT Temporary Impact | | |

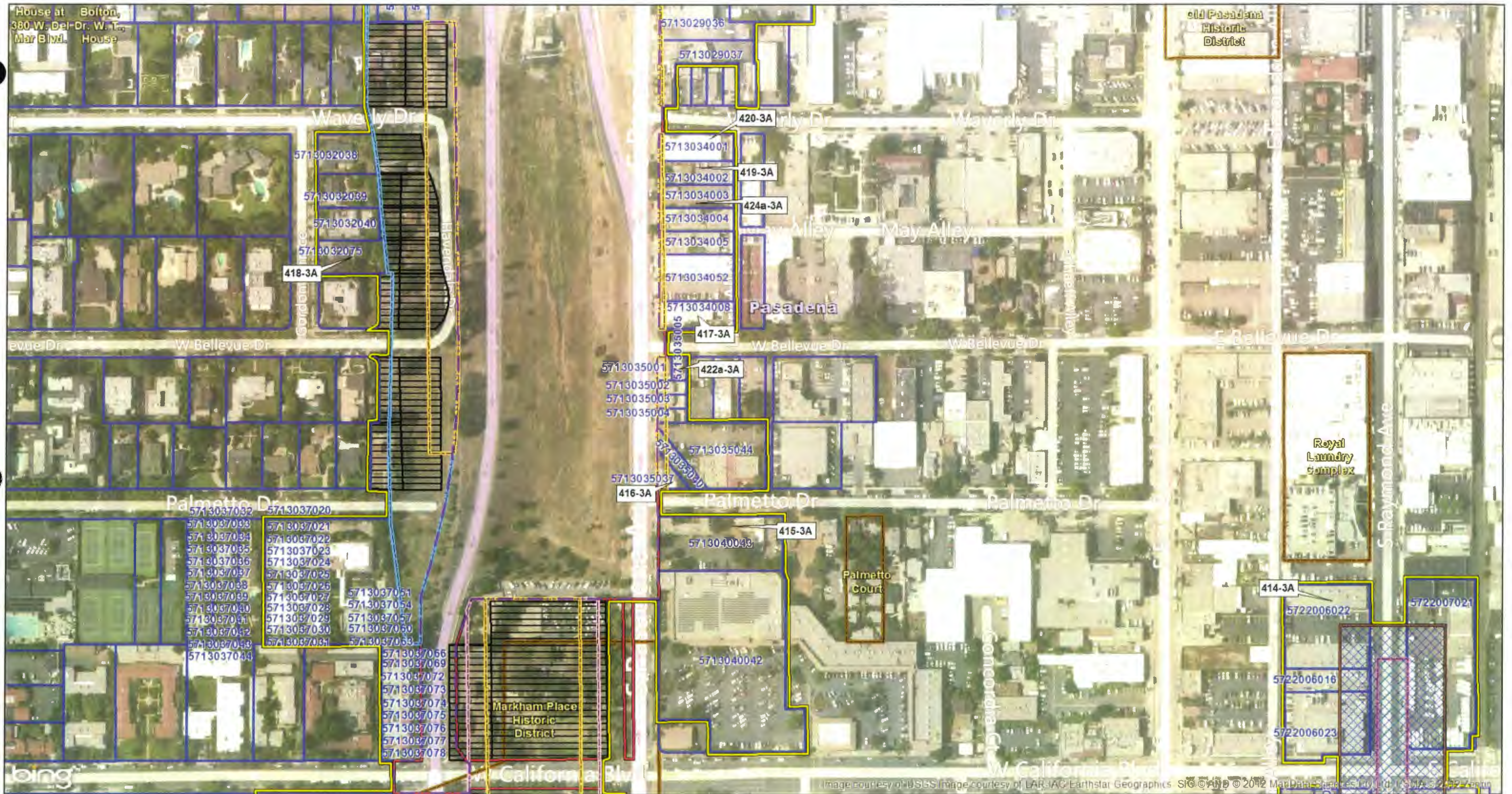


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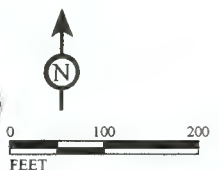


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- Indirect Area of Potential Effects (APE)
- LRT Direct APE (Maximum Disturbance Limit)
- Freeway Direct APE
- Freeway Proposed Right of Way
- Communities
- LRT Approximate Zone of Potential Disturbance
- Freeway Underground Tunnel Easement
- Freeway Potential Settlement Zone
- Historic Districts
- LRT Aerial Alignment
- Freeway TCE
- Freeway Potential Improvements
- Parcels
- LRT Permanent Impact
- Freeway Sign Foundations
- Freeway Permanent Footing Easement
- Caltrans Parcels
- LRT Station Excavation
- LRT Tunnel Alignment
- LRT Temporary Impact
- #3A Evaluated Resource



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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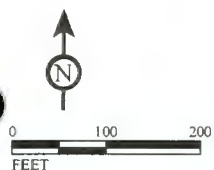


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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
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| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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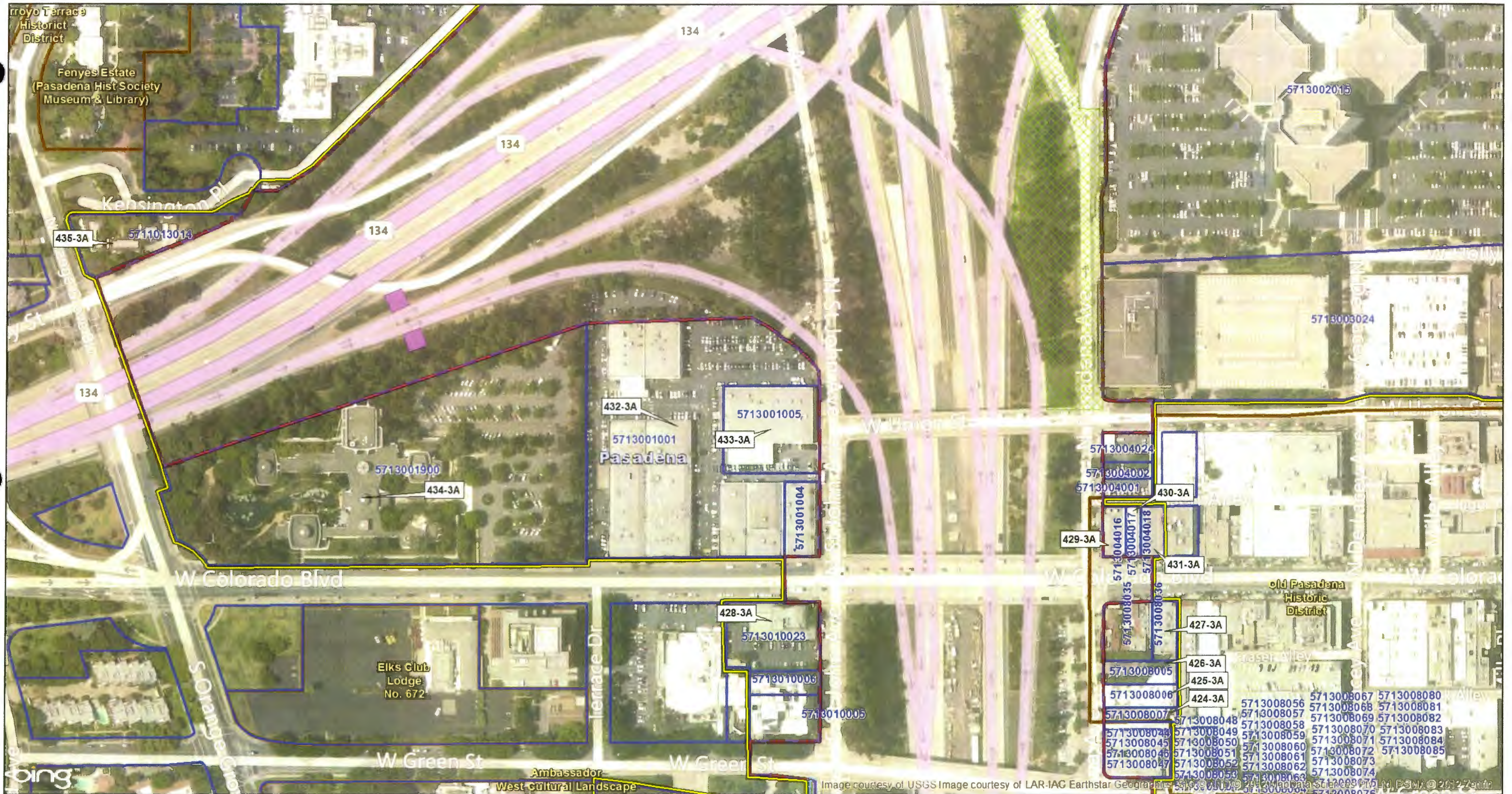
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Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives

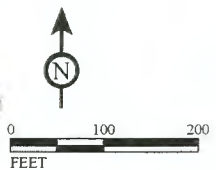
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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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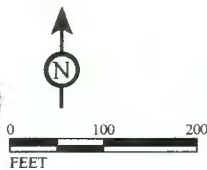
Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives

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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
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| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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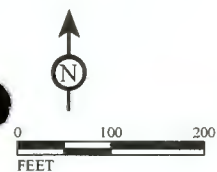
PRE-DELIBERATIVE DRAFT Index Map





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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
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| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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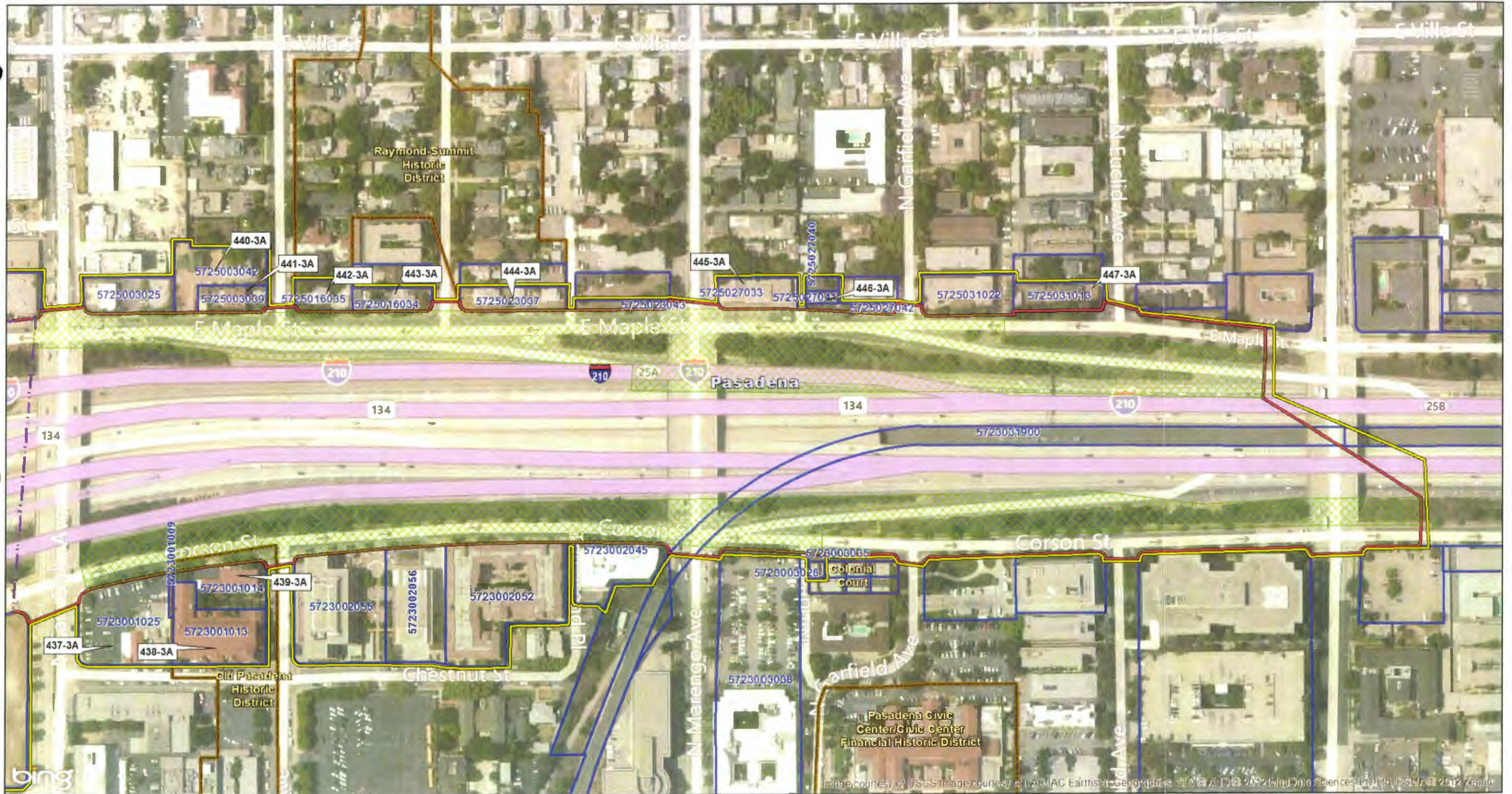
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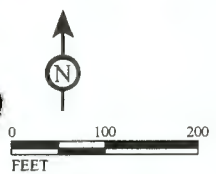
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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
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| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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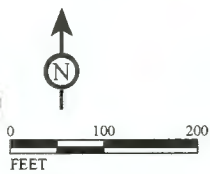
Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives

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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
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| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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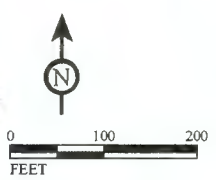


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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
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| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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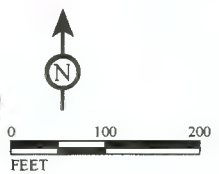


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Freeway Tunnel and LRT Alternatives
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EFIS 0700000191



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|--|---|-------------------------------------|------------------------------------|
| Indirect Area of Potential Effects (APE) | LRT Direct APE (Maximum Disturbance Limit) | Freeway Direct APE | Freeway Proposed Right of Way |
| Communities | LRT Approximate Zone of Potential Disturbance | Freeway Underground Tunnel Easement | Freeway Potential Settlement Zone |
| Historic Districts | LRT Aerial Alignment | Freeway TCE | Freeway Potential Improvements |
| Parcels | LRT Permanent Impact | Freeway Sign Foundations | Freeway Permanent Footing Easement |
| Caltrans Parcels | LRT Station Excavation | #3A Evaluated Resource | |
| | LRT Temporary Impact | | |
| | LRT Tunnel Alignment | | |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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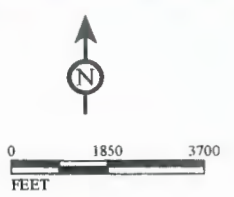
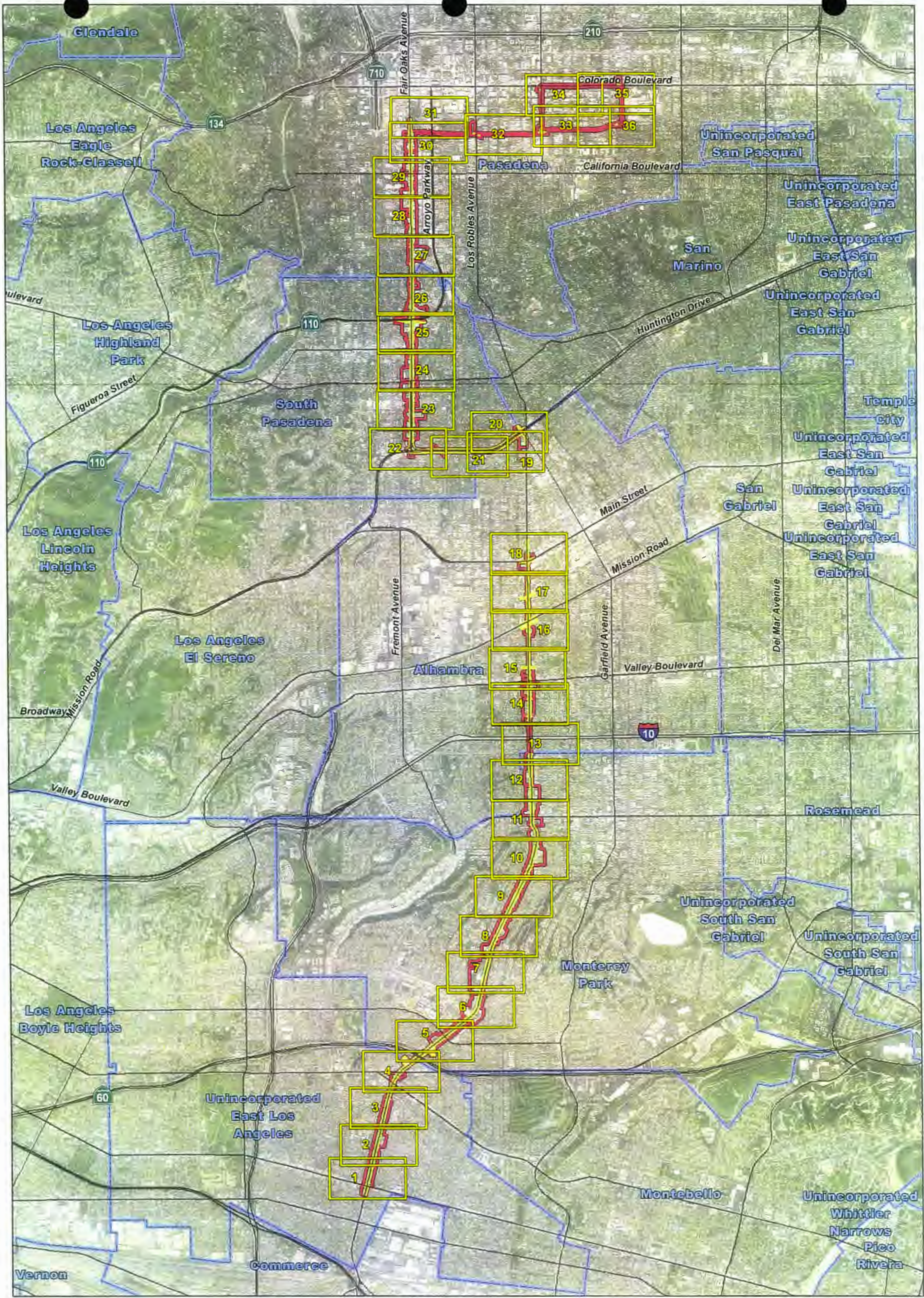


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Preliminary Area of Potential Effects Map
Freeway Tunnel and LRT Alternatives

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 Indirect Area of Potential Effects (APE)
 Communities

Caltrans District 7 Project Manager	Date
Caltrans District 7 Architectural Historian (PQS)	Date

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SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AirPhotoUSA, 2008; AECOM, 2013.

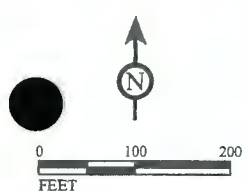
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MAP 3B
 Index Map
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 Area of Potential Effects
 BRT Alternative
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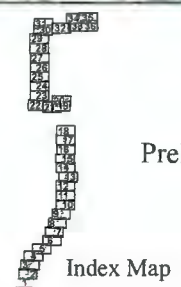
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|--|----------------------------------|-------------|--------------------|-------------|------------------------|-------------------------------|--------------|-----|---------|-------------------------|
| Indirect Area of Potential Effects (APE) | Direct Area of Potential Effects | Communities | Historic Districts | Bus Station | Limits of Construction | Limits of Dedicated Bus Lanes | Proposed ROW | TCE | Parcels | #3B Evaluated Resources |
|--|----------------------------------|-------------|--------------------|-------------|------------------------|-------------------------------|--------------|-----|---------|-------------------------|

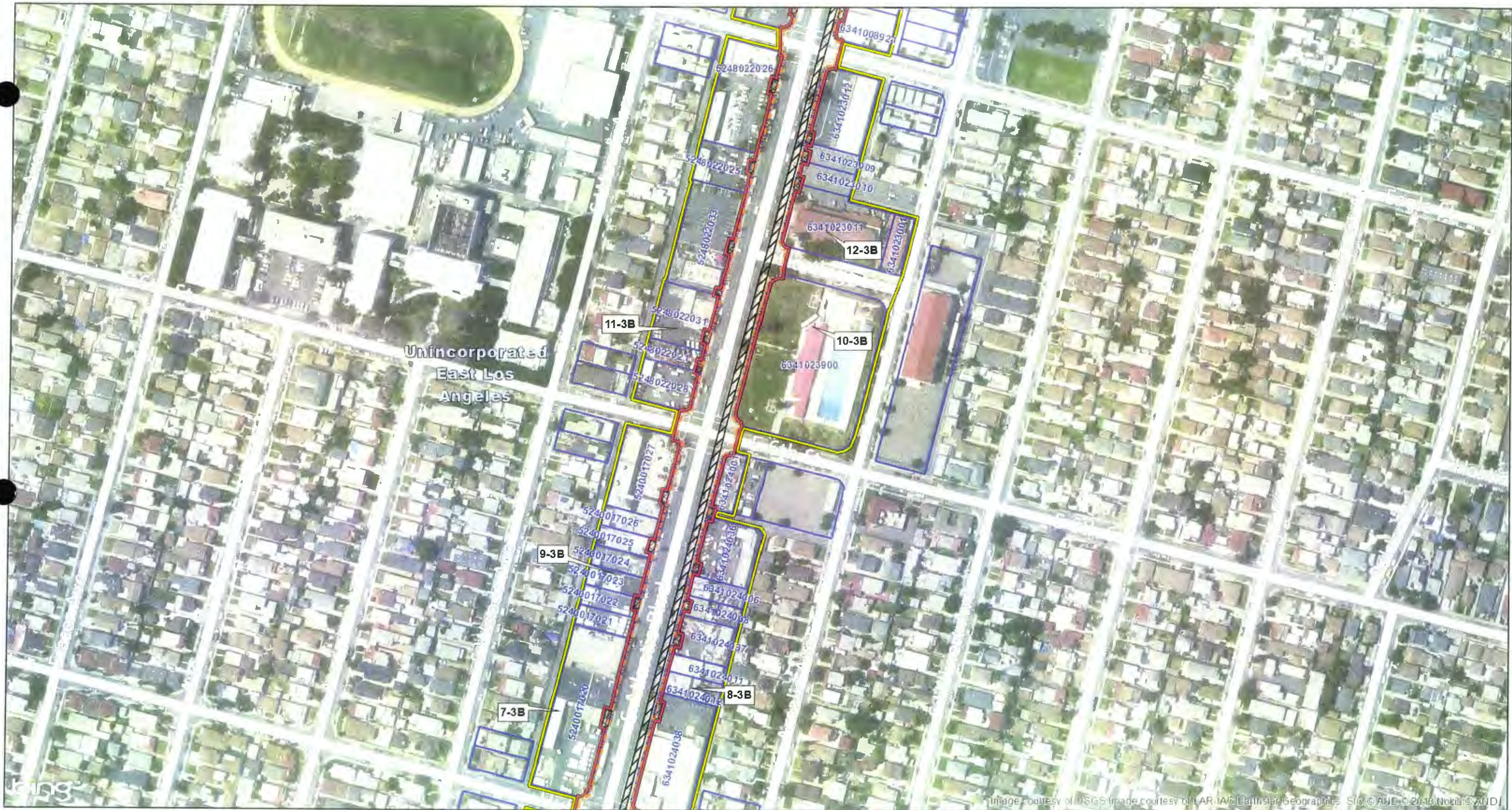


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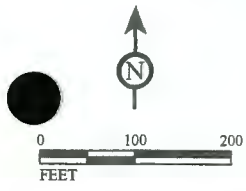


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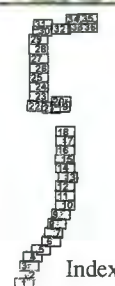
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|--|-------------------------------|--------------|
| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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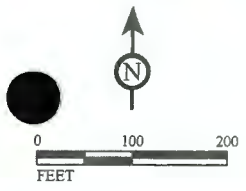
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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | Evaluated Resources | |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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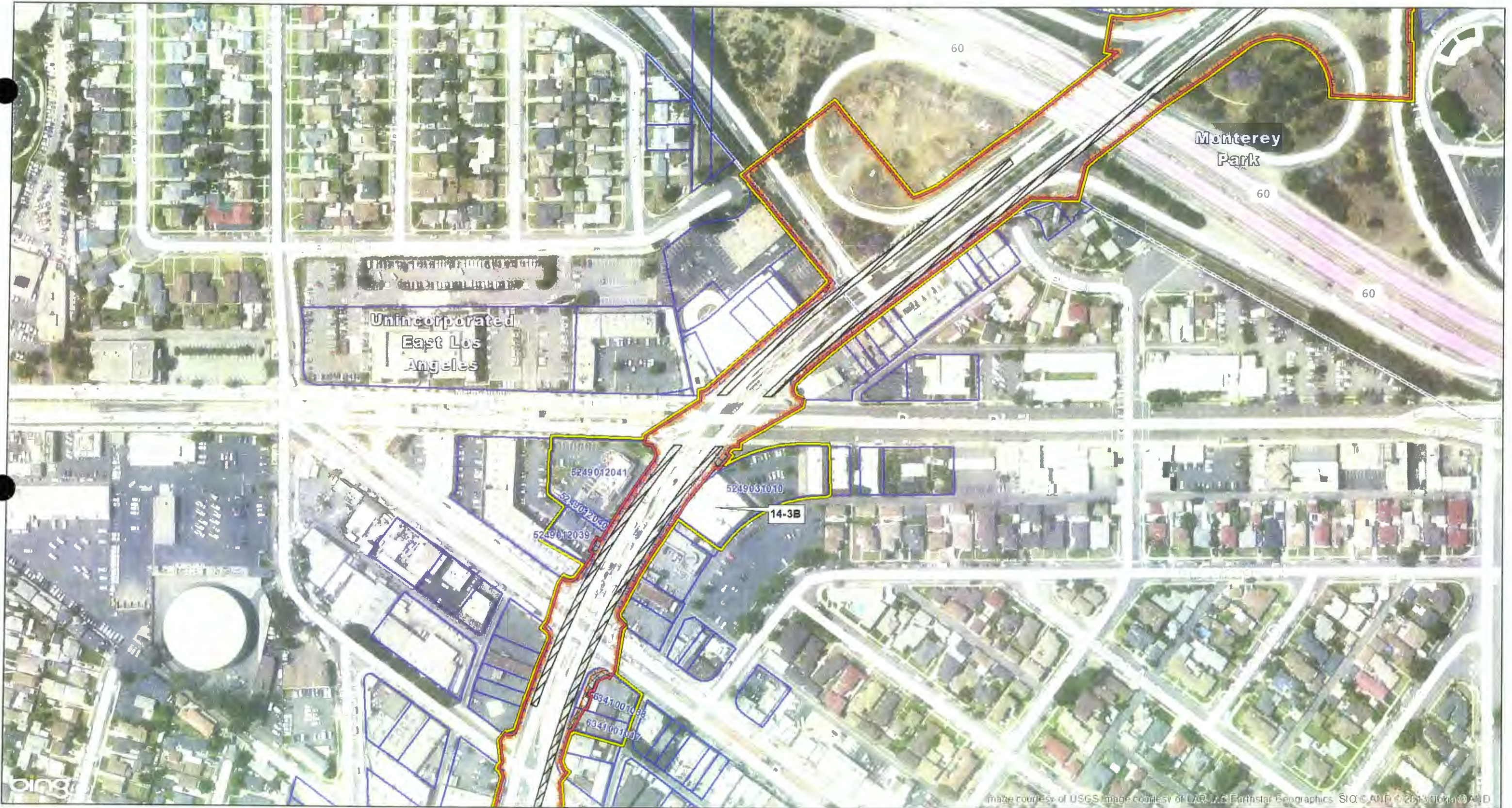
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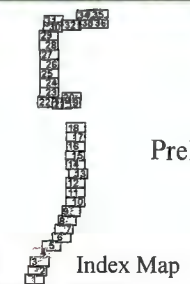
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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |

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SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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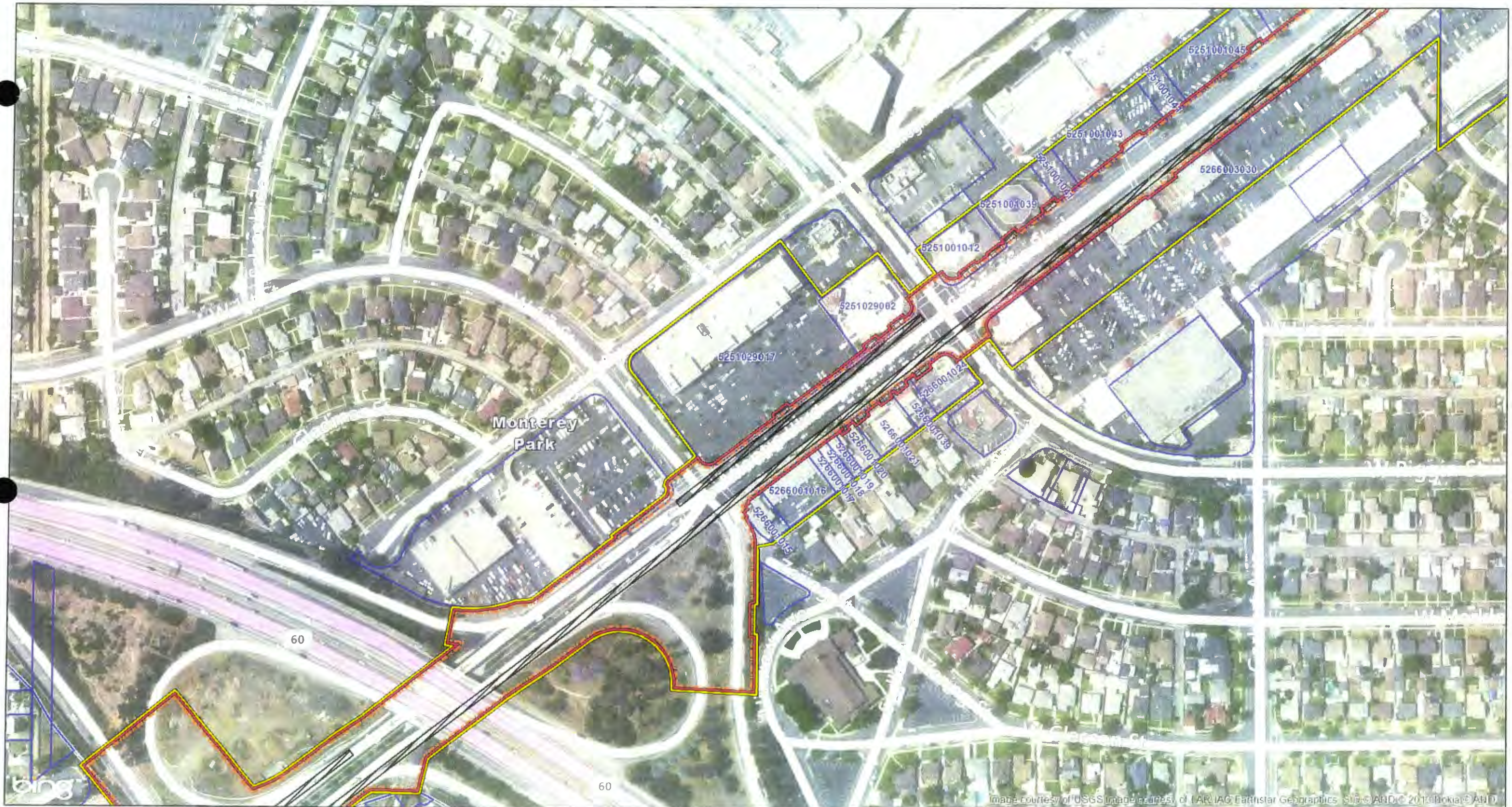
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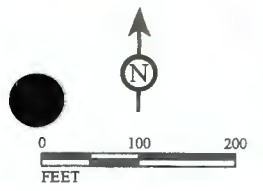
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Indirect Area of Potential Effects (APE)	Bus Station	Proposed ROW
Direct Area of Potential Effects	Limits of Construction	TCE
Communities	Limits of Dedicated Bus Lanes	Parcels
Historic Districts	#3B Evaluated Resources	



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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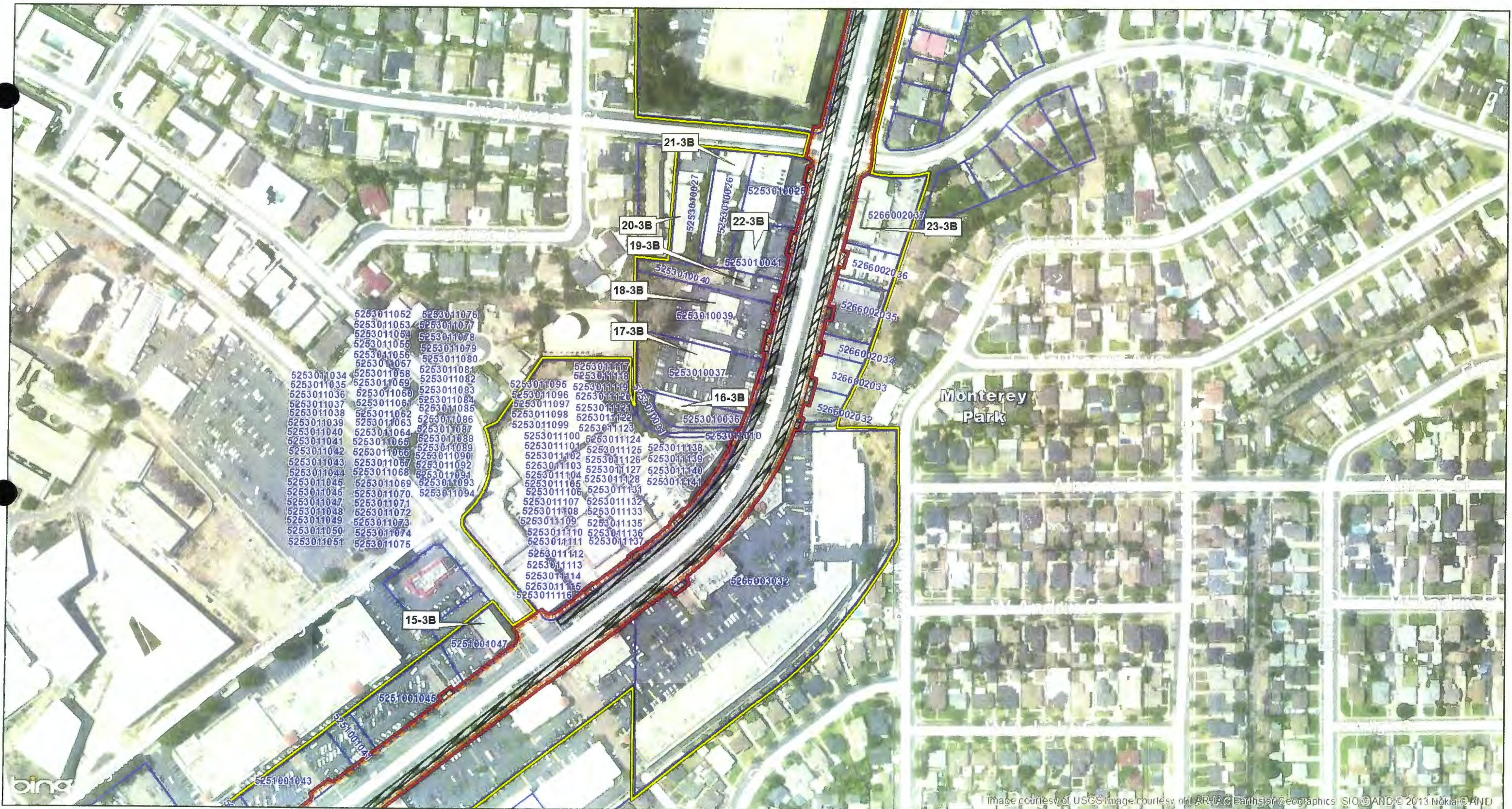
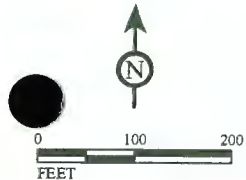


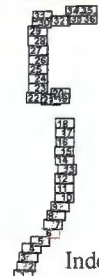
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| Indirect Area of Potential Effects (APE) | Direct Area of Potential Effects | Communities | Historic Districts | Bus Station | Limits of Construction | Limits of Dedicated Bus Lanes | Proposed ROW | TCE | Parcels | #3B Evaluated Resources |
|--|----------------------------------|-------------|--------------------|-------------|------------------------|-------------------------------|--------------|-----|---------|-------------------------|



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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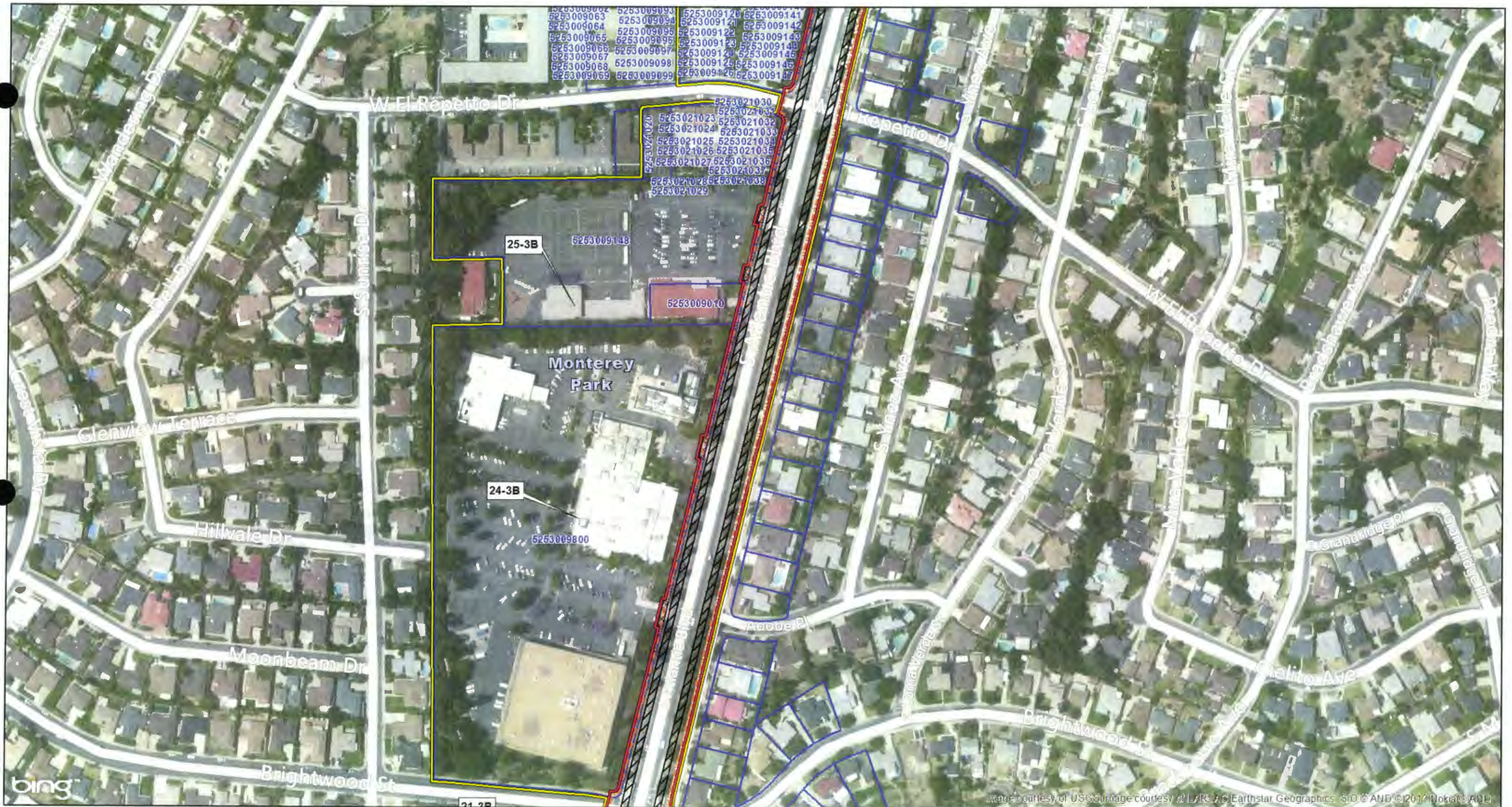


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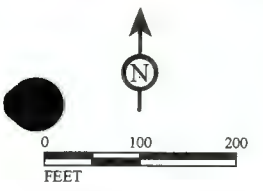
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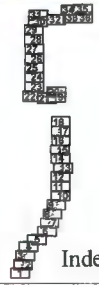
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| Indirect Area of Potential Effects (APE) | Direct Area of Potential Effects | Proposed ROW |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | Bus Station | TCE |
| | Limits of Construction | Evaluated Resources |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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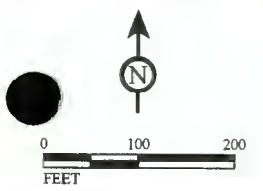
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- Indirect Area of Potential Effects (APE)
- Direct Area of Potential Effects
- Communities
- Historic Districts
- Bus Station
- Limits of Construction
- Limits of Dedicated Bus Lanes
- Proposed ROW
- TCE
- Parcels
- #3B Evaluated Resources



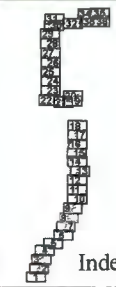
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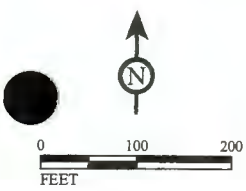
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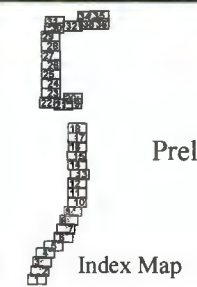
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|--|-------------------------------|--------------|
| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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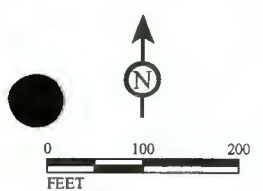
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 - Direct Area of Potential Effects
 - Communities
 - Historic Districts
 - Bus Station
 - Limits of Construction
 - Limits of Dedicated Bus Lanes
 - Proposed ROW
 - TCE
 - Parcels
 - #3B Evaluated Resources

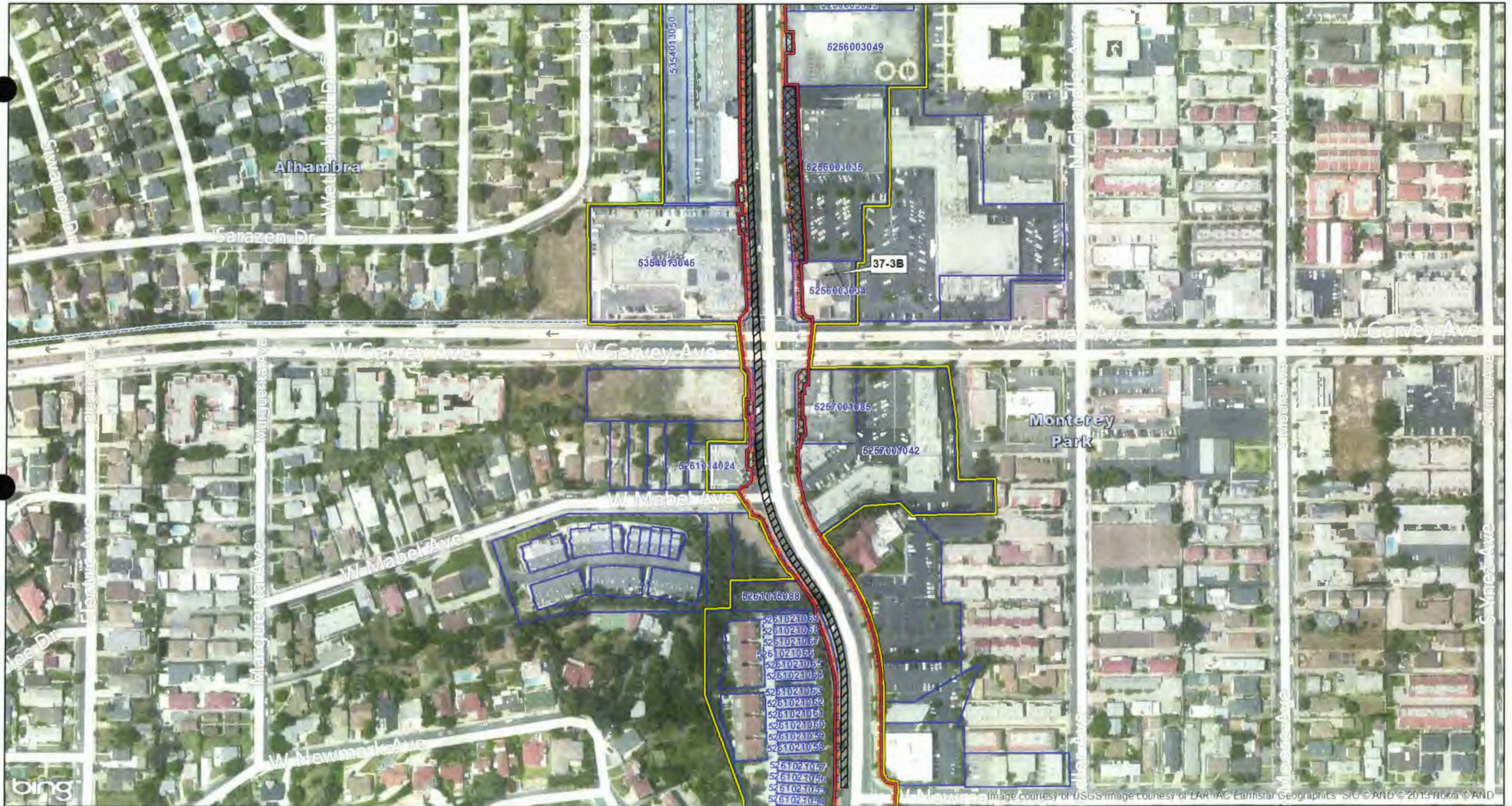


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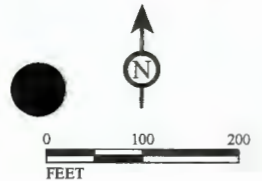
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|--|-------------------------------|--------------|
| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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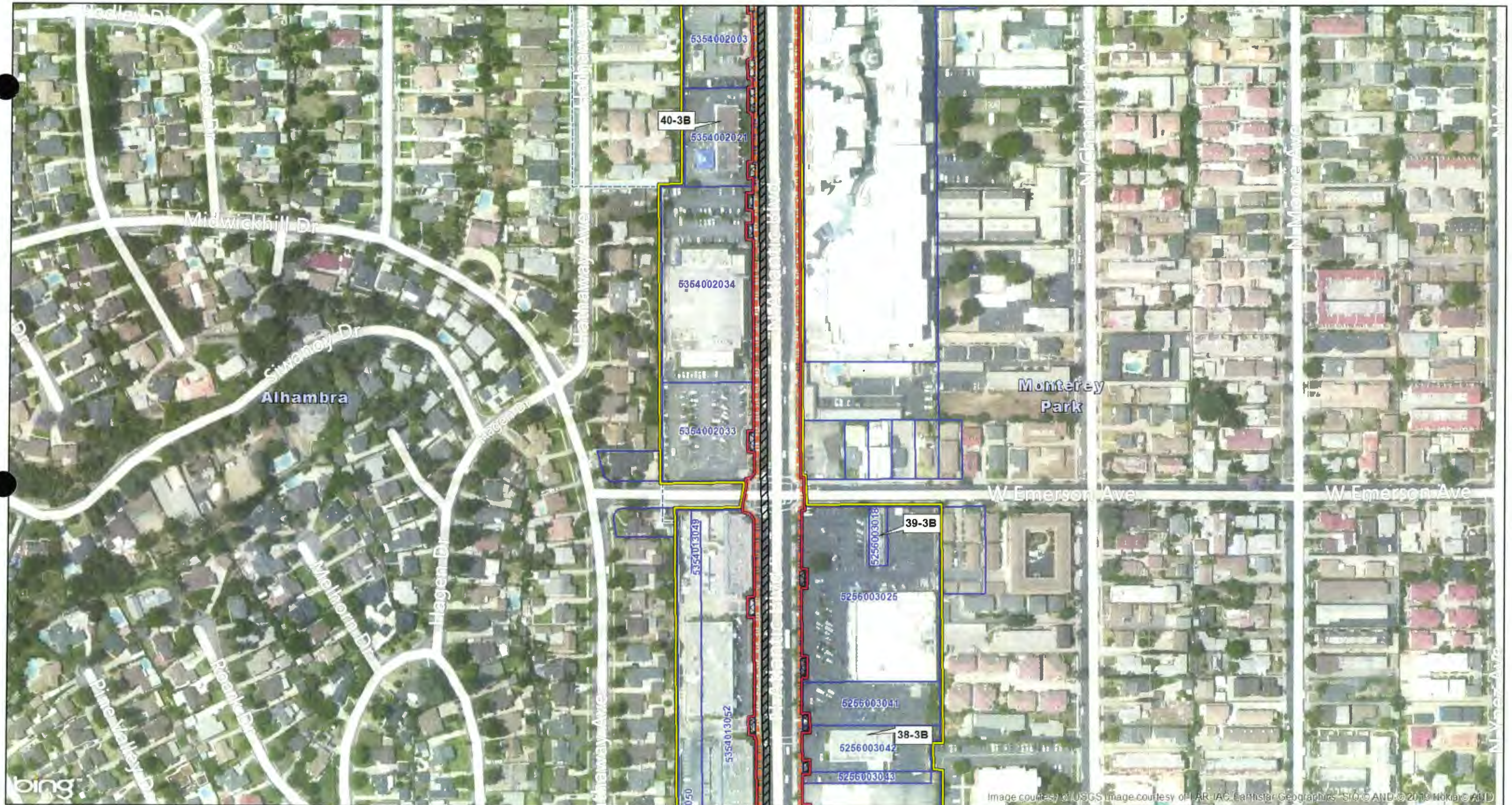


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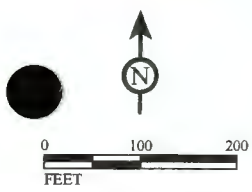
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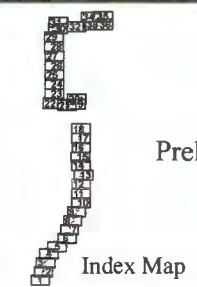
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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |

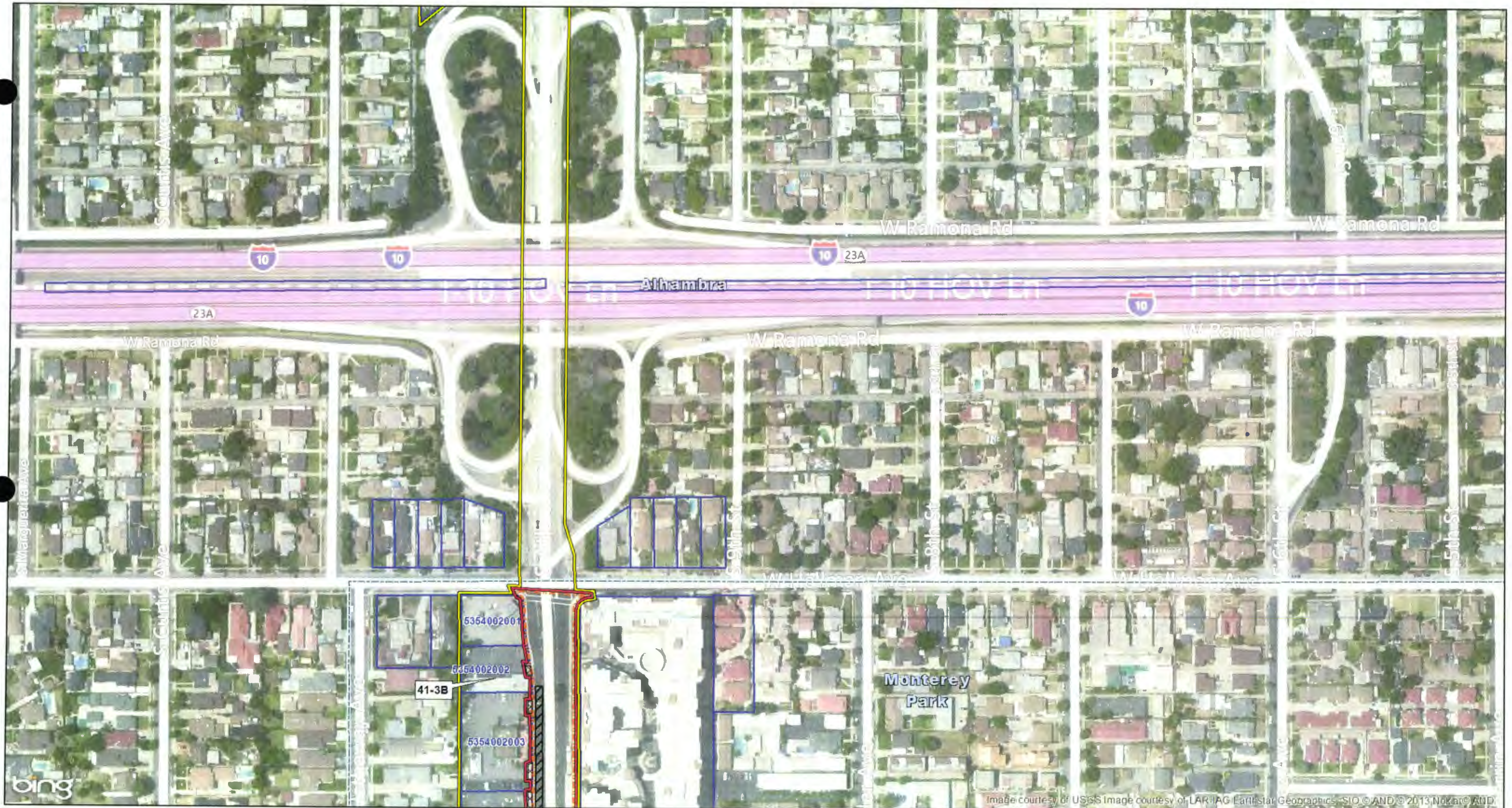


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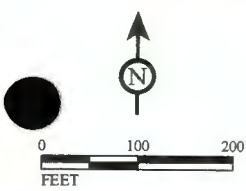


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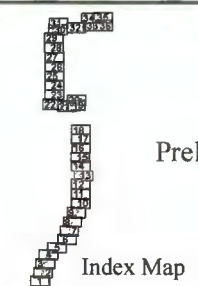
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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |

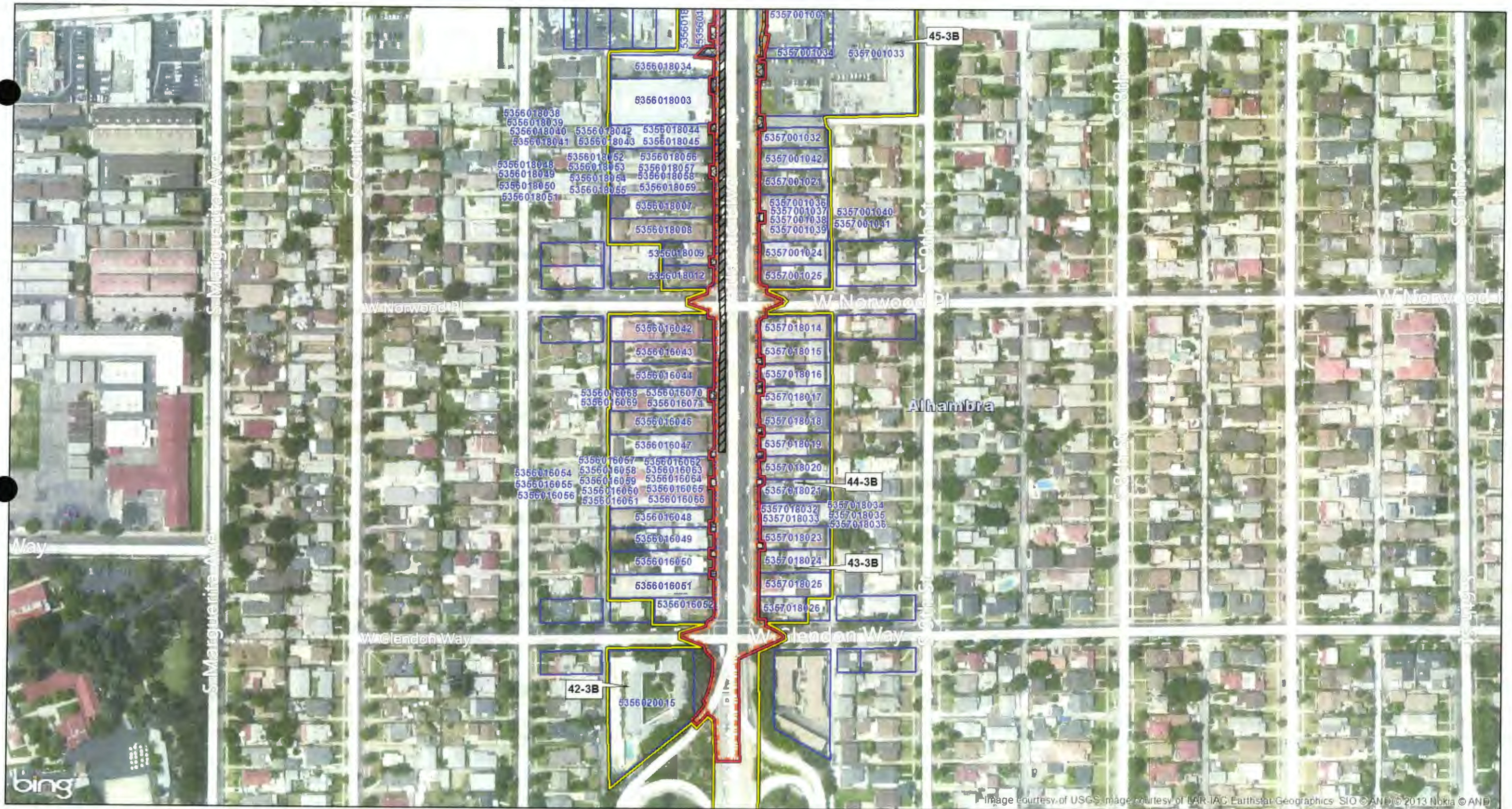


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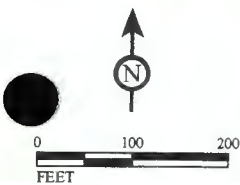


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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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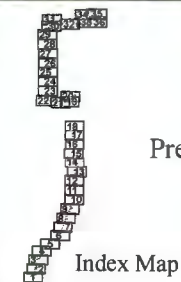
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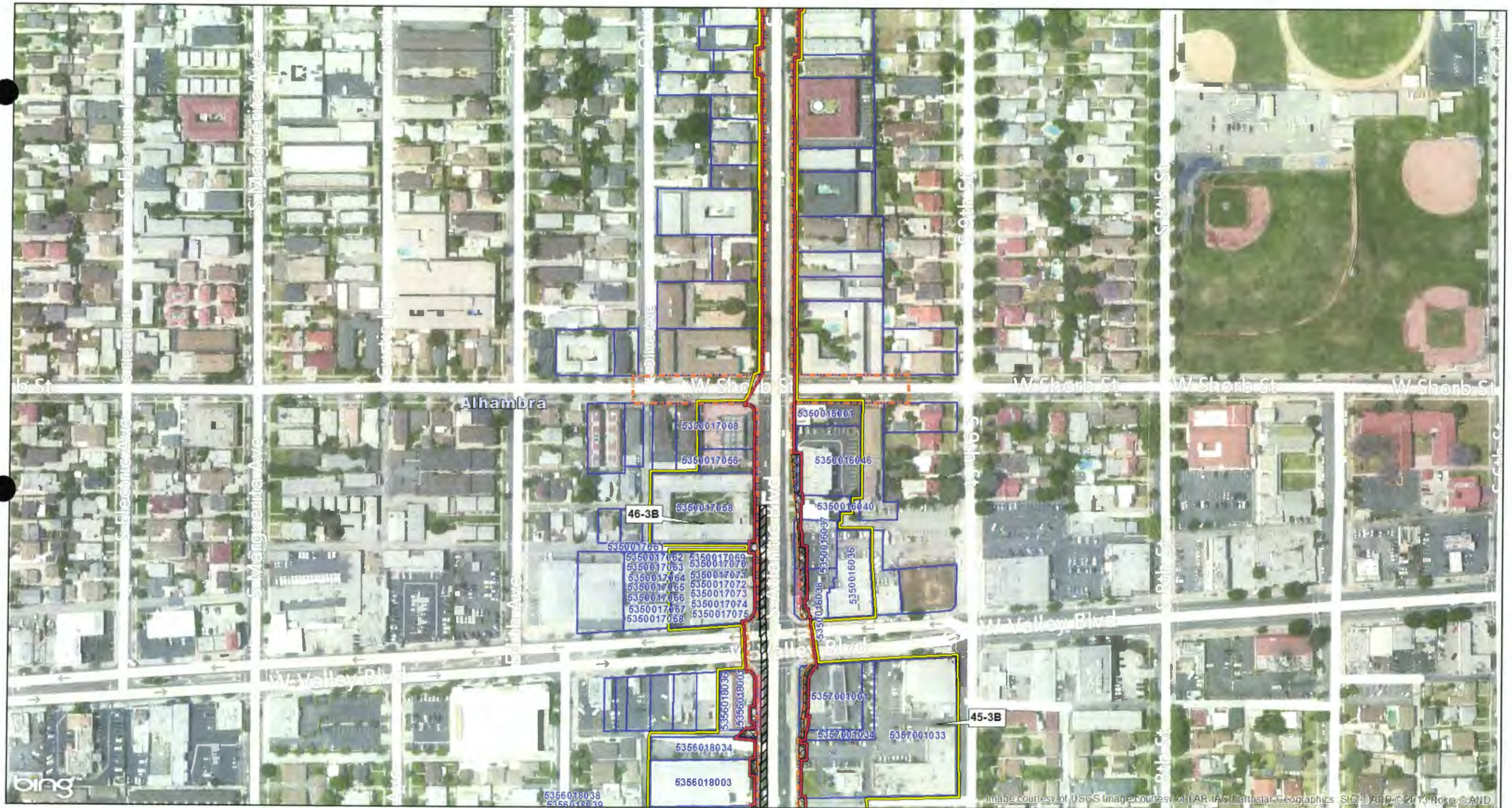
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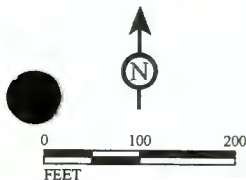


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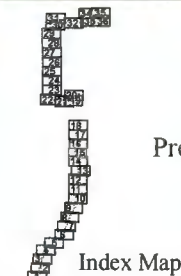
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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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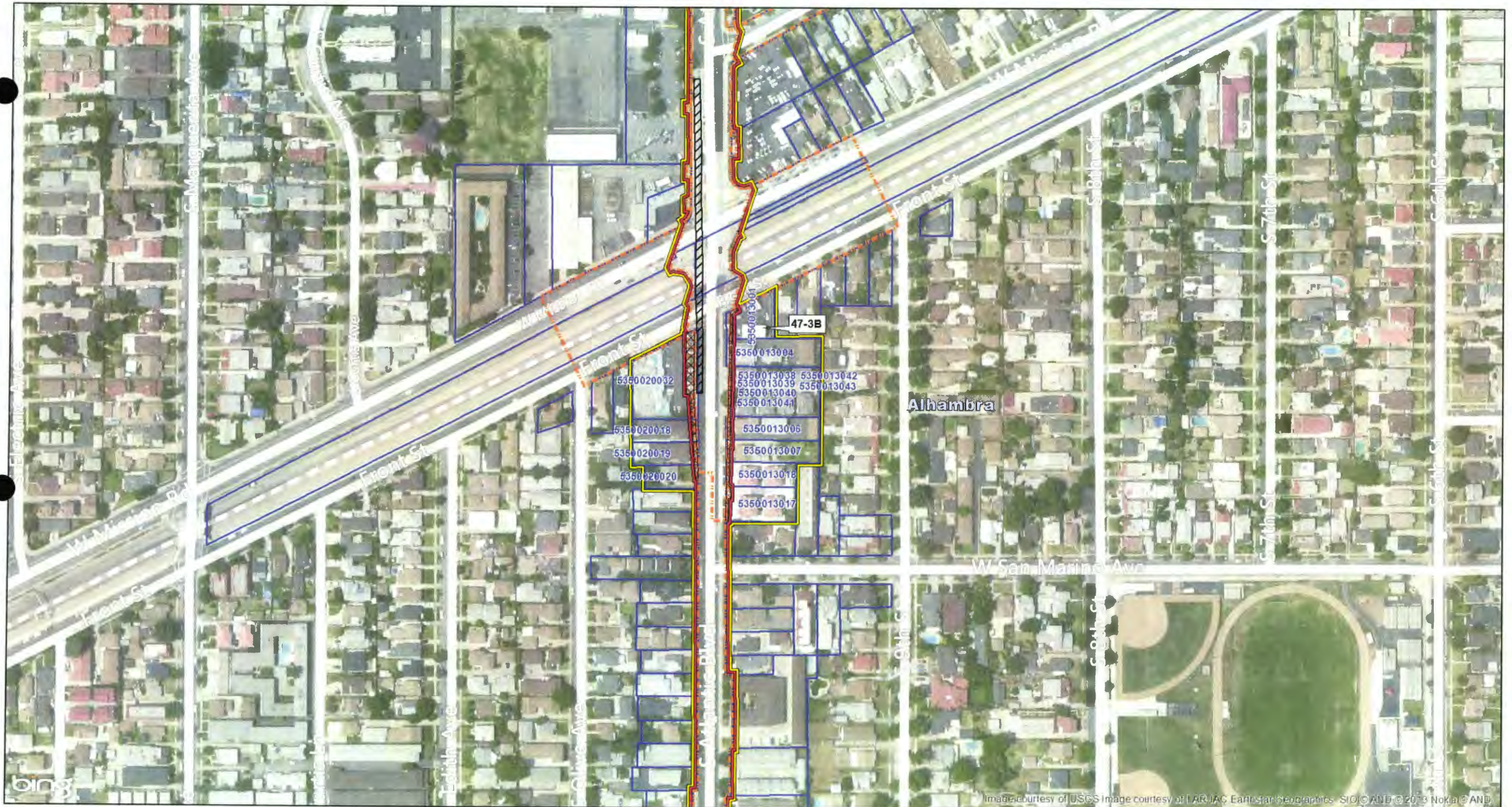


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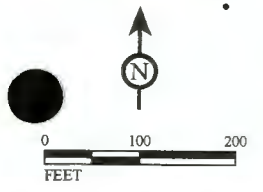
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|--|-------------------------------|--------------|
| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | Evaluated Resources | |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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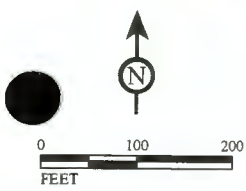
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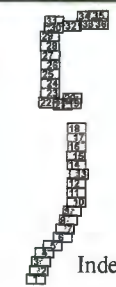
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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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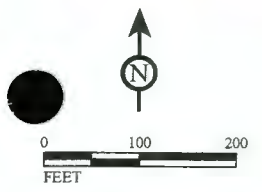
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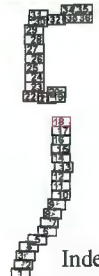
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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | Evaluated Resources | |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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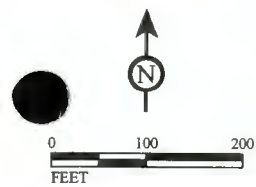
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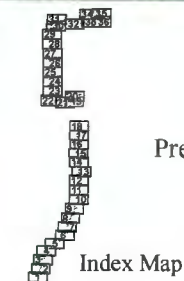
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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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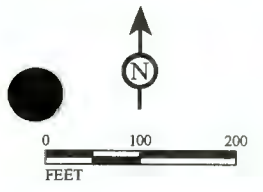
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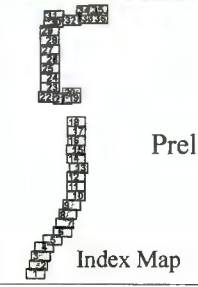
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Indirect Area of Potential Effects (APE)	Bus Station	Proposed ROW
Direct Area of Potential Effects	Limits of Construction	TCE
Communities	Limits of Dedicated Bus Lanes	Parcels
Historic Districts	#3B Evaluated Resources	

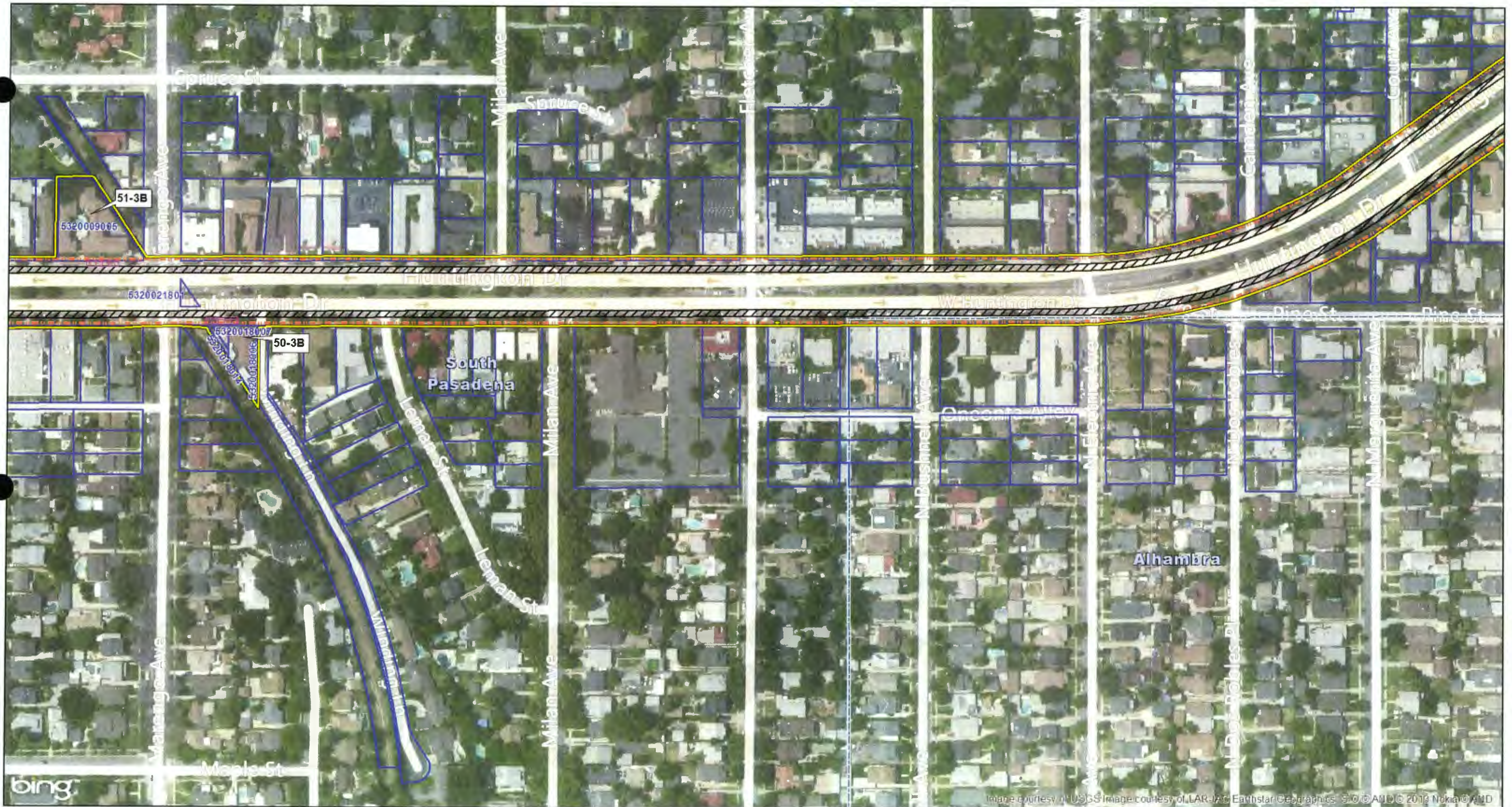


SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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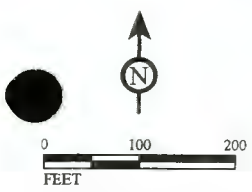


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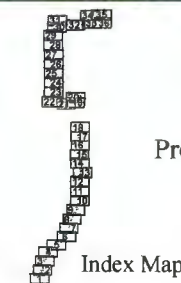


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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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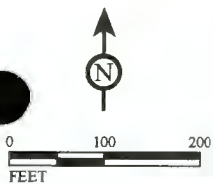
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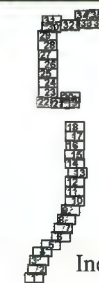
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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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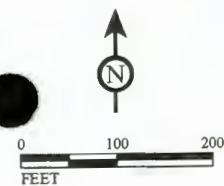
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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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Image courtesy of USGS Image courtesy of LAR-IAC Earthstar Geographics SIO © AND © 2013 Nokia © AND

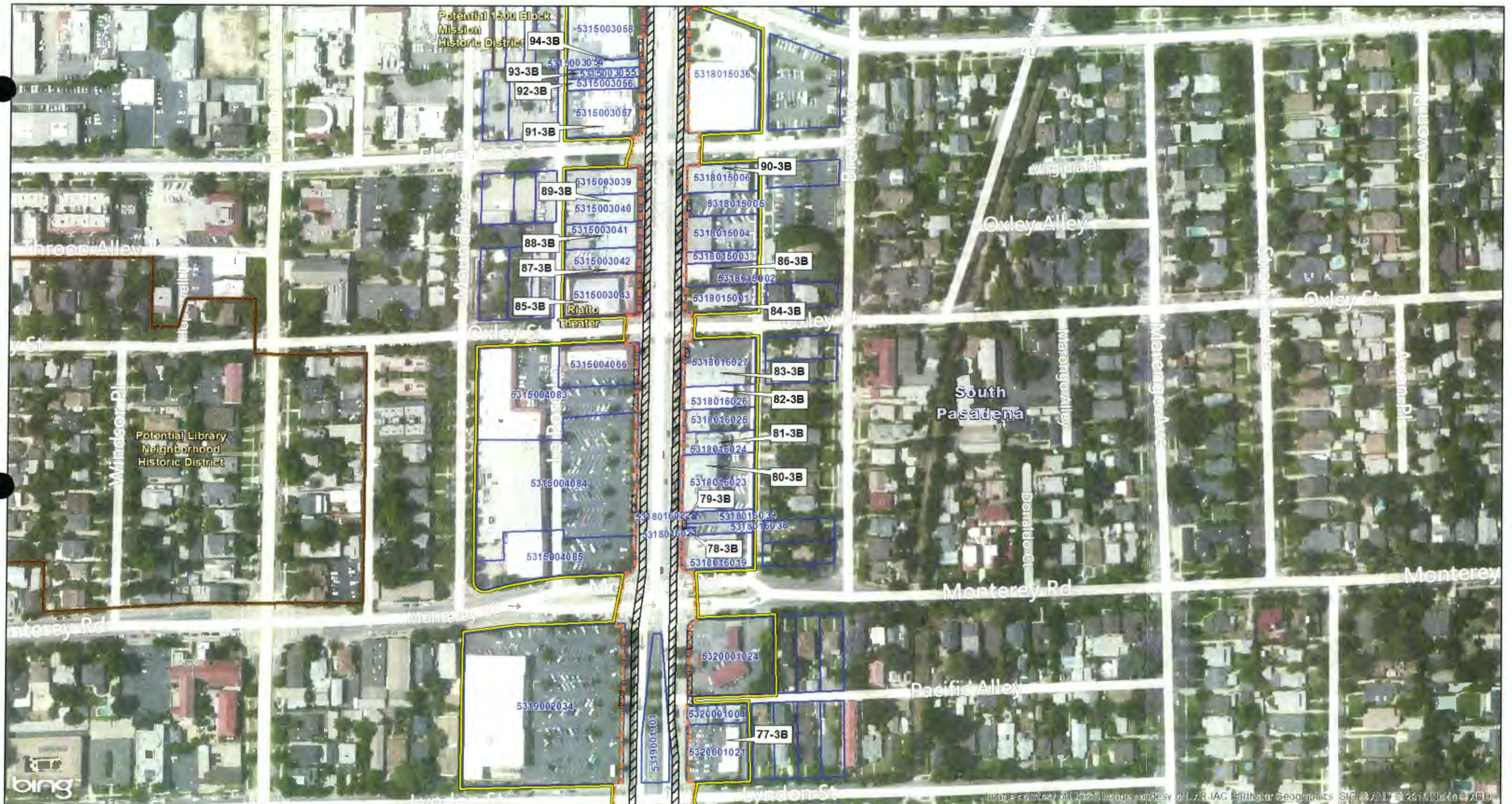
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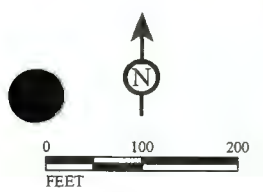
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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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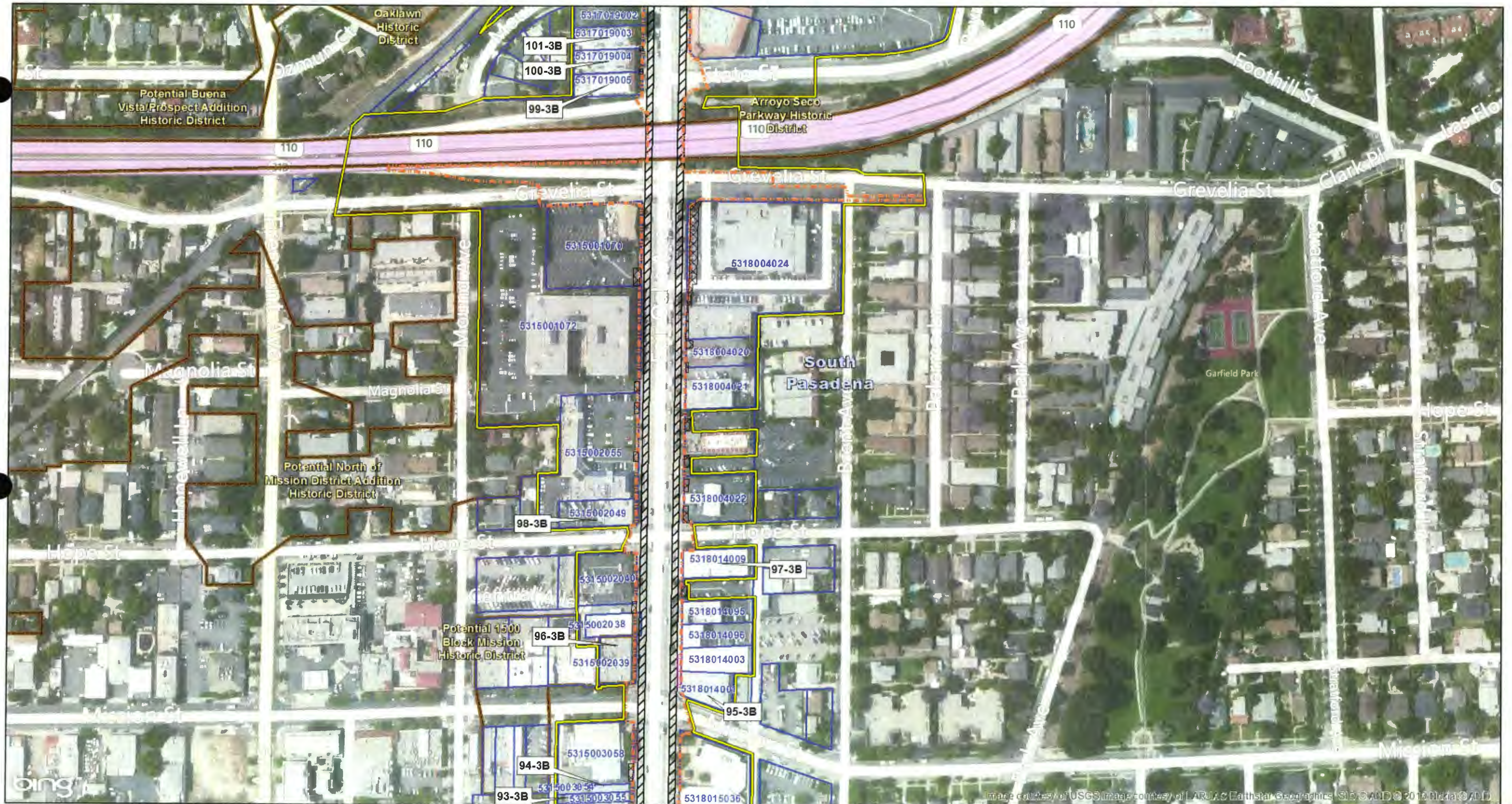


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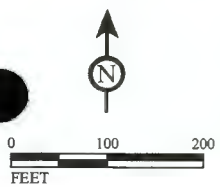
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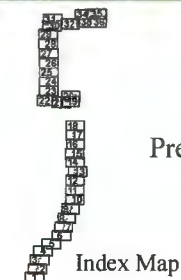
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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |

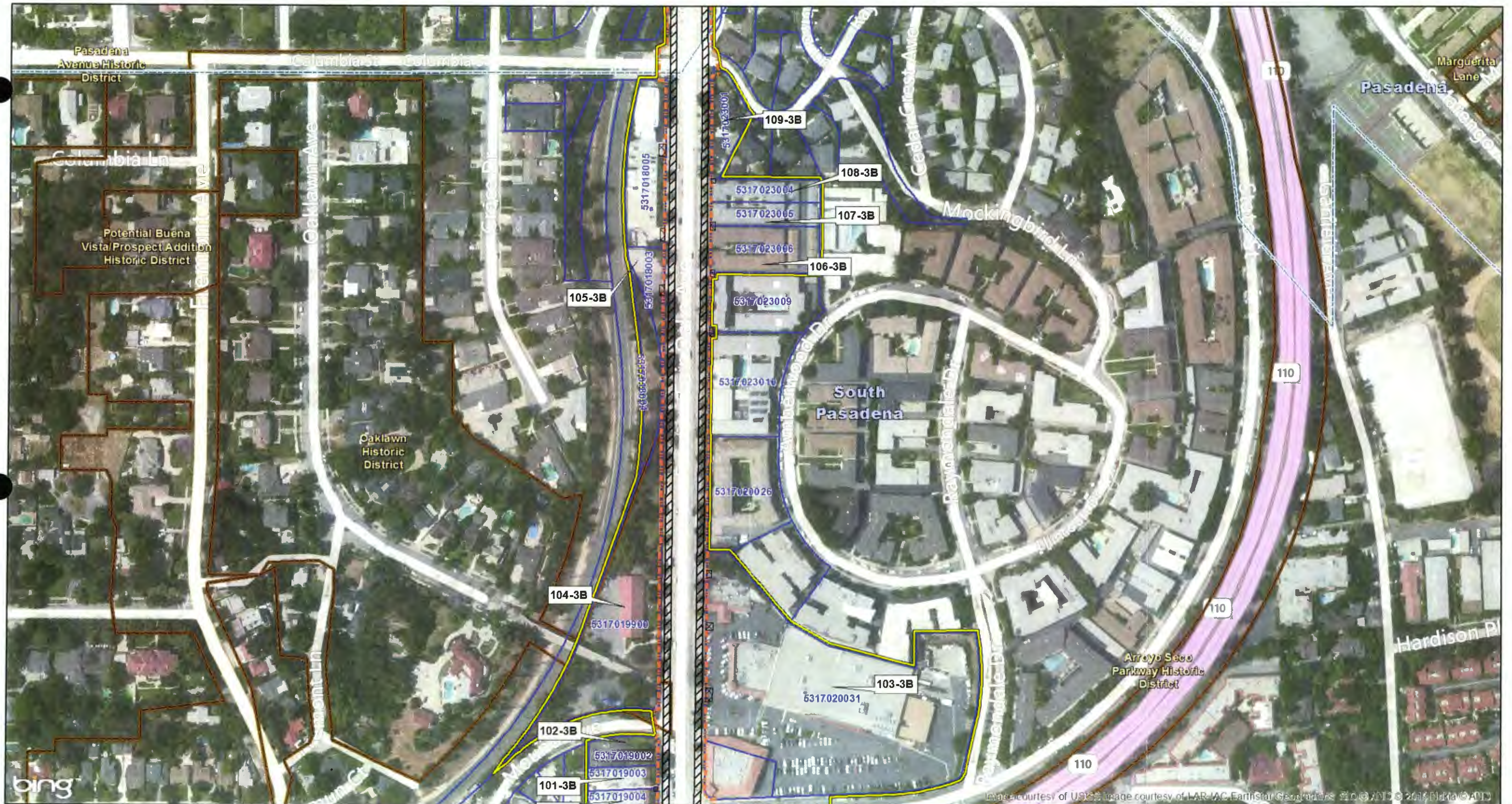


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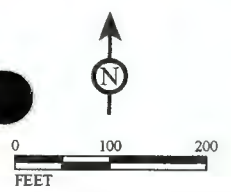


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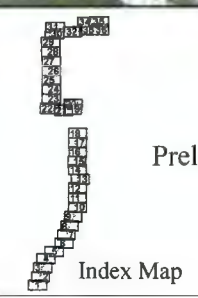


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Indirect Area of Potential Effects (APE)	Bus Station	Proposed ROW
Direct Area of Potential Effects	Limits of Construction	TCE
Communities	Limits of Dedicated Bus Lanes	Parcels
Historic Districts	#3B Evaluated Resources	



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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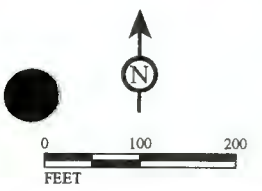
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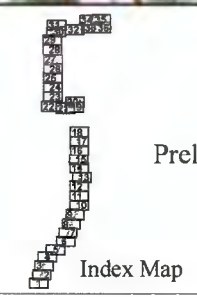


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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |

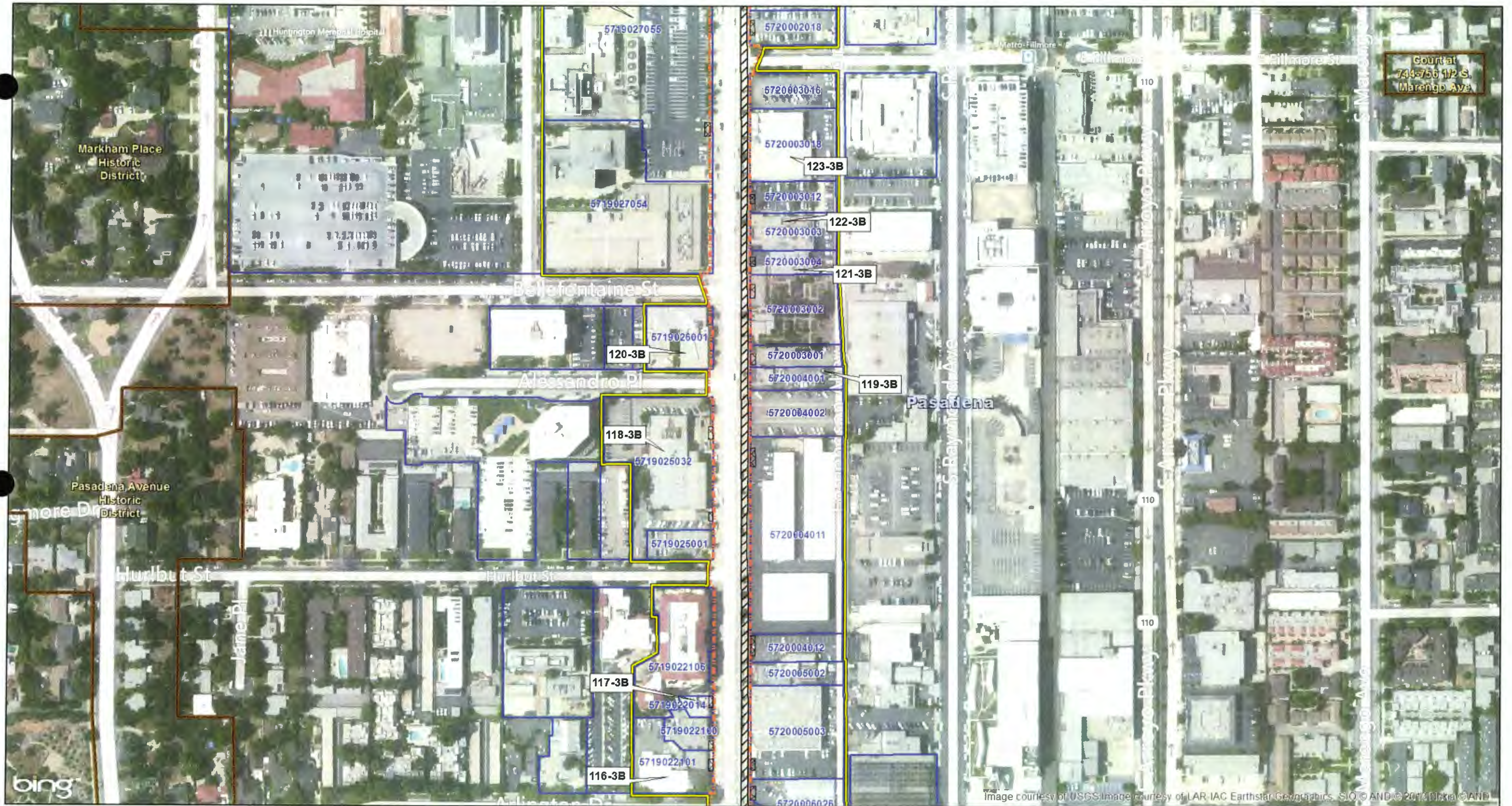


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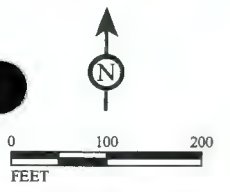
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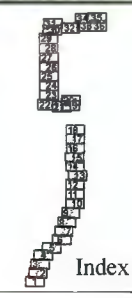
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Indirect Area of Potential Effects (APE)	Bus Station	Proposed ROW
Direct Area of Potential Effects	Limits of Construction	TCE
Communities	Limits of Dedicated Bus Lanes	Parcels
Historic Districts	#-3B Evaluated Resources	



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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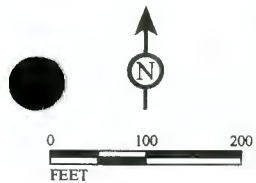
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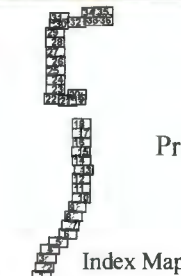
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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |



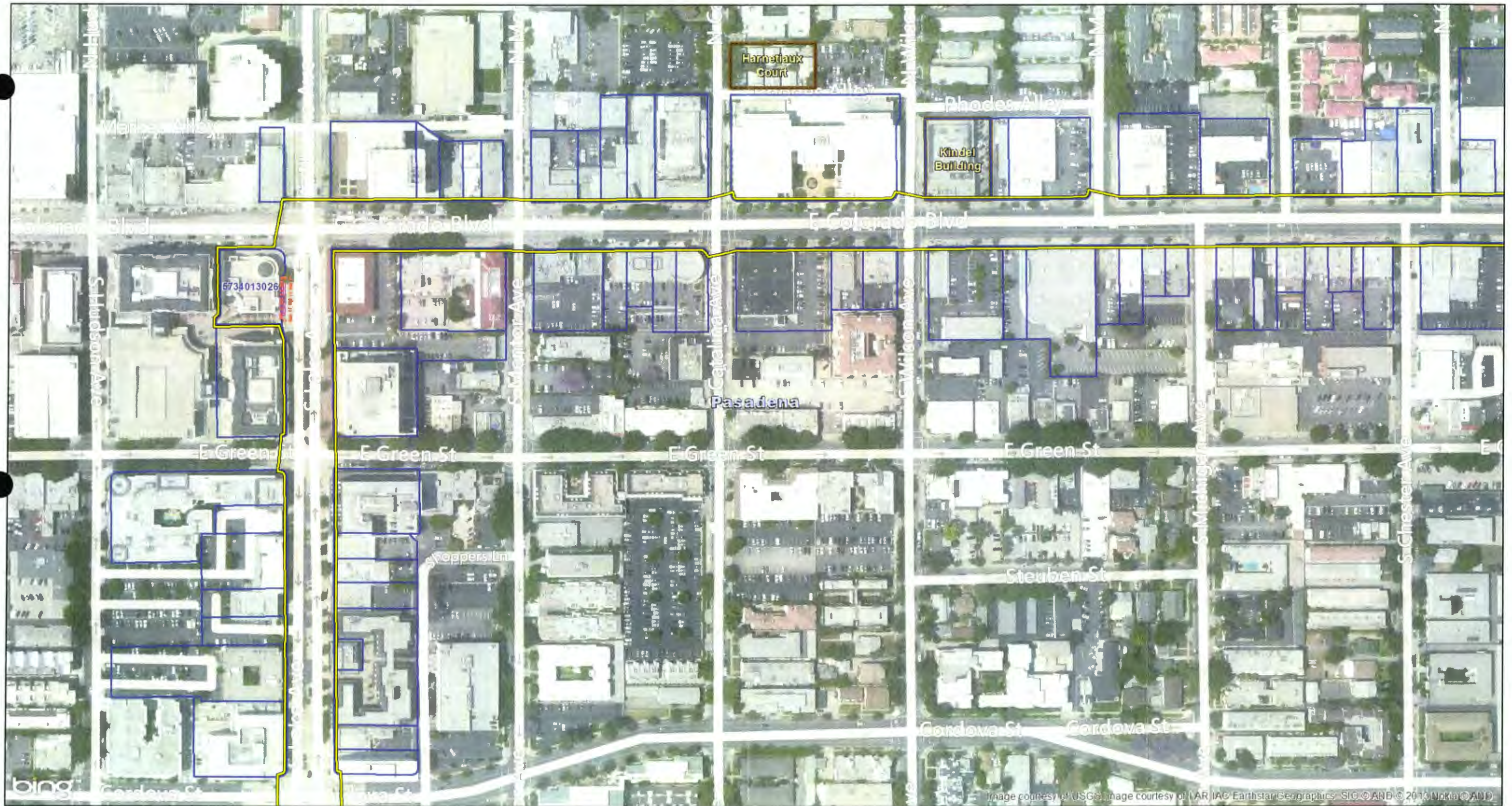
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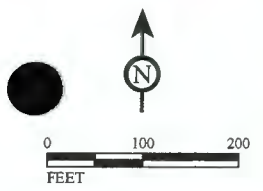
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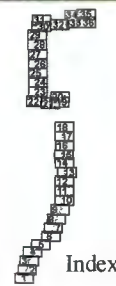


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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |

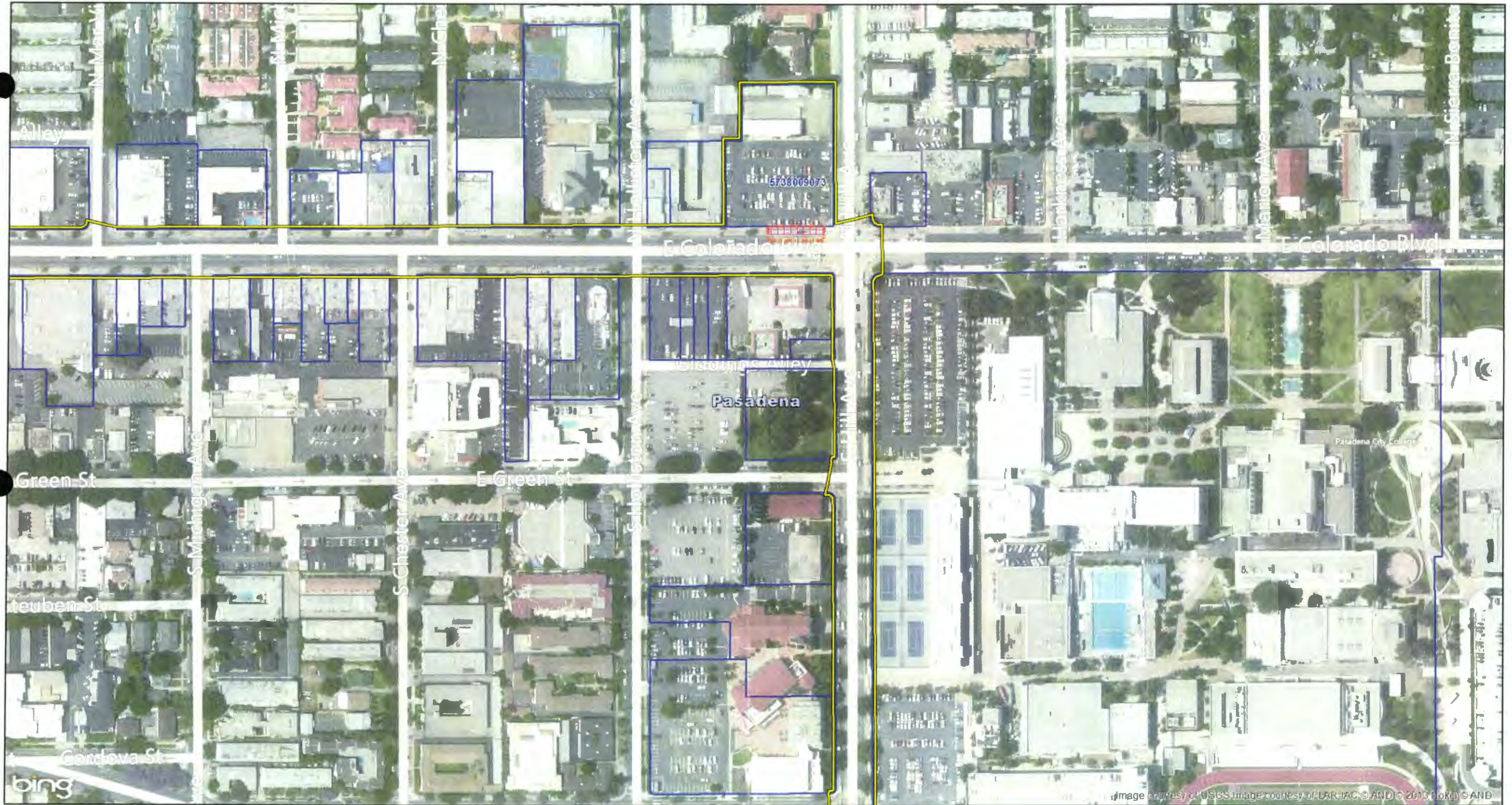


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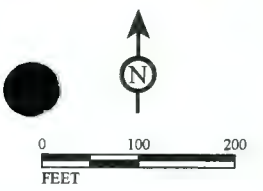
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| Indirect Area of Potential Effects (APE) | Bus Station | Proposed ROW |
| Direct Area of Potential Effects | Limits of Construction | TCE |
| Communities | Limits of Dedicated Bus Lanes | Parcels |
| Historic Districts | #3B Evaluated Resources | |



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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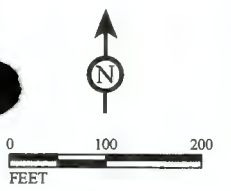


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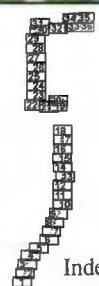


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| Indirect Area of Potential Effects (APE) | Direct Area of Potential Effects | Communities | Historic Districts | Bus Station | Limits of Construction | Limits of Dedicated Bus Lanes | Proposed ROW | TCE | Parcels | #3B Evaluated Resources |
|--|----------------------------------|-------------|--------------------|-------------|------------------------|-------------------------------|--------------|-----|---------|-------------------------|



SOURCE: Los Angeles County, 2008; Thomas Bros, 2009; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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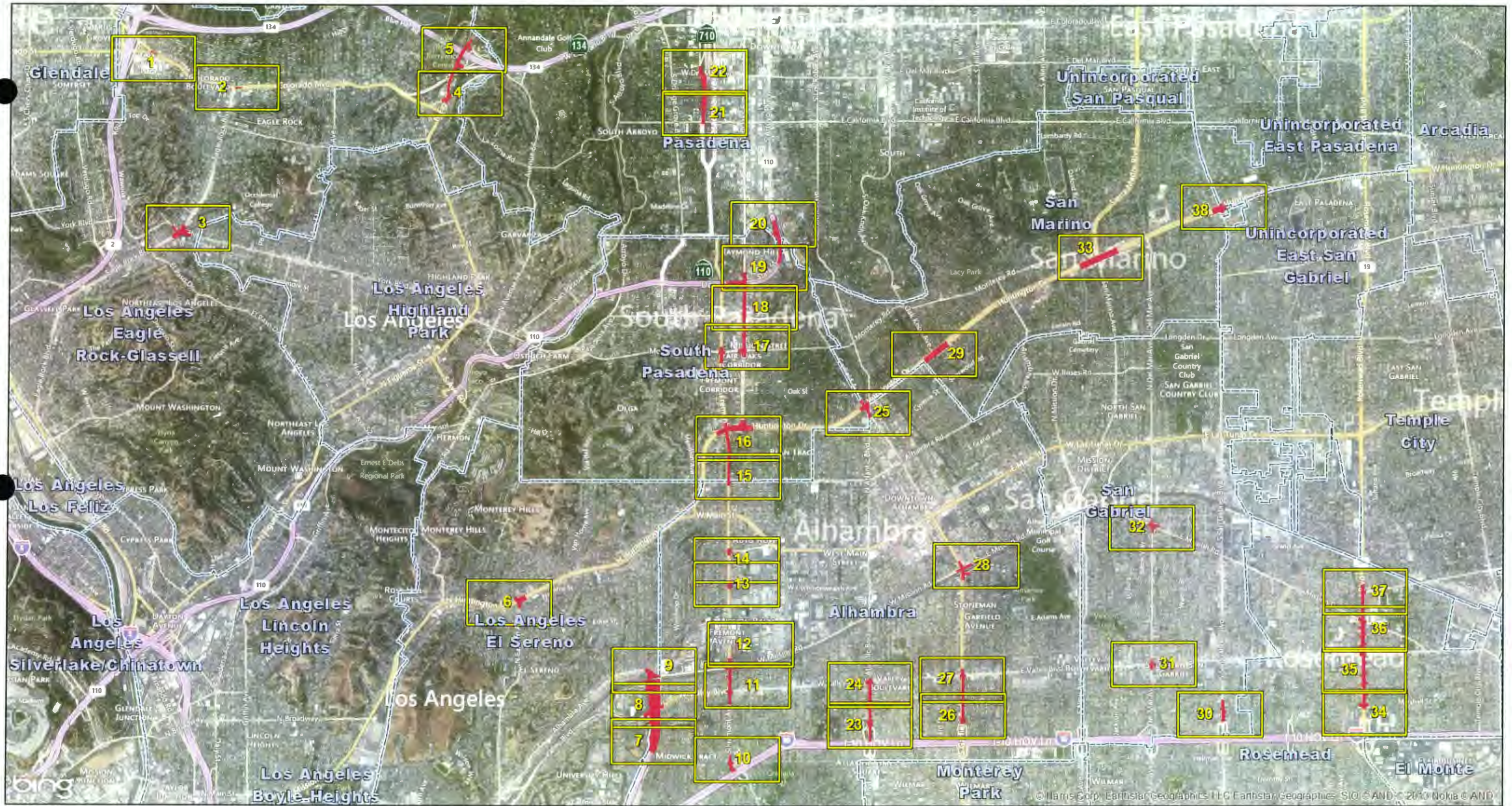


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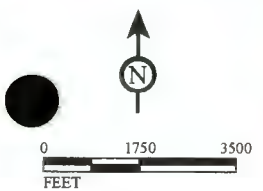
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- TSM/TDM Alternative
- Communities



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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Caltrans District 7 Project Manager	Date
Caltrans District 7 Architectural Historian (PQS)	Date

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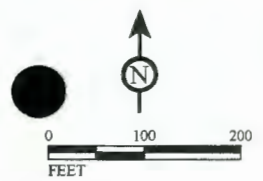
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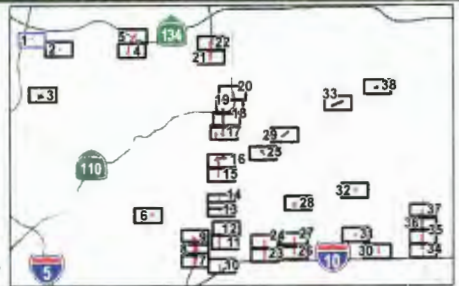


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|--------------------|--|---------------------|
| Communities | Indirect Area of Potential Effects (APE) | TCE |
| Historic Districts | Direct APE - Intersection | Wall Removal |
| Caltrans Parcels | Direct APE - Local Street Improvement | Fence Removal |
| Parcels | Proposed ROW | Evaluated Resources |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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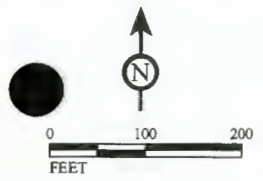
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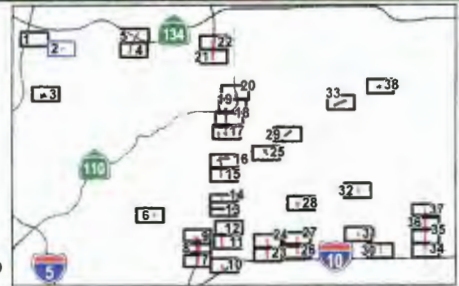


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|--------------------|--|-------------------------|
| Communities | Indirect Area of Potential Effects (APE) | TCE |
| Historic Districts | Direct APE - Intersection | Wall Removal |
| Caltrans Parcels | Direct APE - Local Street Improvement | Fence Removal |
| Parcels | Proposed ROW | #3C Evaluated Resources |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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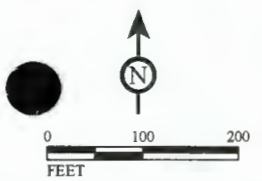
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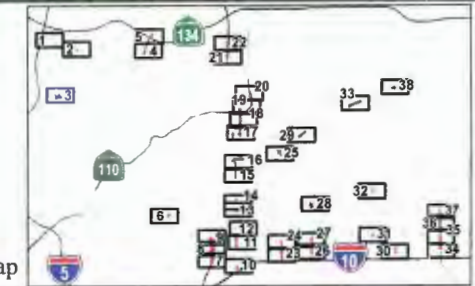
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|--------------------|--|---------------------|
| Communities | Indirect Area of Potential Effects (APE) | TCE |
| Historic Districts | Direct APE - Intersection | Wall Removal |
| Caltrans Parcels | Direct APE - Local Street Improvement | Fence Removal |
| Parcels | Proposed ROW | Evaluated Resources |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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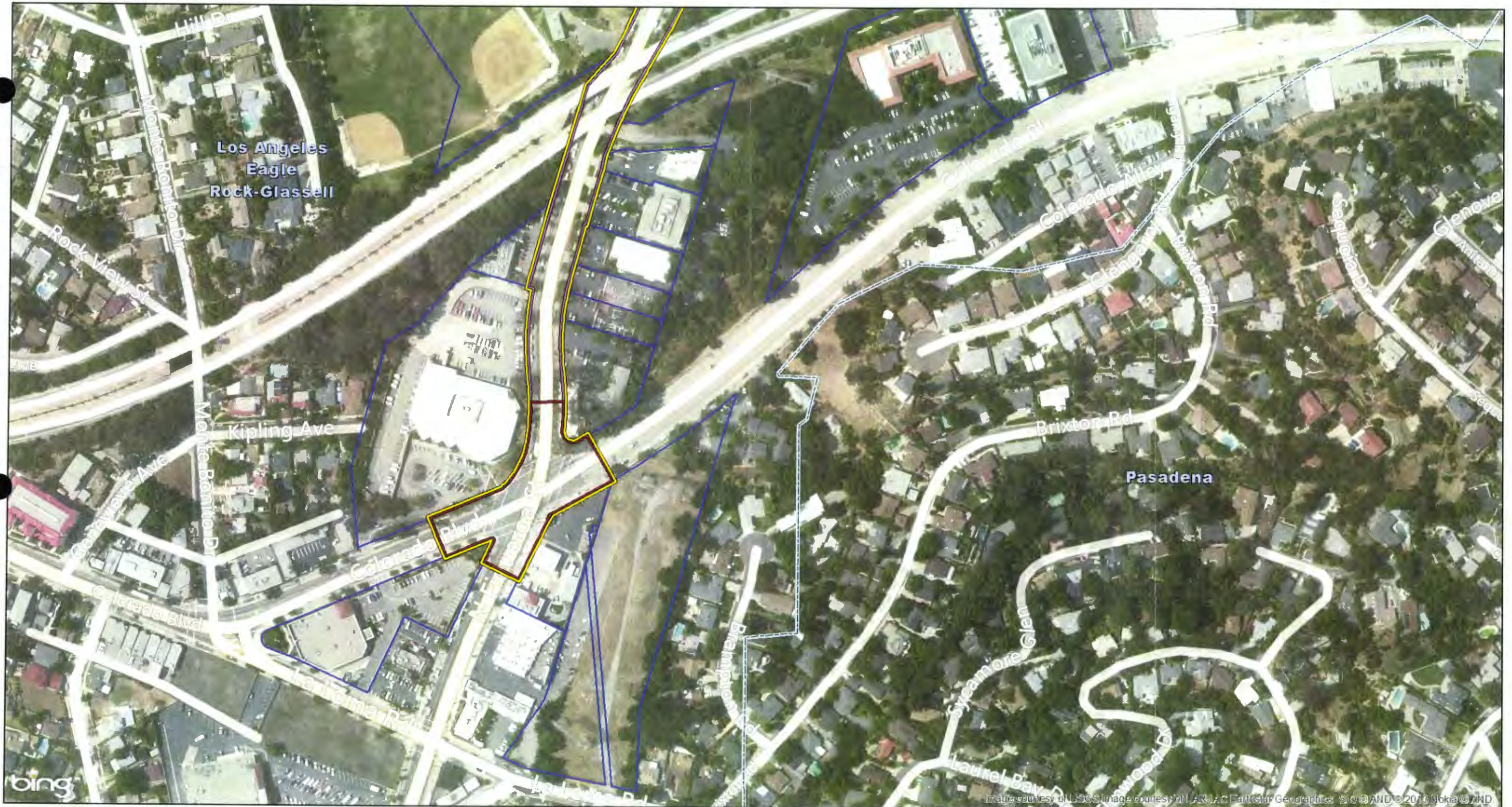
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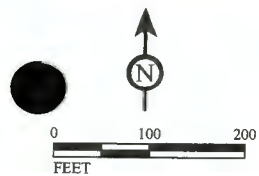
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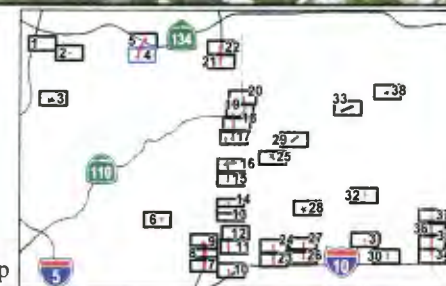
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|--------------------|--|-------------------------|
| Communities | Indirect Area of Potential Effects (APE) | TCE |
| Historic Districts | Direct APE - Intersection | Wall Removal |
| Caltrans Parcels | Direct APE - Local Street Improvement | Fence Removal |
| Parcels | Proposed ROW | #3C Evaluated Resources |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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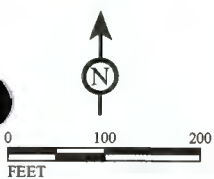
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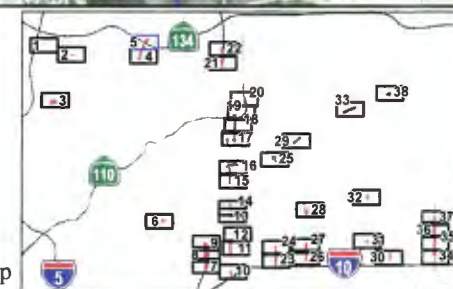
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LEGEND

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|--------------------|--|-------------------------|
| Communities | Indirect Area of Potential Effects (APE) | TCE |
| Historic Districts | Direct APE - Intersection | Wall Removal |
| Caltrans Parcels | Direct APE - Local Street Improvement | Fence Removal |
| Parcels | Proposed ROW | #3C Evaluated Resources |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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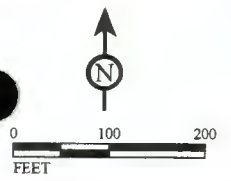
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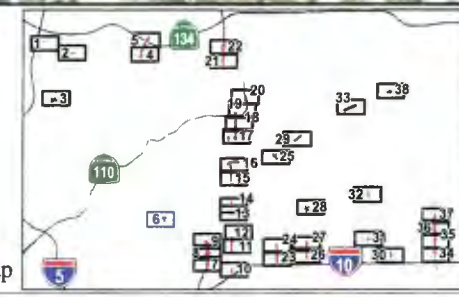
Image Courtesy of USFS Image Courtesy of LAR IAG Earthstar Geographics SIO © AED © 2013 Nokia © AED

LEGEND

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| Communities | Indirect Area of Potential Effects (APE) | TCE |
| Historic Districts | Direct APE - Intersection | Wall Removal |
| Caltrans Parcels | Direct APE - Local Street Improvement | Fence Removal |
| Parcels | Proposed ROW | #3C Evaluated Resources |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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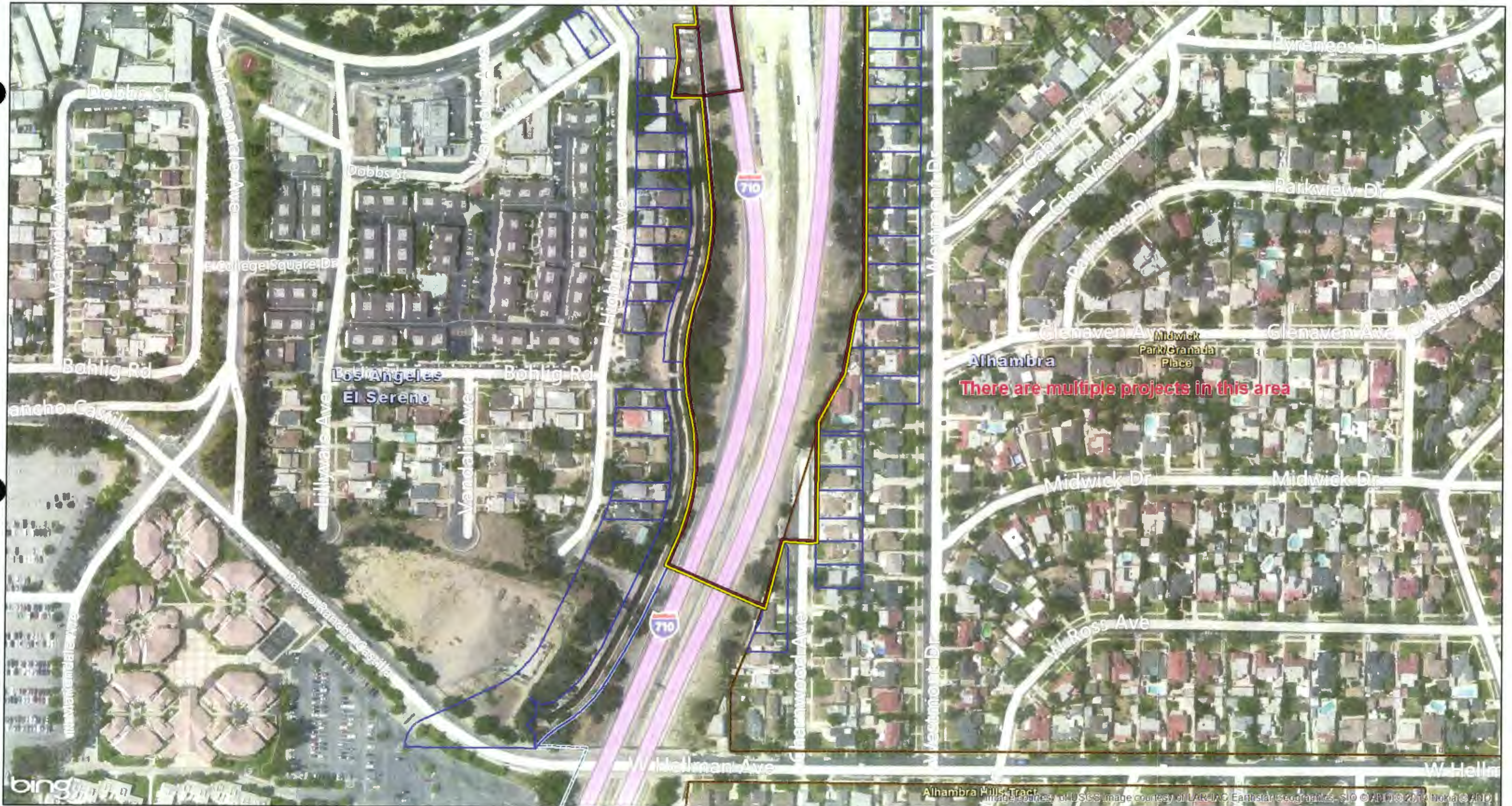
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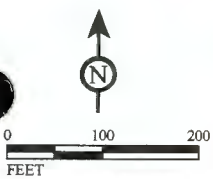
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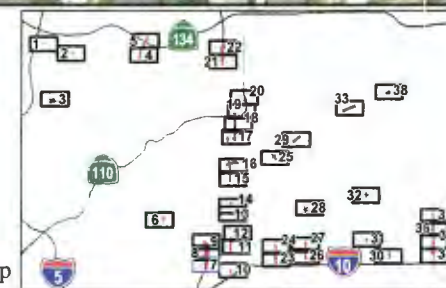


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| Communities | Indirect Area of Potential Effects (APE) | TCE |
| Historic Districts | Direct APE - Intersection | Wall Removal |
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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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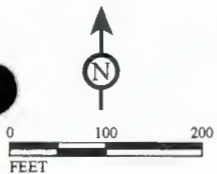
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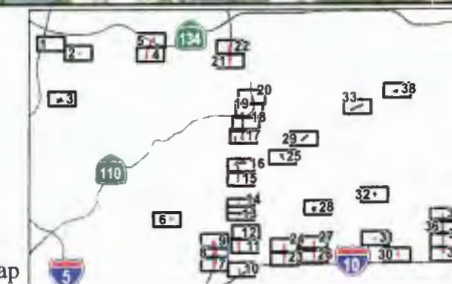


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| Communities | Indirect Area of Potential Effects (APE) | TCE |
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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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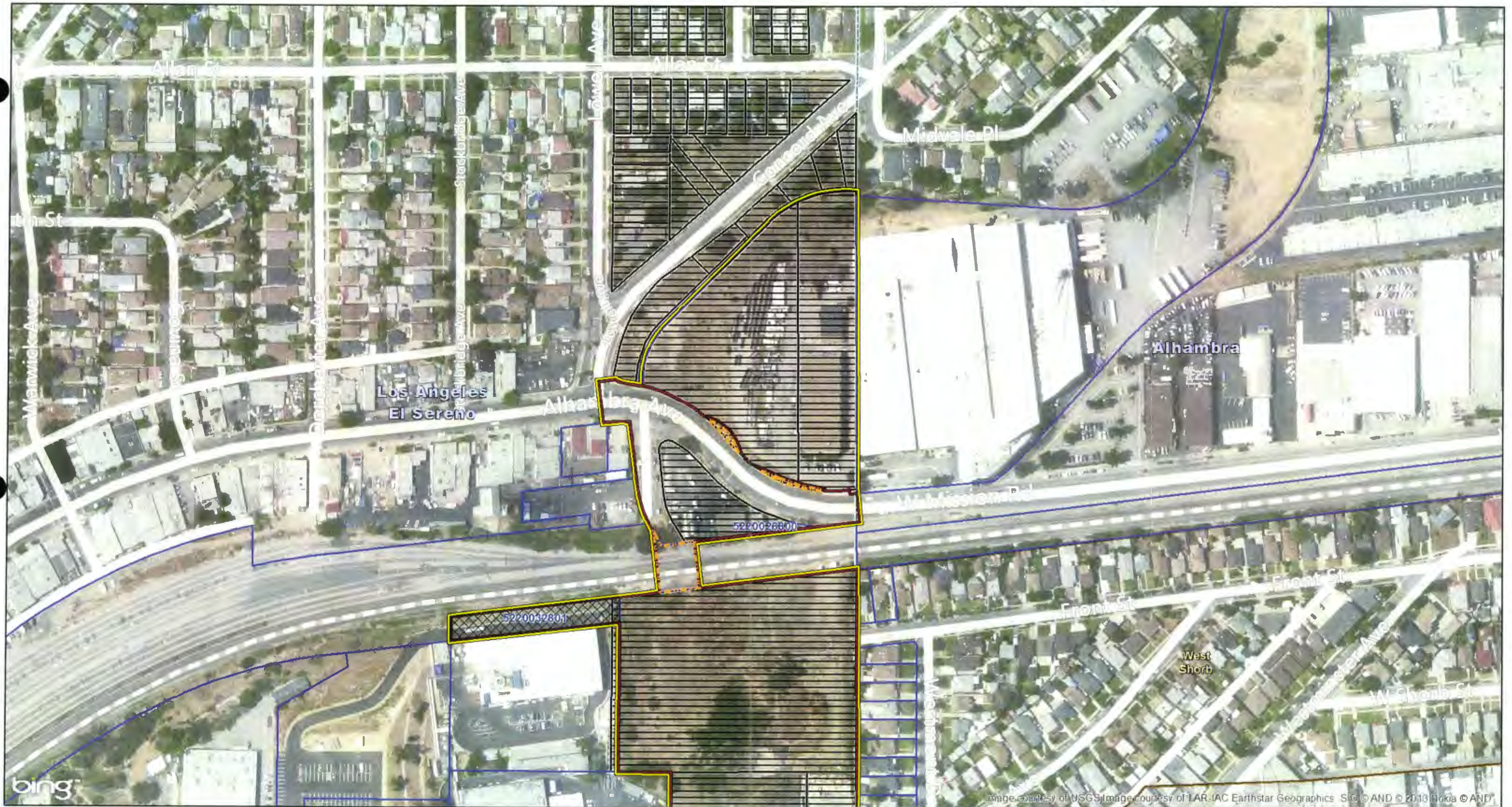
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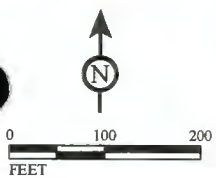
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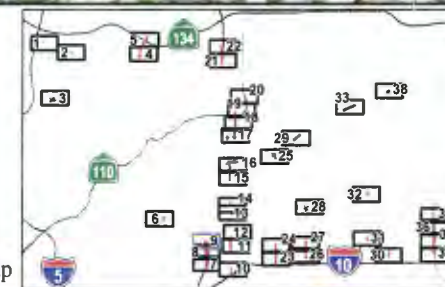


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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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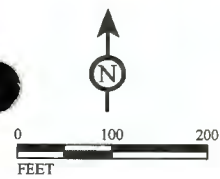
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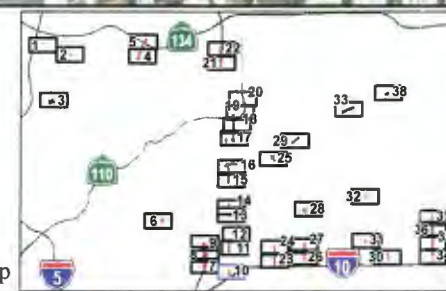


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| Communities | Indirect Area of Potential Effects (APE) | TCE |
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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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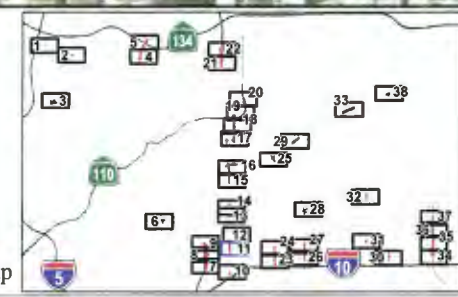


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| Communities | Indirect Area of Potential Effects (APE) | TCE |
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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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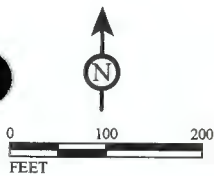
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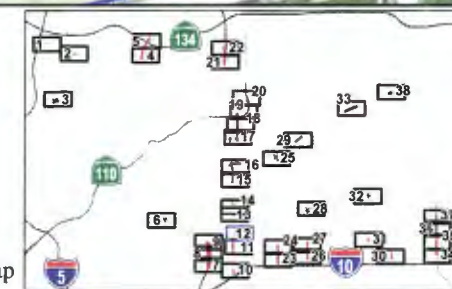


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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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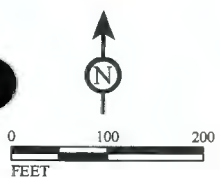
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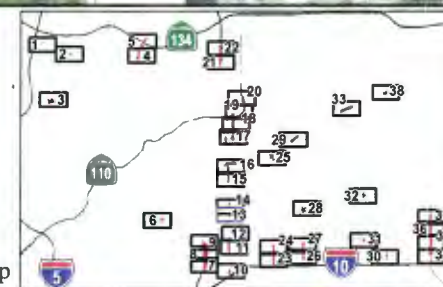
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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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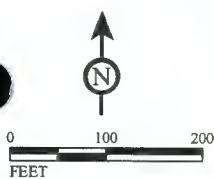
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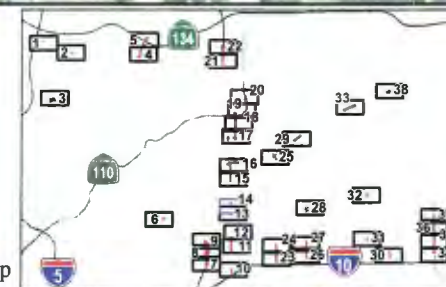
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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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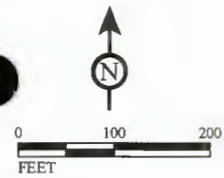
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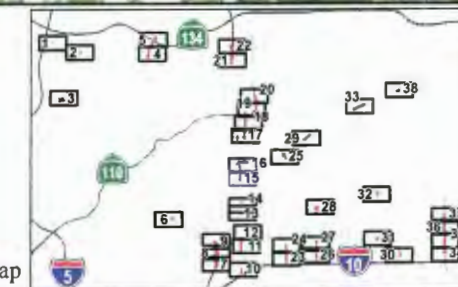


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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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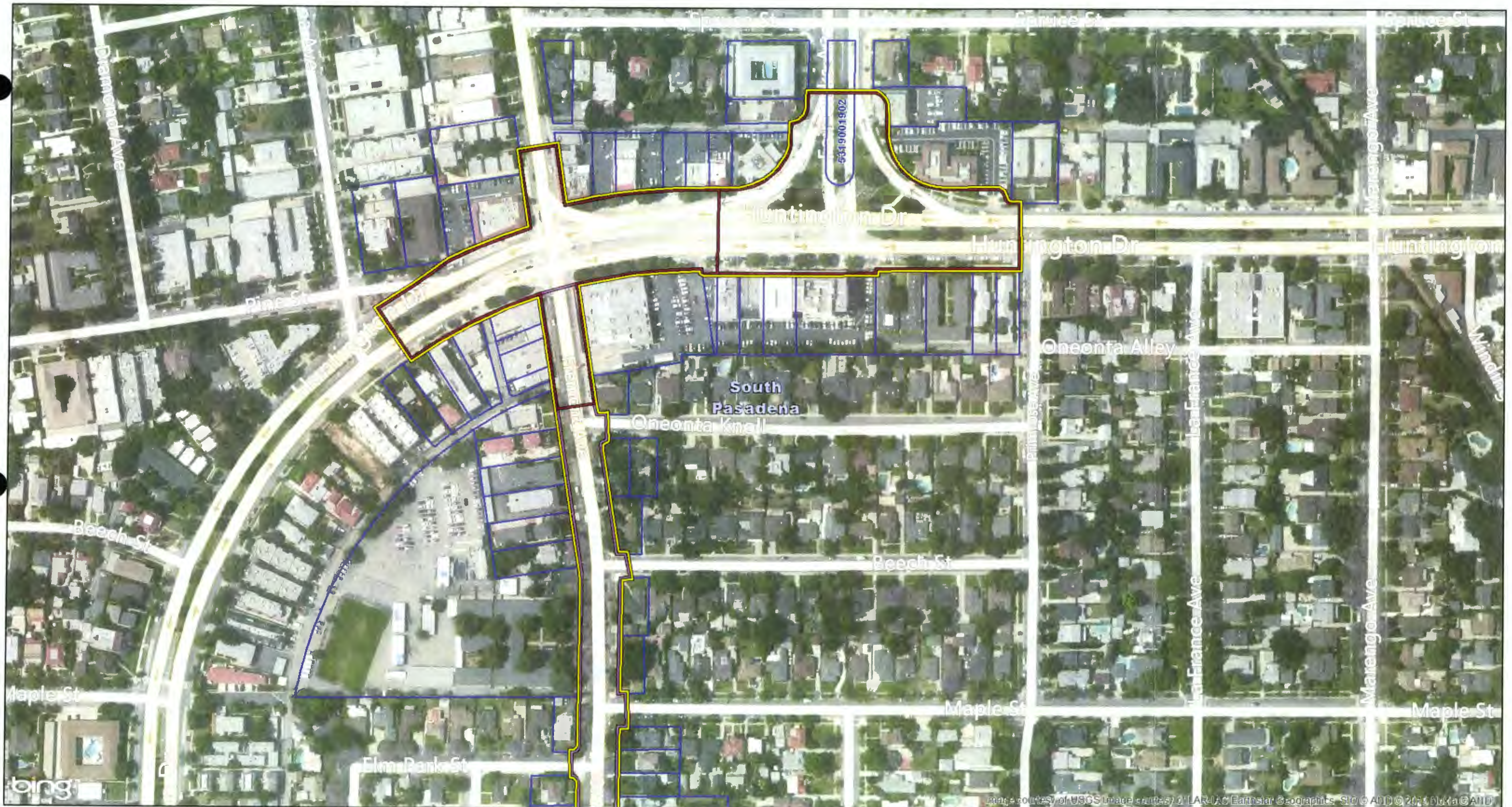
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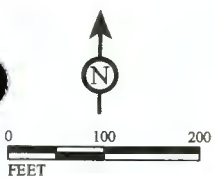
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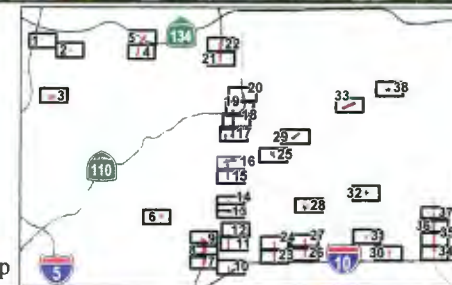


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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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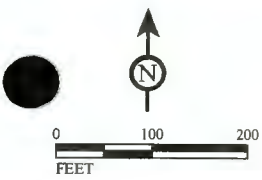
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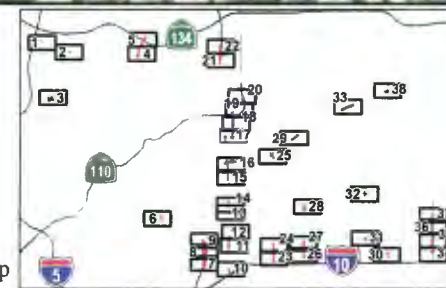


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| Communities | Indirect Area of Potential Effects (APE) | TCE |
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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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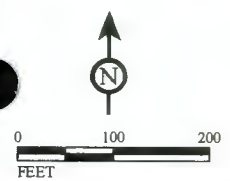
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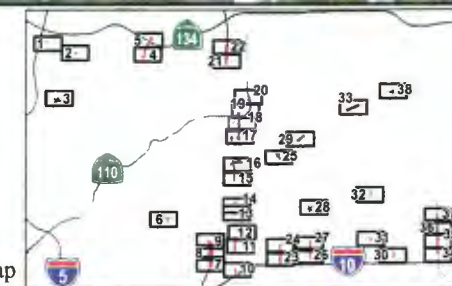


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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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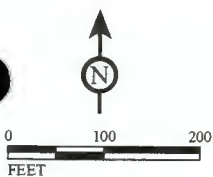
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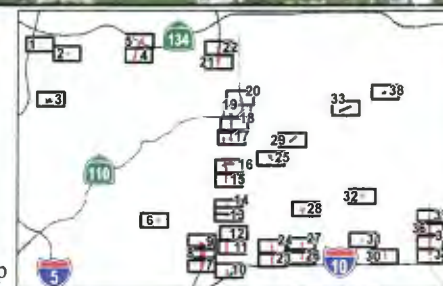


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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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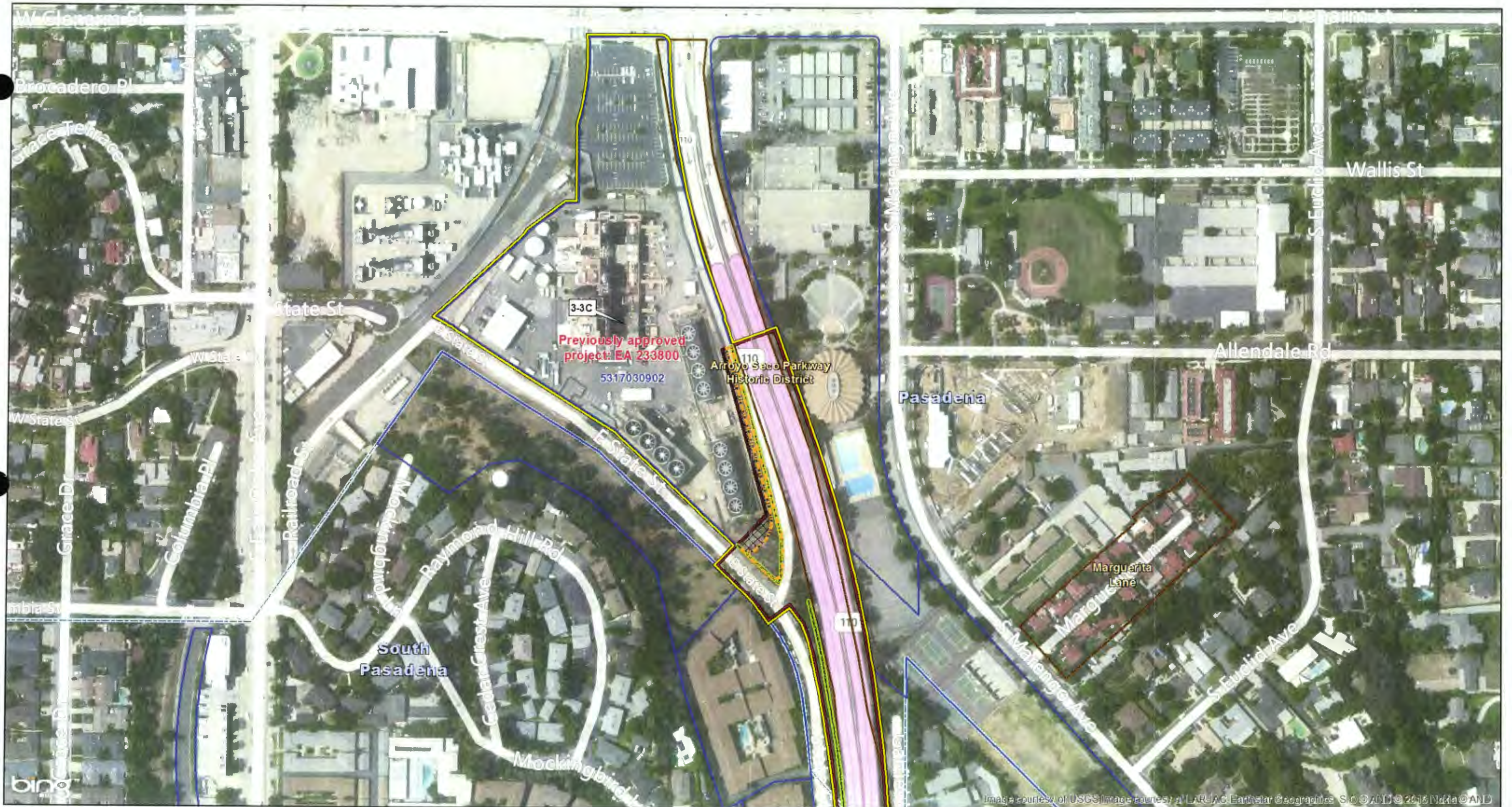
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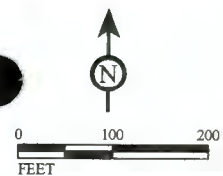
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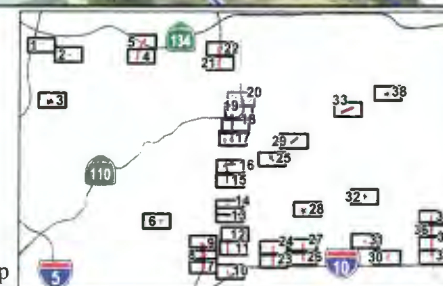
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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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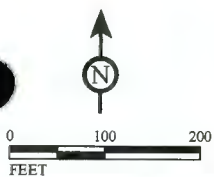
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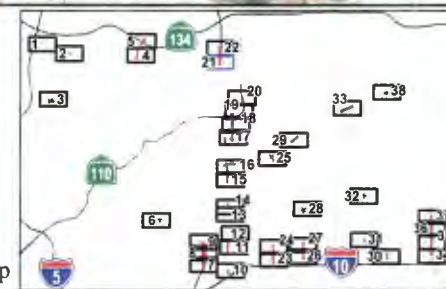


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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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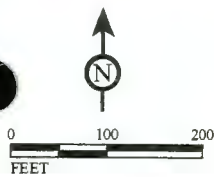
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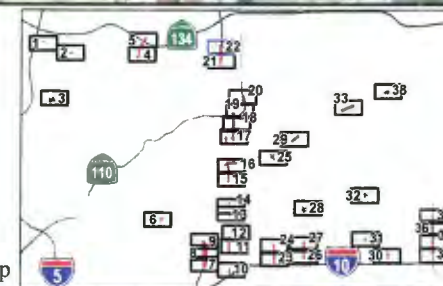
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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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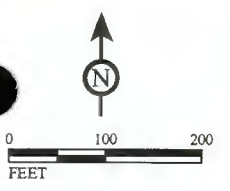
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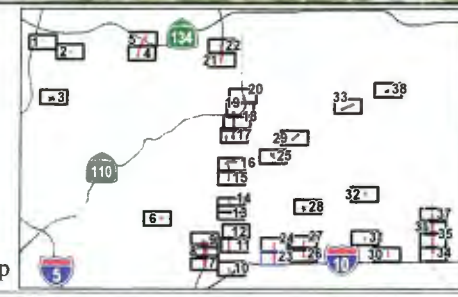


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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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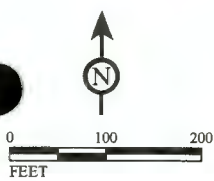
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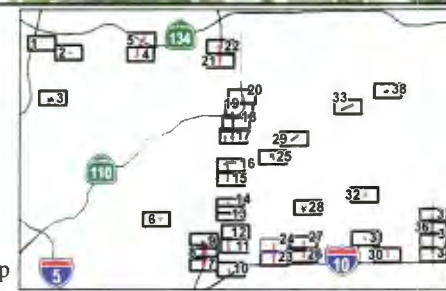
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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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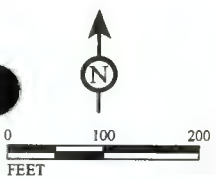
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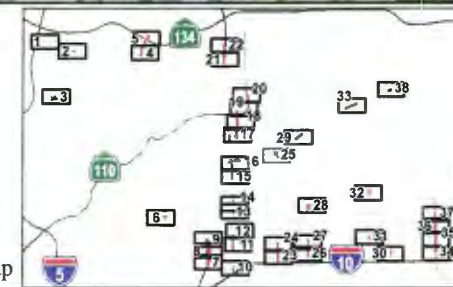


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| Parcels | Proposed ROW | #3C Evaluated Resources |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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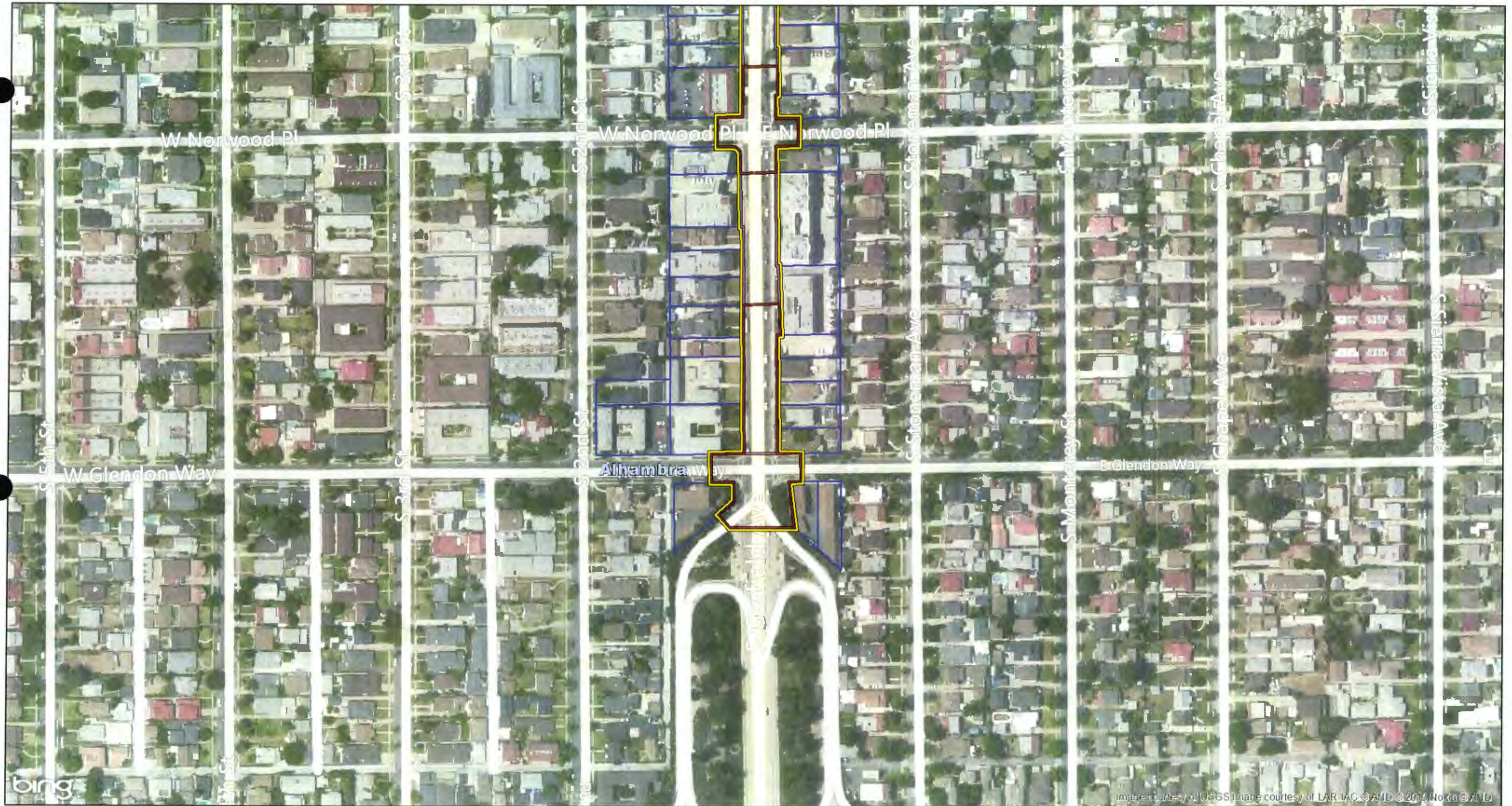
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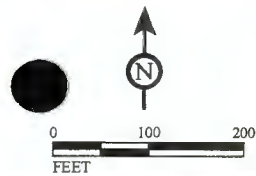
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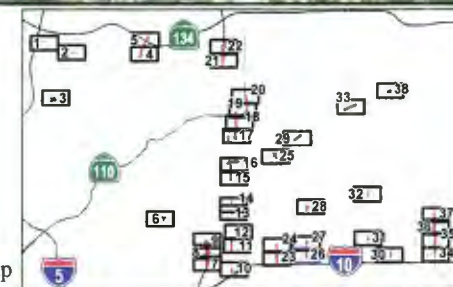


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| Communities | Indirect Area of Potential Effects (APE) | TCE |
| Historic Districts | Direct APE - Intersection | Wall Removal |
| Caltrans Parcels | Direct APE - Local Street Improvement | Fence Removal |
| Parcels | Proposed ROW | #3C Evaluated Resources |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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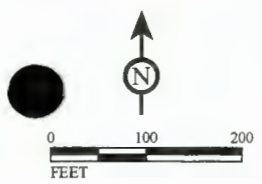
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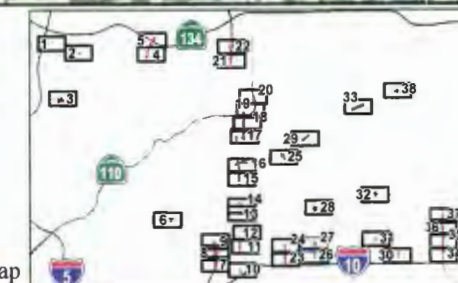


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| Communities | Indirect Area of Potential Effects (APE) | TCE |
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| Parcels | Proposed ROW | #3C Evaluated Resources |



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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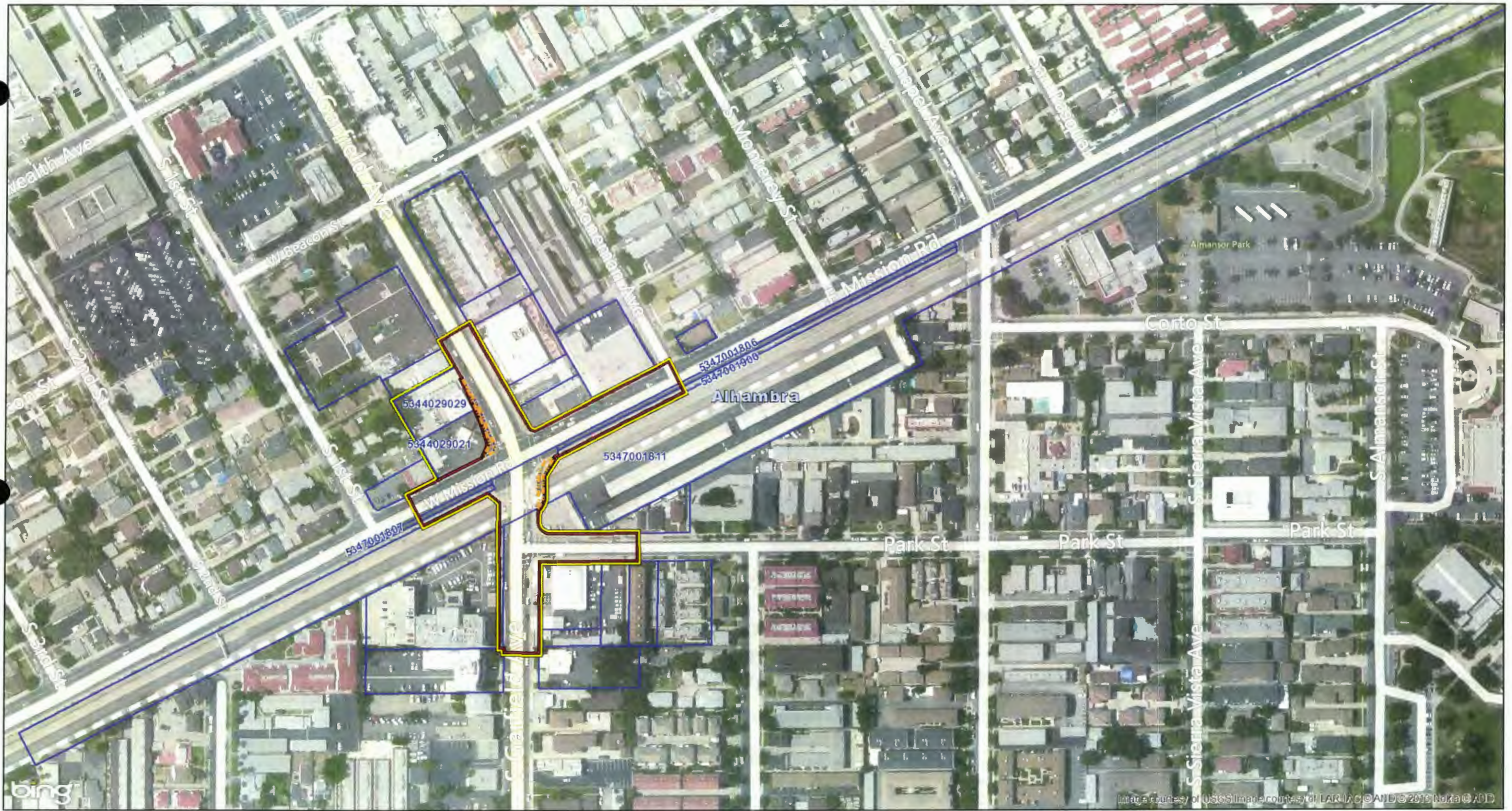
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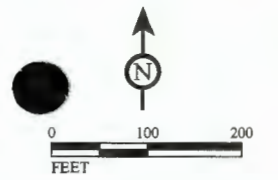
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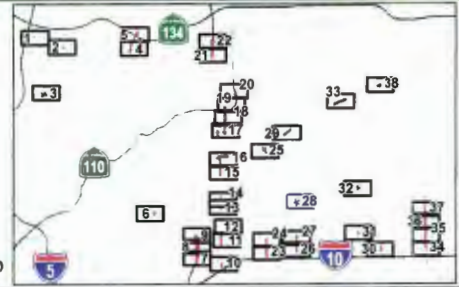


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Communities	Indirect Area of Potential Effects (APE)	TCE
Historic Districts	Direct APE - Intersection	Wall Removal
Caltrans Parcels	Direct APE - Local Street Improvement	Fence Removal
Parcels	Proposed ROW	#3C Evaluated Resources



SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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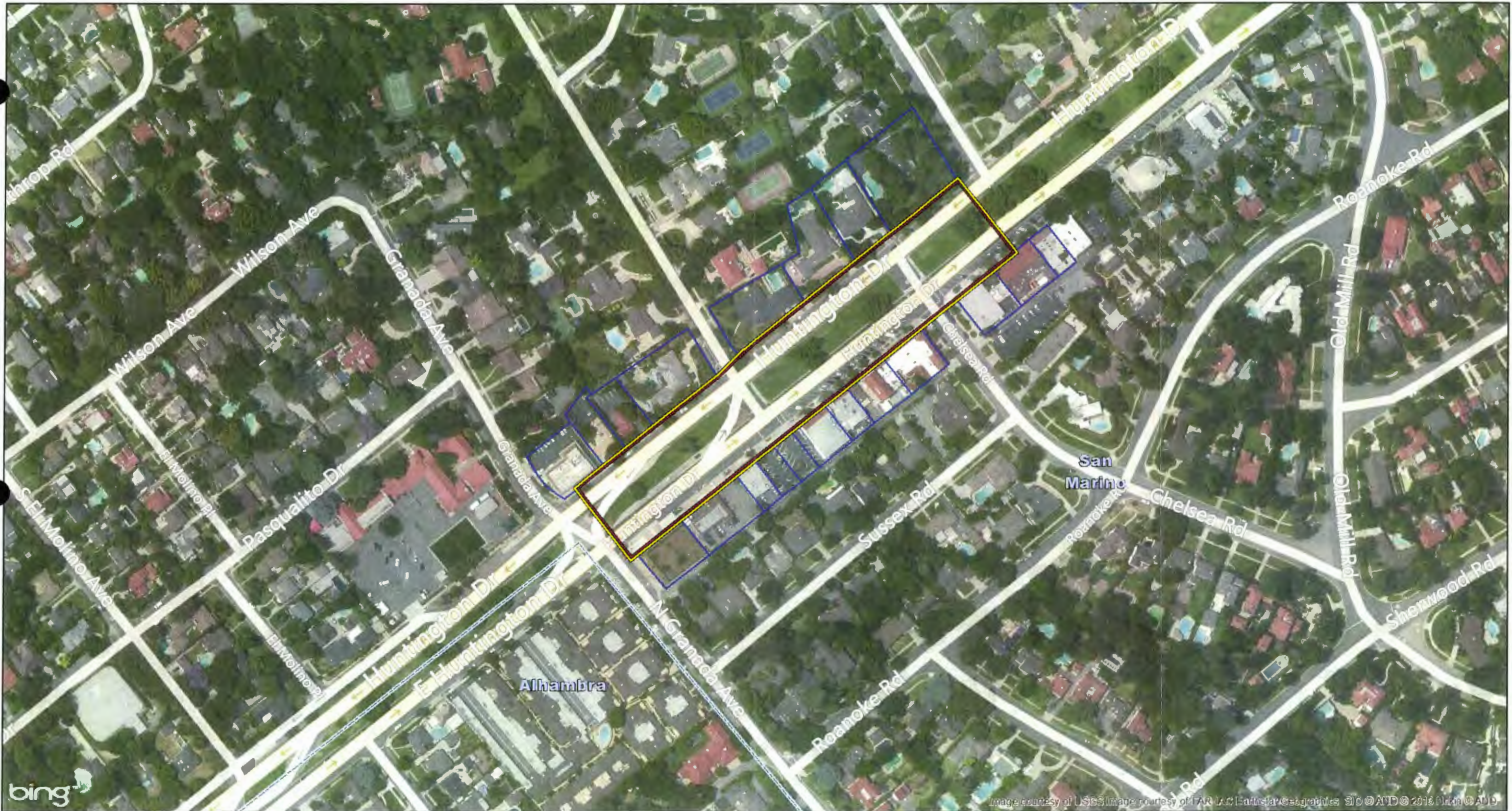


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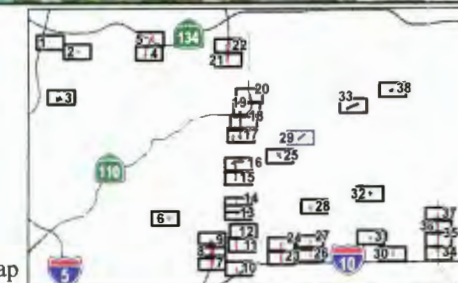
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| Parcels | Proposed ROW | #3C Evaluated Resources |



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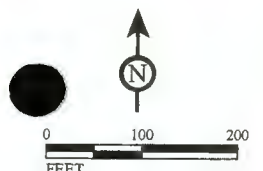
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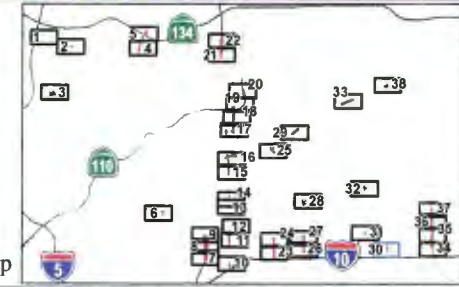
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| Communities | Indirect Area of Potential Effects (APE) | TCE |
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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.
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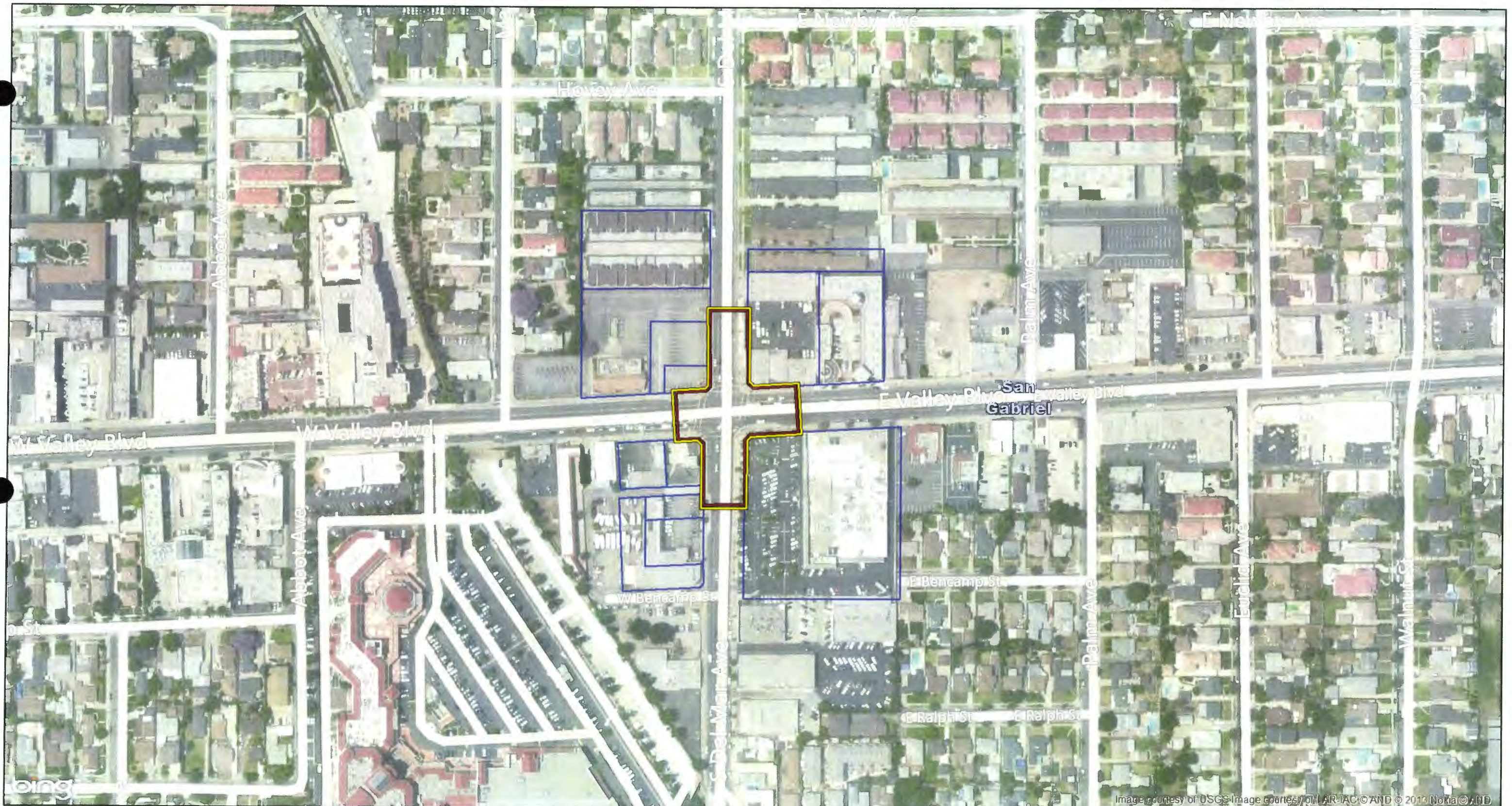
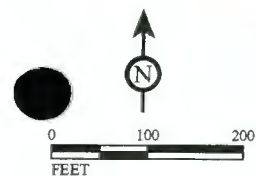


Image courtesy of USGS Image courtesy of LAR-TAC © AND © 2013 Nokia © AND

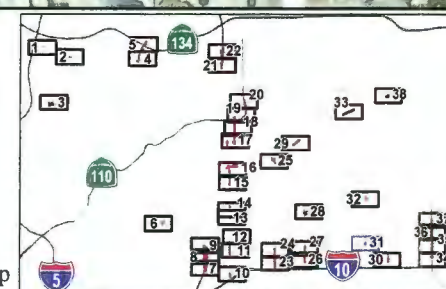
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| Communities | Indirect Area of Potential Effects (APE) | TCE |
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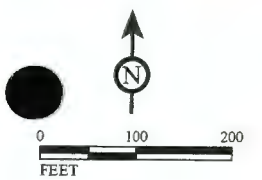
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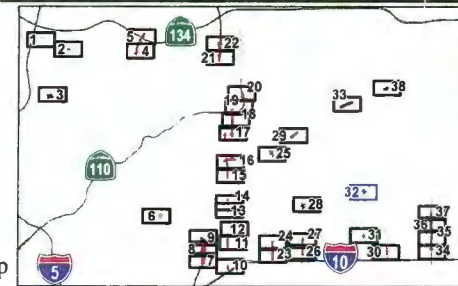
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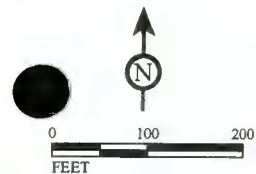
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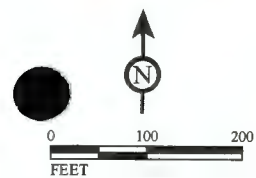
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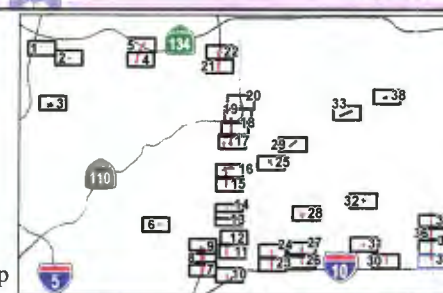
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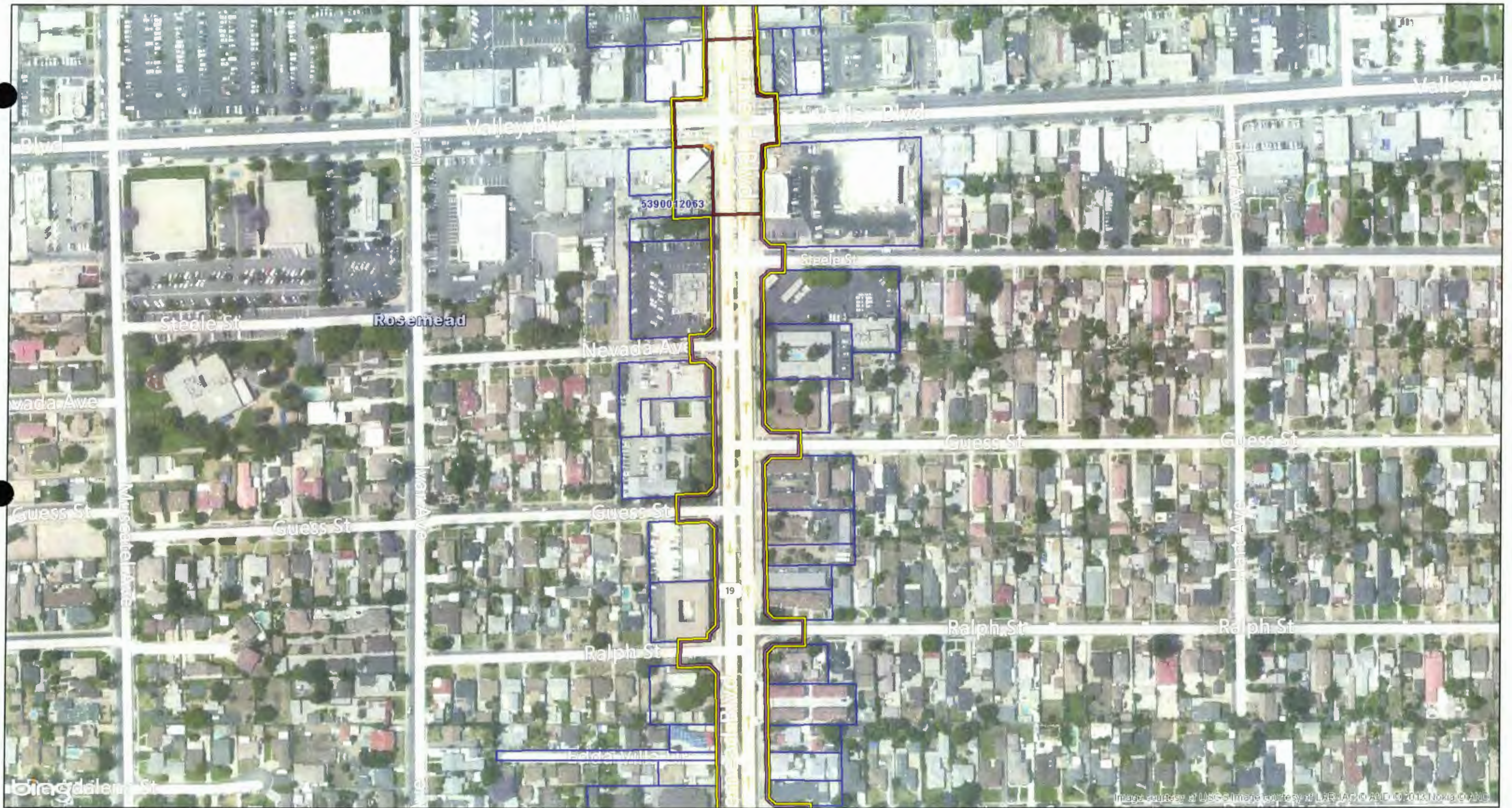
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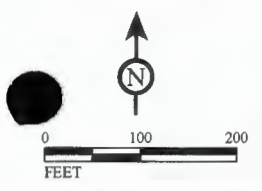
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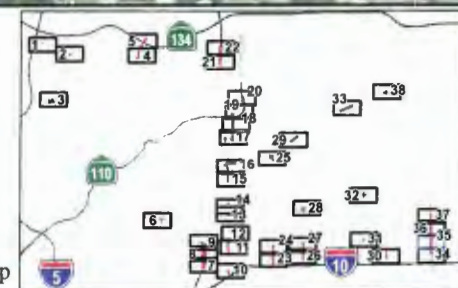


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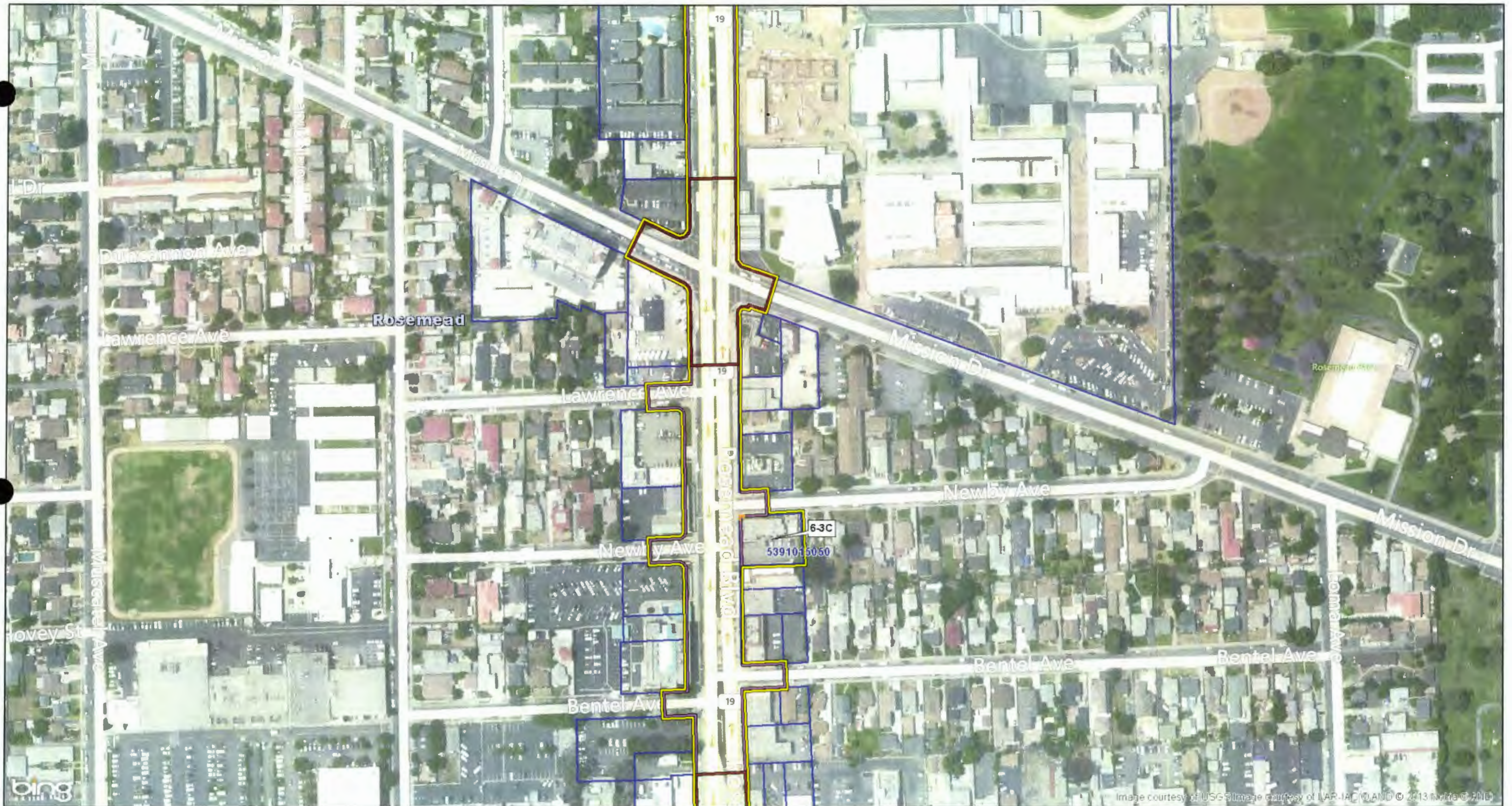
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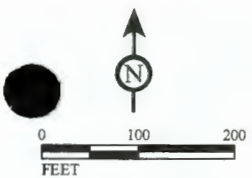
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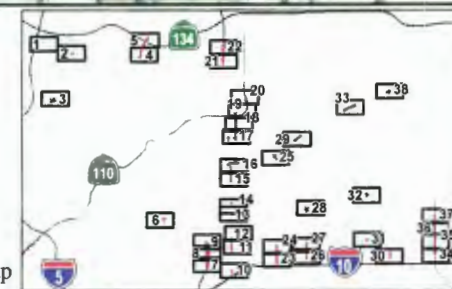
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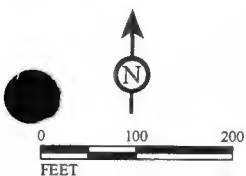
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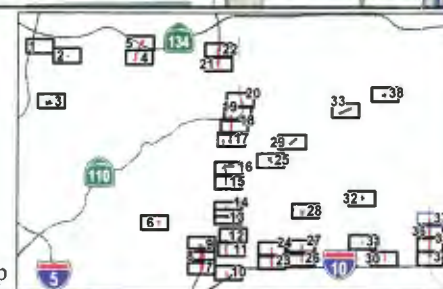
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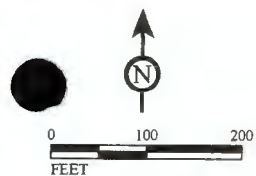
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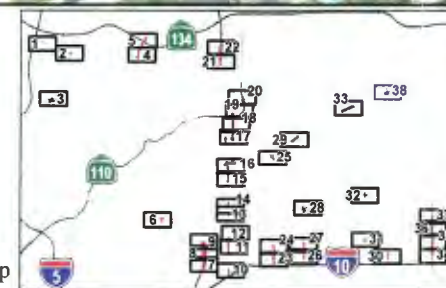
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SOURCE: Los Angeles County, 2008; AECOM, 2013; CH2M Hill, 2013; Bing Imagery, 2010.

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ATTACHMENT B:

CALIFORNIA HISTORIC BRIDGE INVENTORY SHEETS



Structure Maintenance & Investigations



October 2013

Historical Significance - Local Agency Bridges

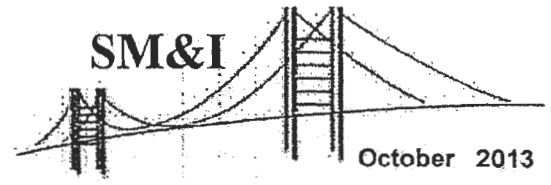
District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C1621	BOUQUET CANYON CHANNEL	0.1 MI W BOUQUET CYN RD	5. Bridge not eligible for NRHP	1978	
53C1622	OLD SAN JOSE CREEK	0.2 MI N MISSION MILL RD	5. Bridge not eligible for NRHP	1966	
53C1623	HACIENDA CREEK	0.1 MI W HACIENDA BLVD	5. Bridge not eligible for NRHP	1962	
53C1625	NEWHALL CREEK	0.05 MI W SAN FERNANDO RD	5. Bridge not eligible for NRHP	1978	
53C1626	SAWPIT WASH	250' E/O MOUNTAIN AV	5. Bridge not eligible for NRHP	1964	
53C1627	SAWPIT WASH	0.2 MI E/O MOUNTAIN AV	5. Bridge not eligible for NRHP	1957	
53C1628	SAWPIT WASH	1.75 MI N FOOTHILL FWY	5. Bridge not eligible for NRHP	1972	
53C1629	UNNAMED CHANNEL	1.0 MI EAST OF AZUSA AVE	5. Bridge not eligible for NRHP	1961	
53C1630	KAL KAN POC	0.5 MI N SLAUSON AVE	5. Bridge not eligible for NRHP	1960	
53C1632	PRIVATE DRAIN #875	0.2 MI W/O SUSANA RD	5. Bridge not eligible for NRHP	1968	
53C1633	PRIVATE DRAIN #880	0.1 MI W/O SUSANA RD	5. Bridge not eligible for NRHP	1968	
53C1636	LA MIRADA CREEK	0.6 MI W OF BEACH BLVD	5. Bridge not eligible for NRHP	1955	
53C1637	WALNUT CREEK BRIDGE	0.1 MI S COVINA HILLS RD	5. Bridge not eligible for NRHP	1963	
53C1640	VERDUGO WASH	50' S LA CRESENTA AVE	5. Bridge not eligible for NRHP	1979	
53C1641	SAN MARTINEZ CHIQUITO CR	0.5 MI W CHIQUITO CYN RD	5. Bridge not eligible for NRHP	1960	
53C1642	UNNAMED CHANNEL	.25mi N/O GORMAN ROAD	5. Bridge not eligible for NRHP	1966	
53C1643	UNNAMED WASH	.5 MILES N/O GORMAN ROAD	5. Bridge not eligible for NRHP	1966	
53C1644	SAN MARTINEZ CHIQUITO CR	250' E SAN MARTINEZ RD	5. Bridge not eligible for NRHP	1978	
53C1645	LEMORAN AVE STORM DRAIN	0.1MI W/O PASSONS BLVD.	5. Bridge not eligible for NRHP	1967	
53C1646	LEMORAN AVE STORM DRAIN	0.1MI W/O PASSONS BLVD	5. Bridge not eligible for NRHP	1967	
53C1649	SANTA ANITA AVE	0.2 MI N VALLEY BLVD	5. Bridge not eligible for NRHP	1974	
53C1651	STORM DRAIN B.I. NO. 587	0.1 MI E VAN NESS BLVD	5. Bridge not eligible for NRHP	1962	
53C1652	STORM DRAIN B.I. NO. 587	100' W/O WESTERN AVE	5. Bridge not eligible for NRHP	1965	
53C1653	STORM DRAIN B.I. NO. 587	0.5 MI W WESTERN AVE	5. Bridge not eligible for NRHP	1965	
53C1654	STORM DRAIN B.I. NO. 587	0.5 MI N TORRANCE BLVD	5. Bridge not eligible for NRHP	1980	
53C1655	MOBIL OIL CO PIPELINES	1/4 MI S/O 190TH ST	5. Bridge not eligible for NRHP	1975	
53C1656	MOBIL OIL CO ACCESS RD	0.2 MI S/O 190TH ST	5. Bridge not eligible for NRHP	1975	
53C1657	LAS VIRGENES CREEK	200' E/O LAS VIRGENES RD	5. Bridge not eligible for NRHP	1974	1979
53C1658	CHALON SIDEHILL VIADUCT	0.8 MI N SUNSET BLVD	5. Bridge not eligible for NRHP	1949	
53C1660	MISSION ROAD OH	0.5 M NE/O MISSION RD	5. Bridge not eligible for NRHP	1980	
53C1661	GRIFFIN AVENUE OH	0.15 M N/O MISSION RD	5. Bridge not eligible for NRHP	1980	
53C1662	PACOIMA WASH (PAXTON ST)	0.2 MI SOUTH/WEST OF I-5	5. Bridge not eligible for NRHP	1974	
53C1663	ARROYO SECO CHANNEL	RAMON DR & GOLD PLACE	5. Bridge not eligible for NRHP	1939	
53C1664	MARENGO AVE OH (SPTCO)	0.01 MI S MISSION RD	5. Bridge not eligible for NRHP	1979	
53C1665	MARGUERITA AVE OH(SPTCO)	0.01 MI S MISSION RD	5. Bridge not eligible for NRHP	1979	
53C1666	ATLANTIC BLVD OH (SPTCO)	0.01 MI S MISSION RD	5. Bridge not eligible for NRHP	1979	
53C1667	SPTCO	0.01 MI S MISSION RD	5. Bridge not eligible for NRHP	1979	
53C1668	FOURTH ST OH (SPTCO)	0.01 MI S MISSION RD	5. Bridge not eligible for NRHP	1979	
53C1669	GARFIELD AVE OH (SPTCO)	0.01 MI S MISSION RD	5. Bridge not eligible for NRHP	1979	
53C1670	CHAPEL AVE OH (SPTCO)	0.01 MI S MISSION RD	5. Bridge not eligible for NRHP	1979	
53C1671	RUBIO WASH	0.1 MI E DEL MAR AVE	5. Bridge not eligible for NRHP	1968	
53C1672	RUBIO WASH	0.1 MI E DELMAR AVE	5. Bridge not eligible for NRHP	1938	
53C1673	CIRCLE DRIVE OC	0.7 MI N HUNTINGTON DR	5. Bridge not eligible for NRHP	1910	



Structure Maintenance & Investigations



October 2013

Historical Significance - State Agency Bridges

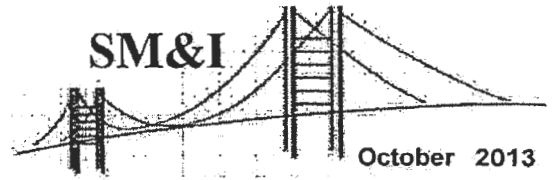
District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 0345	WEST POMONA OH	07-LA-071-1.31-POM	5. Bridge not eligible for NRHP	1926	1939
53 0346	EAST SPADRA OH	07-LA-071-R1.2-POM	5. Bridge not eligible for NRHP	1939	
53 0347	HOBSON AVENUE OH	07-LA-001-8.34-LBCH	5. Bridge not eligible for NRHP	1948	
53 0352	WILMINGTON OH	07-LA-001-9.93-LA	5. Bridge not eligible for NRHP	1936	
53 0355	PIPE LINE UC	07-LA-001-8.72-LA	5. Bridge not eligible for NRHP	1934	1948
53 0356	REFINERY ROAD UC	07-LA-001-8.78-LA	5. Bridge not eligible for NRHP	1934	
53 0361	CASPIAN AVENUE STORM DRAIN	07-LA-405-7.95-LBCH	5. Bridge not eligible for NRHP	1961	
53 0361F	CASPIAN AVENUE STORM DRAIN	07-LA-405-7.95-LBCH	5. Bridge not eligible for NRHP	1961	
53 0363L	LOS ANGELES AQUEDUCT	07-LA-014-T27.37	5. Bridge not eligible for NRHP	1969	
53 0363M	LOS ANGELES AQUEDUCT	07-LA-014-T27.37	5. Bridge not eligible for NRHP	1938	
53 0364	TEMESCAL CANYON CREEK	07-LA-001-38.12-LA	5. Bridge not eligible for NRHP	1932	1969
53 0365	PENA CANYON	07-LA-001-41.81-MAL	5. Bridge not eligible for NRHP	1940	
53 0368	ALHAMBRA AVENUE OH	07-LA-005-18.96-LA	5. Bridge not eligible for NRHP	1960	
53 0372	AVENUE 26 OC	07-LA-110-25.91-LA	2. Bridge is eligible for NRHP	1925	1939
53 0382	COLLEGE STREET OC	07-LA-110-24.16-LA	2. Bridge is eligible for NRHP	1939	
53 0388	PALISADES POC	07-LA-001-35.59-SMCA	5. Bridge not eligible for NRHP	1935	
53 0389	ROUTE 60/710 SEPARATION	07-LA-060-R3.25	5. Bridge not eligible for NRHP	1967	
53 0392	CESAR E CHAVEZ AVE OC	07-LA-010-S.1-LA	2. Bridge is eligible for NRHP	1906	
53 0397Y	GAFFEY STREET BRIDGE	07-LA-110-R.75-LA	2. Bridge is eligible for NRHP	1935	
53 0399	CLASSIFICATION ROAD UC	07-LA-001-8.43-LA	5. Bridge not eligible for NRHP	1948	
53 0405	LOS ANGELES RIVER BOH	07-LA-101-.08-LA	5. Bridge not eligible for NRHP	1944	1955
53 0407	GARAPITO CREEK	07-LA-027-6.56	5. Bridge not eligible for NRHP	1927	
53 0425	AVENUE 35 UP	07-LA-110-26.4-LA	2. Bridge is eligible for NRHP	1940	
53 0426	PASADENA AVENUE OC	07-LA-110-26.48-LA	2. Bridge is eligible for NRHP	1940	
53 0427	AVENUE 43 OC	07-LA-110-27.12-LA	2. Bridge is eligible for NRHP	1939	
53 0428	AVENUE 52 OC	07-LA-110-28.05-LA	2. Bridge is eligible for NRHP	1939	
53 0429	VIA MARISOL AVENUE OC	07-LA-110-28.38-LA	2. Bridge is eligible for NRHP	1939	
53 0430	AVENUE 60 OC	07-LA-110-28.76-LA	2. Bridge is eligible for NRHP	1939	
53 0431	AVENUE 64 UP	07-LA-110-29.03-LA	2. Bridge is eligible for NRHP	1900	1923
53 0432	EQUESTRIAN & PEDESTRIAN UC	07-LA-110-30.27-SPAS	2. Bridge is eligible for NRHP	1938	
53 0433	ARROYO DRIVE OC	07-LA-110-30.3-SPAS	2. Bridge is eligible for NRHP	1938	
53 0434	GRAND AVENUE OC	07-LA-110-30.43-SPAS	2. Bridge is eligible for NRHP	1938	
53 0435	ORANGE GROVE AVENUE OC	07-LA-110-30.59-SPAS	2. Bridge is eligible for NRHP	1939	
53 0436	PROSPECT AVENUE OC	07-LA-110-30.7-SPAS	2. Bridge is eligible for NRHP	1939	
53 0437	MERIDIAN AVENUE OC	07-LA-110-30.78-SPAS	2. Bridge is eligible for NRHP	1940	
53 0438	FREMONT AVENUE OC	07-LA-110-31.01-SPAS	2. Bridge is eligible for NRHP	1940	
53 0439	FREMONT AVENUE UP	07-LA-110-31.03-SPAS	2. Bridge is eligible for NRHP	1940	
53 0440	FAIR OAKS AVENUE OC	07-LA-110-31.17-SPAS	2. Bridge is eligible for NRHP	1940	
53 0442	FORD BLVD UC	07-LA-060-R3.3	5. Bridge not eligible for NRHP	1967	
53 0445	MARMION WAY OC	07-LA-110-29.28-LA	2. Bridge is eligible for NRHP	1940	
53 0446K	3RD STREET ON-RAMP UC	07-LA-060-R2.54	5. Bridge not eligible for NRHP	1965	
53 0455	CALABASAS CREEK	07-LA-027-13.93-LA	5. Bridge not eligible for NRHP	1962	
53 0456M	GUNDRY AVENUE PUC	07-LA-001-R5.39-LBCH	5. Bridge not eligible for NRHP	1939	1967



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Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 1431	183RD STREET OC	07-LA-091-R20.16-CRTS	5. Bridge not eligible for NRHP	1969	
53 1432	CARMENITA ROAD OC	07-LA-091-R20.45-CRTS	5. Bridge not eligible for NRHP	1969	
53 1433	BLOOMFIELD AVENUE OC	07-LA-091-R19.17-CRTS	5. Bridge not eligible for NRHP	1968	
53 1434	ARTESIA BLVD OC	07-LA-091-R19.43-CRTS	5. Bridge not eligible for NRHP	1968	
53 1436	FOX STREET UC	07-LA-005-39.7-LA	5. Bridge not eligible for NRHP	1963	2010
53 1437M	TACOBI CREEK	07-LA-072-1.5-WIT	5. Bridge not eligible for NRHP		
53 1439	PARTHENIA STREET UC	07-LA-405-44.24-LA	5. Bridge not eligible for NRHP	1963	1996
53 1440	ANAVERDE CREEK	07-LA-014-R59.11-PMDL	5. Bridge not eligible for NRHP	1966	2006
53 1441	SATICOY STREET UC	07-LA-405-42.87-LA	5. Bridge not eligible for NRHP	1963	1996
53 1442	LAS VIRGENES OC	07-LA-101-31.05	5. Bridge not eligible for NRHP	1962	1973
53 1443H	AVENUE 26 UC	07-LA-005-20.32-LA	5. Bridge not eligible for NRHP	1962	
53 1444K	NW CONNECTOR OC (RAMP)	07-LA-010-21.22-MONP	5. Bridge not eligible for NRHP	1972	
53 1445L	ROUTE 710/10 SEPARATION	07-LA-710-26.47-MONP	5. Bridge not eligible for NRHP	1960	
53 1445R	ROUTE 710/10 SEPARATION	07-LA-710-26.47-MONP	5. Bridge not eligible for NRHP	1960	
53 1446	DANGLER AVENUE POC	07-LA-060-R3.6	5. Bridge not eligible for NRHP	1967	
53 1447G	N710-E&W10 CONNECTOR OC	07-LA-710-R26.38-MONP	5. Bridge not eligible for NRHP	1960	
53 1448	PRIVATE UC	07-LA-605-R19.15	5. Bridge not eligible for NRHP	1964	
53 1449	VICTORY BLVD UC	07-LA-405-41.36-LA	5. Bridge not eligible for NRHP	1963	
53 1452F	W134-N170 CONNECTOR OC	07-LA-134-.03-LA	5. Bridge not eligible for NRHP	1962	2004
53 1456H	ARROYO SECO CHANNEL	07-LA-005-20.33-LA	5. Bridge not eligible for NRHP	1962	
53 1457F	S110-N&S5 CONNECTOR OC	07-LA-110-26.12-LA	5. Bridge not eligible for NRHP	1962	
53 1459G	RAMONA STREET UC (E10-S710)	07-LA-010-21.33-MONP	5. Bridge not eligible for NRHP	1960	1972
53 1459L	RAMONA BLVD UC	07-LA-710-26.38-MONP	5. Bridge not eligible for NRHP	1960	
53 1459R	RAMONA BLVD UC	07-LA-710-26.38-MONP	5. Bridge not eligible for NRHP	1960	
53 1460	DUVALL STREET ON-RAMP UC	07-LA-005-20.94-LA	5. Bridge not eligible for NRHP	1961	1975
53 1460S	DUVALL STREET ON-RAMP UC	07-LA-005-20.94-LA	5. Bridge not eligible for NRHP	1961	
53 1461	ELMGROVE STREET OFF-RAMP UC	07-LA-005-20.99-LA	5. Bridge not eligible for NRHP	1961	1975
53 1461S	ELMGROVE STREET OFF-RAMP UC	07-LA-005-20.99-LA	5. Bridge not eligible for NRHP	1961	
53 1462R	EB 60 / SB5 SEPARATION	07-LA-060-.45-LA	5. Bridge not eligible for NRHP	1960	
53 1463	PHILADELPHIA STREET STORM DRAIN	07-LA-071-R3.88-POM	5. Bridge not eligible for NRHP	1958	1982
53 1464	BEL AIR CREST ROAD NORTH UC	07-LA-405-35.81-LA	5. Bridge not eligible for NRHP	1962	
53 1465	CENTRAL OUTFALL OC	07-LA-405-23.52-ING	5. Bridge not eligible for NRHP	1961	
53 1466	MANCHESTER BLVD OC (N COLLECTOR)	07-LA-405-23.36-ING	5. Bridge not eligible for NRHP	1961	
53 1467	OLINDA STREET POC	07-LA-005-33.98-LA	5. Bridge not eligible for NRHP	1961	
53 1469	DISNEY EQUESTRIAN UC	07-LA-134-3.17-LA	5. Bridge not eligible for NRHP	1962	
53 1470M	RUBIO AVENUE STORM DRAIN	07-LA-101-18.69-LA	5. Bridge not eligible for NRHP	1958	1972
53 1471	VINCENT THOMAS BRIDGE	07-LA-047-.86	2. Bridge is eligible for NRHP	1963	1990
53 1472	WICKS STREET POC	07-LA-005-35.63-LA	5. Bridge not eligible for NRHP	1963	
53 1473H	710-S405 CONNECTOR OC	07-LA-710-9.2-LBCH	5. Bridge not eligible for NRHP	1963	
53 1474	GLENDALE BLVD UC	07-LA-002-14.21-LA	5. Bridge not eligible for NRHP	1962	
53 1475G	ROSEBUD AVENUE UC	07-LA-002-14.84-LA	5. Bridge not eligible for NRHP	1962	
53 1475L	ROSEBUD AVENUE UC	07-LA-002-14.84-LA	5. Bridge not eligible for NRHP	1962	
53 1475R	ROSEBUD AVENUE UC	07-LA-002-14.84-LA	5. Bridge not eligible for NRHP	1962	



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53 1672	VANOWEN STREET UC	07-LA-170-R17.75-LA	5. Bridge not eligible for NRHP	1968	
53 1673M	BURBANK WEST CHANNEL	07-LA-005-30-BRB	5. Bridge not eligible for NRHP	1960	
53 1674	WHITSETT UP	07-LA-170-R18.4-LA	5. Bridge not eligible for NRHP	1968	
53 1675	ROSCOE BLVD UC	07-LA-170-R19.72-LA	5. Bridge not eligible for NRHP	1968	2006
53 1676	STRATHERN STREET UC	07-LA-170-R19.3-LA	5. Bridge not eligible for NRHP	1968	
53 1677	SHERMAN WAY OC	07-LA-170-R18.27-LA	5. Bridge not eligible for NRHP	1968	
53 1678	PALO COMADO OC	07-LA-101-33.69-AGRH	5. Bridge not eligible for NRHP	1963	
53 1680	PARKWAY CALABASAS OC	07-LA-101-28.29-LA	5. Bridge not eligible for NRHP	1965	1996
53 1681	MUREAU ROAD OC	07-LA-101-29.06	5. Bridge not eligible for NRHP	1965	
53 1682S	SHERMAN WY SEPARATION	07-LA-170-R18.16-LA	5. Bridge not eligible for NRHP	1968	
53 1683	COLFAX AVENUE UC	07-LA-170-R15.91-LA	5. Bridge not eligible for NRHP	1966	
53 1684	BURBANK BLVD UC	07-LA-170-R15.99-LA	5. Bridge not eligible for NRHP	1966	
53 1685	OXNARD STREET UC	07-LA-170-R16.63-LA	5. Bridge not eligible for NRHP	1966	
53 1686	LAUREL CANYON BLVD UC	07-LA-170-R16.77-LA	5. Bridge not eligible for NRHP	1966	
53 1687	VICTORY BLVD UC	07-LA-170-R17.25-LA	5. Bridge not eligible for NRHP	1966	
53 1687K	VICTORY BLVD UC	07-LA-170-R17.25-LA	5. Bridge not eligible for NRHP	1966	
53 1687S	VICTORY BLVD UC	07-LA-170-R17.25-LA	5. Bridge not eligible for NRHP	1966	
53 1688	RYE CANYON ROAD UNDERCROSSING	07-LA-005-R54.17-SCTA	5. Bridge not eligible for NRHP	1964	2004
53 1691	HART STREET POC	07-LA-170-R18.02-LA	5. Bridge not eligible for NRHP	1968	
53 1692	TONOPAH STREET PUC	07-LA-005-36.41-LA	5. Bridge not eligible for NRHP	1963	
53 1693	FINDLAY AVENUE UC	07-LA-060-R5.16-MTBL	5. Bridge not eligible for NRHP	1967	2004
53 1694	WILCOX AVENUE UC	07-LA-060-R5.89-MTBL	5. Bridge not eligible for NRHP	1967	
53 1695	GARFIELD AVENUE UC	07-LA-060-R5.6-MTBL	5. Bridge not eligible for NRHP	1967	
53 1696	GERHART AVENUE UC	07-LA-060-R4.8	5. Bridge not eligible for NRHP	1967	2004
53 1697	ATLANTIC BLVD UC	07-LA-060-R4.43-MONP	5. Bridge not eligible for NRHP	1967	
53 1698	SAN GABRIEL RIVER	07-LA-091-R16.62-BFL	5. Bridge not eligible for NRHP	1968	
53 1699	POMONA BLVD UC	07-LA-060-R4.68-MONP	5. Bridge not eligible for NRHP	1967	2004
53 1700S	VICTORY BLVD RAMP SEPARATION	07-LA-170-R17.13-LA	5. Bridge not eligible for NRHP	1966	
53 1701K	VICTORY BLVD RAMP SEPARATION	07-LA-170-R17.33-LA	5. Bridge not eligible for NRHP	1966	
53 1702	NW CONNECTOR (S710-W10) UP	07-LA-710-R26.59-MONP	5. Bridge not eligible for NRHP	1974	
53 1703G	E91-N605 CONNECTOR OC	07-LA-091-R16.97-CRTS	5. Bridge not eligible for NRHP	1966	
53 1704	ROUTE 91/605 SEPARATION	07-LA-091-R16.9-CRTS	5. Bridge not eligible for NRHP	1966	1994
53 1705F	W91-S605 CONNECTOR OC	07-LA-091-R16.93-CRTS	5. Bridge not eligible for NRHP	1966	
53 1706	STUDEBAKER ROAD UC	07-LA-091-R17.08-CRTS	5. Bridge not eligible for NRHP	1968	
53 1707F	W91-N&S605 CONNECTOR OC	07-LA-091-R17.09-CRTS	5. Bridge not eligible for NRHP	1968	
53 1708	HELLMAN AVENUE OC	07-LA-710-R27.11-LA	5. Bridge not eligible for NRHP	1965	
53 1709	MARKLAND DRIVE UC	07-LA-060-R6.3-MTBL	5. Bridge not eligible for NRHP	1967	
53 1709K	MARKLAND DRIVE UC	07-LA-060-R6.3-MTBL	5. Bridge not eligible for NRHP	1967	
53 1710	195TH STREET OC	07-LA-605-R3.4-CRTS	5. Bridge not eligible for NRHP	1964	
53 1711	183RD STREET UC	07-LA-605-R4.26-CRTS	5. Bridge not eligible for NRHP	1966	
53 1712K	HUMPHREYS AVENUE RAMP SEPARATION	07-LA-710-24.32-LA	5. Bridge not eligible for NRHP	1967	
53 1714G	N710-E&W60 CONNECTOR OC	07-LA-710-24.61-LA	5. Bridge not eligible for NRHP	1967	
53 1715H	E60 & W60 - S710 CONNECTOR OC	07-LA-060-R3.28	5. Bridge not eligible for NRHP	1967	



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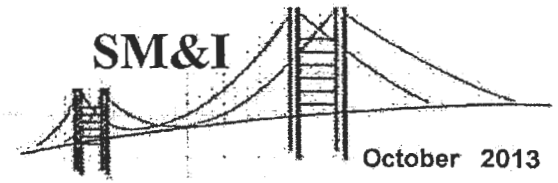
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Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 1716F	S710-E&W60 CONNECTOR OC	07-LA-710-24.64-LA	5. Bridge not eligible for NRHP	1967	
53 1717H	E60 & W60 - N710 CONNECTOR OC	07-LA-060-R3.26	5. Bridge not eligible for NRHP	1967	
53 1718	BELLFLOWER BLVD UC	07-LA-091-R15.61-BFL	5. Bridge not eligible for NRHP	1968	
53 1719	BIXBY AVENUE UC	07-LA-091-R15.87-BFL	5. Bridge not eligible for NRHP	1968	
53 1720	WOODRUFF AVENUE UC	07-LA-091-R16.07-BFL	5. Bridge not eligible for NRHP	1968	
53 1721	DAIRY VALLEY OH	07-LA-605-R4.71-CRTS	5. Bridge not eligible for NRHP	1966	
53 1722	CARSON STREET UC	07-LA-605-R1.74-LKW	5. Bridge not eligible for NRHP	1966	2001
53 1723	SPRING STREET OC	07-LA-605-R.29-LBCH	5. Bridge not eligible for NRHP	1965	
53 1724	CENTRALIA ROAD OC	07-LA-605-R2.31-LKW	5. Bridge not eligible for NRHP	1964	
53 1725	DEL AMO BLVD OC	07-LA-605-R2.87-CRTS	5. Bridge not eligible for NRHP	1966	
53 1726	REYES ADOBE OC	07-LA-101-36.18-AGRH	5. Bridge not eligible for NRHP	1965	
53 1727F	CESAR E CHAVEZ AVENUE UC (S710-60)	07-LA-710-24.97-LA	5. Bridge not eligible for NRHP	1967	
53 1728	BELVEDERE POC	07-LA-060-R3.88	5. Bridge not eligible for NRHP	1967	
53 1729	WOODS AVENUE UC	07-LA-060-R4.08-MONP	5. Bridge not eligible for NRHP	1967	2004
53 1730	LOST HILLS OC	07-LA-101-31.91	5. Bridge not eligible for NRHP	1965	
53 1731	LIBERTY CANYON ROAD UC	07-LA-101-32.78	5. Bridge not eligible for NRHP	1973	
53 1732	SOUTH STREET OC	07-LA-605-R3.75-CRTS	5. Bridge not eligible for NRHP	1966	
53 1733	STUDEBAKER ROAD UC	07-LA-605-R4.39-CRTS	5. Bridge not eligible for NRHP	1966	
53 1734	MEDNIK AVENUE OC	07-LA-060-R3.74	5. Bridge not eligible for NRHP	1967	
53 1735	ARTESIA BLVD UC	07-LA-605-R4.77-CRTS	5. Bridge not eligible for NRHP	1966	
53 1735G	N605-E91 CONNECTOR OC	07-LA-605-R4.78-CRTS	5. Bridge not eligible for NRHP	1966	
53 1736	RIO HONDO	07-LA-060-8.89	5. Bridge not eligible for NRHP	1966	
53 1737H	SAN GABRIEL RIVER (S605-N405)	07-LA-405-02-LBCH	5. Bridge not eligible for NRHP	1966	
53 1738	AVENUE "Q" UC	07-LA-014-R60.19-PMDL	5. Bridge not eligible for NRHP	1966	2006
53 1741	GALAVAN STORM DRAIN	07-LA-110-5.9-LA	5. Bridge not eligible for NRHP	1962	
53 1742	GRIDLEY ROAD POC	07-LA-605-R2.59-LKW	5. Bridge not eligible for NRHP	1966	
53 1744	CONCORD STREET UC	07-LA-134-R6.18-GNDL	5. Bridge not eligible for NRHP	1968	2005
53 1745	KENILWORTH AVENUE PUC	07-LA-134-R6.44-GNDL	5. Bridge not eligible for NRHP	1967	
53 1746	PACIFIC AVENUE UC	07-LA-134-R6.57-GNDL	5. Bridge not eligible for NRHP	1967	
53 1747	COLUMBUS AVENUE POC	07-LA-134-R6.74-GNDL	5. Bridge not eligible for NRHP	1968	
53 1748	CENTRAL AVENUE OC	07-LA-134-R6.96-GNDL	5. Bridge not eligible for NRHP	1968	1996
53 1749	BRAND BLVD OC	07-LA-134-R7.13-GNDL	5. Bridge not eligible for NRHP	1968	
53 1750	LOUISE STREET OC	07-LA-134-R7.26-GNDL	5. Bridge not eligible for NRHP	1968	
53 1751	JACKSON STREET OC	07-LA-134-R7.4-GNDL	5. Bridge not eligible for NRHP	1965	
53 1752	GENEVA STREET OC	07-LA-134-R7.6-GNDL	5. Bridge not eligible for NRHP	1968	
53 1755	CLAYTON OH	07-LA-060-12.18-IDY	5. Bridge not eligible for NRHP	1967	1981
53 1756	COURSON ROAD UC	07-LA-014-R56.32	5. Bridge not eligible for NRHP	1966	
53 1757	ARDMORE AVENUE UC	07-LA-091-R15.39-BFL	5. Bridge not eligible for NRHP	1968	
53 1759	CLARK AVENUE UC	07-LA-091-R15.1-BFL	5. Bridge not eligible for NRHP	1968	
53 1760	ROUTE 91/19 SEPARATION	07-LA-091-R14.6-BFL	5. Bridge not eligible for NRHP	1968	
53 1760F	S19-E91 CONNECTOR OC	07-LA-019-6.03-BFL	5. Bridge not eligible for NRHP	1968	
53 1760G	N19-W91 CONNECTOR OC	07-LA-019-6.07-BFL	5. Bridge not eligible for NRHP	1968	
53 1761	DOWNEY AVENUE UC	07-LA-091-R14.1-LBCH	5. Bridge not eligible for NRHP	1970	



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Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 2252	SUSANA ROAD UC	07-LA-091-R10.81-COM	5. Bridge not eligible for NRHP	1974	
53 2253K	W134-ORANGE GROVE BL/E210&N710-W134 OC	07-LA-134-R13.08-PAS	5. Bridge not eligible for NRHP	1974	
53 2254	MAPLE STREET OC	07-LA-210-R24.86-PAS	5. Bridge not eligible for NRHP	1975	
53 2255F	W210-S710/E210 CONN OC	07-LA-210-R25.1-PAS	5. Bridge not eligible for NRHP	1974	
53 2256	210-134/E210 SEPARATION	07-LA-210-R25.13-PAS	5. Bridge not eligible for NRHP	1975	
53 2257	SOUTH PASADENA AVE/N710-E210 OC	07-LA-710-R32.68-PAS	5. Bridge not eligible for NRHP	1975	
53 2258	WALNUT STREET/N710-E210 OC	07-LA-710-R32.69-PAS	5. Bridge not eligible for NRHP	1975	
53 2259K	MAPLE STREET-W210/W210-S710	07-LA-210-R25.21-PAS	5. Bridge not eligible for NRHP	1974	
53 2260	WALNUT STREET/E210-W134 OC	07-LA-210-R24.94-PAS	5. Bridge not eligible for NRHP	1974	
53 2262	DEL MAR BLVD OC	07-LA-710-T32.11-PAS	5. Bridge not eligible for NRHP	1975	
53 2263	GREEN STREET OC	07-LA-710-R32.37-PAS	5. Bridge not eligible for NRHP	1975	
53 2264	COLORADO BLVD OC	07-LA-710-R32.45-PAS	5. Bridge not eligible for NRHP	1975	
53 2265	ST JOHN AVE/E134-S710 OC	07-LA-134-R13.23-PAS	5. Bridge not eligible for NRHP	1975	
53 2266G	N710-W134 CONNECTOR OC	07-LA-710-R32.63-PAS	5. Bridge not eligible for NRHP	1975	
53 2267	WALNUT STREET OC	07-LA-210-R24.95-PAS	5. Bridge not eligible for NRHP	1975	
53 2268	ROUTE 210-710/W210-S710 SEPARATION	07-LA-210-R24.92-PAS	5. Bridge not eligible for NRHP	1975	
53 2269S	ORANGE GROVE BLVD-E134/134 OC	07-LA-134-R13.07-PAS	5. Bridge not eligible for NRHP	1974	
53 2270	LARK ELLEN AVENUE UC	07-LA-010-35.97-WCOV	5. Bridge not eligible for NRHP	1975	
53 2271	HOLLENBECK STREET UC	07-LA-010-36.98-WCOV	5. Bridge not eligible for NRHP	1975	
53 2272	FAIR OAKS AVENUE OC	07-LA-210-R25.29-PAS	5. Bridge not eligible for NRHP	1975	
53 2273	MARENGO AVENUE OC	07-LA-210-R25.54-PAS	5. Bridge not eligible for NRHP	1976	
53 2274	LOS ROBLES AVENUE OC	07-LA-210-R25.81-PAS	5. Bridge not eligible for NRHP	1976	
53 2275	EL MOLINO AVENUE OC	07-LA-210-R26.07-PAS	5. Bridge not eligible for NRHP	1976	
53 2276	LAKE AVENUE OC	07-LA-210-R26.33-PAS	5. Bridge not eligible for NRHP	1976	1996
53 2277	WILSON AVENUE OC	07-LA-210-R26.57-PAS	5. Bridge not eligible for NRHP	1976	
53 2278L	ALTADENA DRIVE UC	07-LA-210-R28.25-PAS	5. Bridge not eligible for NRHP	1976	
53 2278R	ALTADENA DRIVE UC	07-LA-210-R28.25-PAS	5. Bridge not eligible for NRHP	1976	
53 2279L	SIERRA MADRE BLVD UC	07-LA-210-R28.46-PAS	5. Bridge not eligible for NRHP	1976	
53 2279R	SIERRA MADRE BLVD UC	07-LA-210-R28.46-PAS	5. Bridge not eligible for NRHP	1976	
53 2280L	SUNNYSLOPE AVENUE UC	07-LA-210-R28.73-PAS	5. Bridge not eligible for NRHP	1976	
53 2280R	SUNNYSLOPE AVENUE UC	07-LA-210-R28.73-PAS	5. Bridge not eligible for NRHP	1976	
53 2281R	MARENGO AVENUE OH	07-LA-210-R25.59-PAS	5. Bridge not eligible for NRHP	1976	
53 2282	DUNSMORE AVENUE UC	07-LA-210-R16.16-GNDL	5. Bridge not eligible for NRHP	1972	
53 2283	ROSEMONT AVENUE OC	07-LA-210-R17.72	5. Bridge not eligible for NRHP	1972	
53 2284Y	AMARGOSA DRAINAGE CHANNEL	07-LA-014-R68.99-LAN	5. Bridge not eligible for NRHP	1968	
53 2285	AVENUE G DRAIN 1	07-LA-014-R71.2	5. Bridge not eligible for NRHP	1968	
53 2286	AVENUE G DRAIN 2	07-LA-014-R71.25	5. Bridge not eligible for NRHP	1968	
53 2287	AVENUE F DRAIN 1	07-LA-014-R71.7	5. Bridge not eligible for NRHP	1968	
53 2288	AVENUE F DRAIN 2	07-LA-014-R71.8	5. Bridge not eligible for NRHP	1968	
53 2289	AVENUE F DRAIN 3	07-LA-014-R72.1	5. Bridge not eligible for NRHP	1968	
53 2289K	AVENUE F DRAIN 3	07-LA-014-R72.1	5. Bridge not eligible for NRHP	1968	
53 2290	AVENUE F DRAIN 4	07-LA-014-R72.2	5. Bridge not eligible for NRHP	1968	
53 2291	AVENUE F DRAIN 5	07-LA-014-R72.25	5. Bridge not eligible for NRHP	1968	



Structure Maintenance & Investigations



October 2013

Historical Significance - State Agency Bridges

District 07

Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 2528	HOOVER STREET UC	07-LA-105-R7.05-LA	5. Bridge not eligible for NRHP	1985	
53 2531M	DOMINGUEZ CHANNEL BOX CULVERT	07-LA-105-R4.59-HAW	5. Bridge not eligible for NRHP	1988	
53 2535	JACKSON AVENUE POC	07-LA-010-25.1-SGB	5. Bridge not eligible for NRHP	1972	1997
53 2536K	WEST DEL MAR BUSWAY OC	07-LA-010-C25.14-SGB	5. Bridge not eligible for NRHP	1972	
53 2536S	WEST DEL MAR BUSWAY OH	07-LA-010-C25.14-SGB	5. Bridge not eligible for NRHP	1972	
53 2537	UNION STREET OC	07-LA-710-R32.51-PAS	5. Bridge not eligible for NRHP	1975	
53 2538R	STATE COLLEGE EB BUSWAY OC	07-LA-010-C21.36-MONP	5. Bridge not eligible for NRHP	1974	
53 2539R	EBND BUSWAY OC	07-LA-010-C21.17-LA	5. Bridge not eligible for NRHP	1974	
53 2540L	WBND BUSWAY OH	07-LA-010-C21.07-LA	5. Bridge not eligible for NRHP	1974	
53 2541L	WBND FLORAL PARK BUSWAY OC	07-LA-010-C21.55-ALH	5. Bridge not eligible for NRHP	1974	
53 2542G	E10-N710 BUSWAY CONNECTOR OC	07-LA-010-C21.45-MONP	5. Bridge not eligible for NRHP	1974	
53 2543R	STATE COLLEGE EB BUSWAY OC	07-LA-010-C21.4-MONP	5. Bridge not eligible for NRHP	1974	
53 2547	MAIN STREET UC	07-LA-091-R6.9-CRSN	5. Bridge not eligible for NRHP	1974	1985
53 2547K	MAIN STREET ON-RAMP OC	07-LA-091-R6.9-CRSN	5. Bridge not eligible for NRHP	1985	
53 2548	BROADWAY UC	07-LA-091-R6.73-CRSN	5. Bridge not eligible for NRHP	1985	
53 2549H	E&W91-S110 CONNECTOR OC	07-LA-091-R6.4-LA	5. Bridge not eligible for NRHP	1985	
53 2551	FIGUEROA STREET UC	07-LA-091-R6.52-LA	5. Bridge not eligible for NRHP	1985	
53 2557H	DOMINGUEZ CHANNEL (S110-S&N405)	07-LA-110-9.13-LA	5. Bridge not eligible for NRHP	1985	
53 2558K	DOMINGUEZ CHANNEL OFF-RAMP	07-LA-110-9.15-LA	5. Bridge not eligible for NRHP	1985	
53 2562	SOUTH BRANCH BIG TUJUNGA WASH	07-LA-210-R10.53-LA	5. Bridge not eligible for NRHP	1980	
53 2564	BARLIN AVENUE OC	07-LA-105-R15.54-DNY	5. Bridge not eligible for NRHP	1987	
53 2565G	E105-19/105 CONNECTOR OC	07-LA-105-R15.64-DNY	5. Bridge not eligible for NRHP	1993	
53 2566	ROUTE 19/105 SEPARATION	07-LA-105-R15.76-DNY	5. Bridge not eligible for NRHP	1989	
53 2567	HANWELL AVENUE OC	07-LA-105-R15.94-DNY	5. Bridge not eligible for NRHP	1988	
53 2570	CLARK AVENUE (COLUMBIA WAY) OC	07-LA-105-R16.14-DNY	5. Bridge not eligible for NRHP	1989	
53 2572	ARDIS AVENUE OC	07-LA-105-R16.39-DNY	5. Bridge not eligible for NRHP	1989	
53 2573	BELLFLOWER BLVD OC	07-LA-105-R16.64-DNY	5. Bridge not eligible for NRHP	1989	
53 2574	DUNROBIN AVENUE OC	07-LA-105-R16.89-DNY	5. Bridge not eligible for NRHP	1987	
53 2575	WOODRUFF AVENUE OC	07-LA-105-R17.14-DNY	5. Bridge not eligible for NRHP	1987	
53 2576	SAN GABRIEL RIVER	07-LA-105-R17.49-DNY	5. Bridge not eligible for NRHP	1987	
53 2577M	TUNNEL STATION COVER STRUCTURE	07-LA-005-C45.51-LA	5. Bridge not eligible for NRHP	1971	1974
53 2579	CALIFORNIA INCLINE POC	07-LA-001-36.04-SMCA	5. Bridge not eligible for NRHP	1979	
53 2594	ROUTE 605/105 SEPARATION	07-LA-605-R7.61-NRW	5. Bridge not eligible for NRHP	1992	
53 2594S	N605-OFF RAMP IMPERIAL HIGHWAY	07-LA-605-R7.61-NRW	5. Bridge not eligible for NRHP	1992	
53 2597	POMONA BLVD DRAIN	07-LA-057-R6.75-POM	5. Bridge not eligible for NRHP	1972	
53 2598	YUKON AVENUE UC	07-LA-105-R4.23-ING	5. Bridge not eligible for NRHP	1992	
53 2602	MONTANA AVENUE POC	07-LA-001-36.25-SMCA	5. Bridge not eligible for NRHP	1979	
53 2603	AVENUE "P-8" DRAIN	07-LA-014-R60.6-PMDL	5. Bridge not eligible for NRHP	1970	
53 2604	AVENUE P DRAIN	07-LA-014-R61-PMDL	5. Bridge not eligible for NRHP	1970	
53 2605	10TH STREET DRAIN	07-LA-014-R61.9-PMDL	5. Bridge not eligible for NRHP	1970	
53 2606	AVENUE "K-8" DRAIN	07-LA-014-R66.1-LAN	5. Bridge not eligible for NRHP	1970	
53 2607	AVENUE "K" DRAIN	07-LA-014-R66.9-LAN	5. Bridge not eligible for NRHP	1970	

ATTACHMENT C:

HISTORICAL RESOURCES EVALUATION REPORT

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

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

LOS ANGELES COUNTY, CALIFORNIA

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DISTRICT 7**

**EA 187900
07-LA-710 (SR 710)
EFIS 0700000191**

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March 2014

SUMMARY OF FINDINGS

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

This Historical Resources Evaluation Report (HRER) was prepared in compliance with the Caltrans Section 106 Programmatic Agreement executed January 1, 2004. Cultural resources were identified and evaluated for the National Register of Historic Places (National Register) as required by 36 Code of Federal Regulations Part 800 and the regulations implementing Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA). The assessment also conforms to California Environmental Quality Act (CEQA) requirements and evaluates identified cultural resources in accordance with Section 15064.5(a)(2)–(3) of the *CEQA Guidelines* using the criteria outlined in Section 5024.1 of the California Public Resources Code. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and CEQA.

Archaeological field surveys of the areas of anticipated ground-disturbing activities within the project's direct Area of Potential Effects (APE) were conducted on various days between September 9 and October 25, 2013. Architectural surveys of the APE were conducted for the entire APE (direct and indirect) on multiple days from August 26 through October 11, 2013. As a result of the surveys, 633 historic-period (pre-1971) resources were identified in the APE. This includes 350 resources (including 9 potential historic districts) that require evaluation and 283 resources (including 13 historic districts) that have been previously evaluated. Of the previously evaluated resources, 98 are listed in or eligible for listing in the National Register. These resources were not reevaluated as part of this study. For purposes of this draft report pending further research, none of these 350 resources appears eligible for listing in the National Register.

Fifteen State Agency bridges and one local agency bridge were also identified in the APE (HPSR, Attachment B). Of these, State Agency bridge 53 0440 is eligible for listing in the National Register. The remaining bridges in the APE are Category 5 (not eligible for the National Register). All other historic-period resources within the APE have been determined exempt from further evaluation per the Caltrans Section 106 Programmatic Agreement.

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I. PROJECT DESCRIPTION

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

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

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

ALTERNATIVES

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

No Build Alternative

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

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

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

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

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

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

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

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

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

Bus Rapid Transit (BRT) Alternative

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

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

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

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

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

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

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

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

Light Rail Transit (LRT) Alternative

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

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

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

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

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

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

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

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

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

Freeway Tunnel Alternative

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

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

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

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

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

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

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

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

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

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

AREA OF POTENTIAL EFFECTS

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

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

Due to the diversity of Build Alternatives and geographic locations, the APE includes several discontinuous areas. The APE for the Freeway Tunnel and LRT Alternatives, which overlap in some areas and are only a few miles apart in others, are shown on Map 3A. The APE for the BRT Alternative is shown on Map 3B. The APE for the TSM/TDM Alternative, which as discussed above consists of numerous intersection improvements over a wide geographic area, includes several small discontinuous areas shown on Map 3C.

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

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

While the APE for all Build Alternatives was defined using consistent methodology, it is important to note that the potential indirect effects associated with the BRT and TSM/TDM Alternatives are much more limited than those associated with the Freeway Tunnel and LRT Alternatives. The primary reason for this is that the BRT and TSM/TDM Alternatives generally propose only minor changes to existing roadways and relatively few encroachments onto private property. Therefore, the indirect impacts will be extremely limited.

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

II. RESEARCH METHODS

As part of the pre-field research, a records search was conducted through the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. The records search included a review of the SCCIC electronic databases for previously identified historical/archaeological resources in or near the APE and existing cultural resources reports pertaining to the vicinity (refer to HPSR Attachment D, Archaeological Survey Report [ASR], for a discussion of the records search methods and results and HPSR Attachment F for the Records Search letter).

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

Between February 2012 and December 2013, the following repositories and resources were contacted and utilized to access historical information pertinent to the properties within the APE and vicinity:

- Historic aerial photographs accessed online at historicaerials.com.
- Historic *Los Angeles Times* news articles accessed online via the Los Angeles Public Library.
- Historic news articles accessed online via Genealogybank.com.
- United States Geological Survey (USGS) topographic maps.
- Caltrans Historic Highway Bridge Inventory.
- City of Alhambra Development Services Planning Division.
- City of Pasadena Planning and Community Development Department.
- City of South Pasadena Planning and Building Department.
- City of Los Angeles Office of Historic Preservation.
- Los Angeles Office of Historic Resources.
- South Pasadena Public Library.
- Los Angeles Public Library.
- Pasadena Central Library.
- Crowell Public Library in San Marino.

- Norwalk Public Library.
- Glendora Public Library.
- Rosemead Library.
- Claremont Library.

In addition, the following historical institutions, groups, and individuals were contacted for this project:

- Alhambra Chamber of Commerce.
- Alhambra Historical Society Museum.
- Alhambra Preservation Group.
- Arroyo Seco Foundation.
- Bill Pascarella, Pasadena Power Plant Shift Supervisor.
- Bungalow Heaven Neighborhood Association (Pasadena).
- California African American Museum.
- California Historic Route 66 Association.
- California Preservation Foundation (Route 66).
- Chinese American Museum.
- Claire W. Bogaard.
- El Sereno Historical Society.
- Friends of the Gamble House (Pasadena).
- Garfield Heights Neighborhood Association (Pasadena).
- Garvanza Improvement Association.
- Getty Research Institute.
- Highland Park Heritage Trust.
- Historic Highland Park Neighborhood Council.
- Historic Highlands Neighborhood Association (Pasadena).
- Historical Society of Southern California.
- J. Paul Getty Trust.
- Japanese American National Museum.
- Jewish Historical Society of Southern California.
- La Cañada Flintridge Chamber of Commerce and Community Association.
- La Cañada Flintridge Community Development Department Planning Division, Historic Preservation.

- Lanterman House/La Cañada Flintridge Historical Society.
- Los Angeles City Historical Society.
- Los Angeles Conservancy.
- Los Angeles Fire Department Historical Society.
- Los Angeles Police Historical Society.
- Los Angeles Railroad Heritage Foundation.
- Modern Committee of the Los Angeles Conservancy (ModCom).
- Montebello Historical Society.
- Montebello Planning Department.
- Montecito Heights Improvement Association.
- Monterey Park Historical Society Museum.
- Monterey Park, Recreation and Parks Department.
- National Historic Route 66 Federation.
- Old Pasadena Management District.
- Orange Heights Neighborhood Association (Pasadena).
- Our Town El Sereno (community awareness newsletter).
- Pasadena Chamber of Commerce.
- Pasadena Heritage.
- Pasadena Museum of History.
- Railway and Locomotive Historical Society, Inc., Southern California Chapter.
- Route 66 Corridor Preservation Program, Federal Advisory Council.
- Route 66 Preservation Foundation.
- Route 66 Territory Visitors Bureau.
- San Marino Historical Society.
- San Rafael Neighborhoods Association (Pasadena).
- Society of Architectural Historians Southern California Chapter.
- South Pasadena Chamber of Commerce.
- South Pasadena Preservation Foundation, Inc.
- The Electric Railway Historical Association of Southern California.
- West Pasadena Residents' Association.

Contact information and a complete record of this consultation are included in Attachment G of the HPSR, and a complete listing of all references used in this Historical Resources Evaluation Report (HRER) is included in Section VIII.

III. FIELD METHODS

ARCHITECTURAL SURVEY METHODS

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

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

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

ARCHAEOLOGICAL SURVEY METHODS

Archaeological field surveys were conducted on various days between September 9 and October 25, 2013. No archaeological resources were identified within or adjacent to the archaeological survey area (ASA), which consists of the horizontal extent of anticipated ground-disturbing activities and is within the direct APE. Constraints to the archaeological survey included restricted access and the presence of built environment and engineering fill over much of the ASA. Permission to access portions of nine parcels to conduct the archaeological survey was not obtained. The portions of these nine parcels, Assessor's Identification Numbers (AINs) 5317-030-902, 5310-030-002, 5310-030-008, 5310-030-019, 5310-030-023, 5310-030-024, and 5310-030-915 and Caltrans Parcel Numbers 30542 and 47616, encompass an area of approximately 3.71 acres. While these parcels could not be directly accessed, they were examined from adjacent parcels to determine whether

archaeological resources would likely be present. Despite the disturbed condition of the APE, ethnographic accounts and archival research indicate there is potential for archaeological resources to be present in native soil within the APE. The archaeological field surveys are discussed in detail in the related ASR (HPSR Attachment D).

IV. HISTORICAL OVERVIEW

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

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

Spanish/Mission Period (1769–1821)¹

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

Flooding of mission fields and the destruction of crops and structures led to the reestablishment of the Mission five miles to the northwest at its present site on higher ground

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

in San Gabriel in 1775, and the former site became known as Misión Vieja (Engelhardt 1927). In 1787, Pedro Fages, the Spanish governor of Alta California based in Monterey, wrote of the new mission lands: "Mission San Gabriel ... occupies a beautiful plain, with facilities for establishing a populous settlement for which purpose only stones and timbers are wanting. Though not impossible it is as yet very difficult. The present establishment had land and water in abundance, the former of middling quality, the latter likewise constant all the year round. With these good qualities correspond the harvests of all grains" (Engelhardt 1927).

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

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

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

"Since the government so far as not assigned any boundaries, except to the adjacent ranchos of Verdugo and Nieto, nothing more is to be said, because, although the

rancho of the late Sergeant Antonio Yorba is contiguous to the lands of the Mission, the Mission does not know what boundaries it has and how far his rancho extends.

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

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

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

Mexican/Rancho Period (1821–1848)

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

Rancho San Rafael, which includes portions of present-day Pasadena, Highland Park, Glendale, and Burbank, was granted to José Maria Verdugo, a Spanish soldier in 1784 by Governor Pedra Fages, making the rancho the oldest of the California land grants and among the first settled (Kane 1994b:II-6). Following his death, the rancho was divided between his

two children, Julio and Catalina, and later among several creditors in 1871: Prudent Beaudry, Benjamin Dreyfus, the Glassells and Chapmans, and Captain Hunter (Kane 1994b:II-6).

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

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

American Period (1848–Present)

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

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

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

early settlement of Southern California, serving as the first clerk of Los Angeles County and, in 1852, Los Angeles's second elected mayor.

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

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

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

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

With the advent of the Depression in the 1930s, construction in the APE drew to a halt. Los Angeles County was fortunate to secure federal funds to support public works projects. Under the Works Progress Administration (WPA), civic projects such as post offices and schools and infrastructure improvements such as road and sidewalk repairs gave local economies a much needed boost. In the APE, the period from 1930 to 1940 also brought the transition

from the railway to the automobile, as the Pacific Electric Railway ended service along Mission Street in 1932 and the Arroyo Seco Parkway (Pasadena Freeway) opened December 30, 1940. As automobile travel became the norm, commercial development shifted away from areas near railways to the major roadways. Fair Oaks Avenue served as the main automobile connector to communities located along the Arroyo Seco.

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

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

Community Development

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

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

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

compete with other nearby wineries and became a felt factory in the early years of the 20th century (City of Alhambra 2013).

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

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

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

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

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

A large portion of Catalina Batz' real estate holdings included excess lands adjacent to the Southern Pacific Railroad tracks; the railroad had been completed through El Sereno in 1876. Unlike many towns along the railroad route, El Sereno did not experience growth. This was due to the high rates imposed by the railroad. In 1887, however, the Southern Pacific Railroad had competition; the Santa Fe Railroad completed its rail lines into Los Angeles. A rate war between the two railroad lines resulted in rates low enough that immigrants from the Midwest and East moved to Los Angeles, which sparked a short but dramatic real estate

boom. Several new housing tracts were developed in and around El Sereno in the late 1880s and early 1890s. By 1888, the boom had turned to bust, but the population of El Sereno had grown substantially to include the Yorba, Paige, and the Omaha Heights Tracts.

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

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

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

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

Between the years of 1900 and 1915, the area that would become El Sereno was not well planned or organized. Individual property owners would plat their own parcels within haphazard subdivisions, each centered around a school. These small subsections of the town—known as Rose Hill, Bairdstown (named for Llewellyn Baird, a local commercial and industrial booster), Farmdale, and Sierra Vista—were grouped collectively under the name “Bairdstown,” but with no true sense of community until after the annexation to Los Angeles in 1915 (Caltrans 1994:IV-11). In February of 1912, several tracts of land were annexed to the City of Los Angeles as part of the Arroyo Seco Annexation. These were the Short Line

Villa Tract, the Pasadena Villa Tract, the Yorba and Paige Tract, and Grider and Hamilton's Rose Hill Tracts. The Los Angeles City school system provided funds for the construction of the Sierra Vista School, a Craftsman style design, within the Short Line Villa Tract in 1913 (Caltrans 1994:IV-12). Bairdstown changed its name twice after it was annexed to the City of Los Angeles; in 1915 it was named the Northeast Los Angeles Improvement Association and a year later changed again to the current name of "El Sereno," which translates to "serene-quiet, unruffled place." In addition to a new name, annexation also brought increased development and population growth. During the 1920s, new community facilities were established such as schools, churches, theaters and banks. A popular architectural style for homes in the new subdivisions was the Period Revival style (Caltrans 1994:IV-12).

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

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

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

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

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

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

The local real estate boom of the 1920s attracted investors with the many subdivisions under development. One of the most ambitious was Peter N. Snyder's Midwick View Estates, a garden community on a grand scale designed to rival Bel-Air and Beverly Hills. Known as the "Father of the East Side," Mr. Snyder was a central figure in making the area part of the industrial base of Los Angeles, and his efforts to bring residential and commercial development to Atlantic Boulevard (Gardens Square, Golden Gate Square, and the Midwick View Estates) were a major influence on the surrounding communities during the 1920s.

The focal point of the Midwick View Estates was Jardin del Encanto, otherwise known as "El Encanto," a Spanish-style building that was to serve as the administrative and community center for Midwick View Estates. The observation terrace at Jardin del Encanto and the fountain with water cascading down the hillside in stepped pools to De La Fuente remains and is now known as Heritage Falls Park, Cascades Park, or simply "the Cascades." The Depression brought an end to the real estate boom and the Midwick development. The City would see little additional development for nearly two decades, and much of the APE within Monterey Park (particularly the east side of Atlantic Avenue) was sparsely developed until the late 1940s (Sanborn Fire Insurance Map 1925/1949).

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

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

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

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

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

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

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

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

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

The effects of WWI resulted in a brief lull in development in 1917, but by 1919 economies were recovering and populations again increased. In the decade following WWI, Pasadena’s

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

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

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

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

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

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

San Gabriel. Named for the Archangel St. Gabriel ‘of the earthquakes,’ the community was created when Father Junipero Serra directed the Gabrielino-Tongva Indians to establish the

fourth California Mission in 1771 (Gudde 1998). San Gabriel thus became the center of the Los Angeles region and the valley that bears its name at the beginning of the Spanish Period (City of San Gabriel 2013). The Mission became the ‘mother of agriculture’ giving rise to the agricultural cornerstone of the state’s economic base in the last quarter of the 18th century (*Los Angeles Times* 2013).

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

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

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

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

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

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

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

video stores, health services, department stores, plus an extensive jewelry mart, provides “something for everyone” (Wikipedia 2013c).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Other Physical Features

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Historic Districts and Neighborhoods

With such rich histories and a vast number of buildings that date to the historic period (pre-1971), as might be expected, several of the cities and the communities in the APE have active preservation programs. As a result, several historic districts have been identified and/or formally evaluated within these areas. Each potential or evaluated historic district is considered an individual resource, and the buildings and features that make up the district are either contributing or non-contributing elements of the district. Districts within the APE are discussed below and maps and additional information can be found in Section IX of this report.

- **Pasadena.** The City of Pasadena has more than 20 historic districts (City of Pasadena 2009). Five of these districts include properties either evaluated as part of this study or that have been previously evaluated and are within the APE. Each of these districts is briefly discussed below. **Markham Place Historic District.** In March 2013, the Markham Place Historic District was listed in the National Register at the local level under Criterion C for its architecture. It is “one of the best and most intact remaining examples of the early residential development of Pasadena and with the influence of the Arts and Crafts Movement” (Scott 2013a:5). Its period of significance is 1887–1937. This district is generally bounded by California Street, Pasadena Avenue, Bellefontaine Street, and Orange Grove
- **Old Pasadena Historic District.** This district essentially consists of what is commonly known as Old Town Pasadena. The district was listed in the National Register in 1983 and its boundaries were adjusted in 2008. It is generally bounded by Fair Oaks and Raymond Avenues, Colorado Boulevard, and Green Street (National Park Service n.d.). This district represents the earliest commercial development in the City and the focus of commerce and industry in Pasadena and the San Gabriel Valley (Ibid.). It also established Colorado Boulevard (also part of Route 66 and the Tournament of Roses Parade route) as the principal axis through town (Ibid.).
- **Pasadena Avenue Historic District.** This district, which was determined eligible for listing in the National Register on March 28, 1983, includes properties in Pasadena and South Pasadena (Scott 2013b; Hope and Scott 2013a). The boundaries of the district are irregular. Generally, the district boundaries are South Pasadena Avenue, Arlington Drive, Avoca Avenue, Brookmere Road, Columbia Street, West Glenarm Street, Hurlbut Street, Madeline Drive, West State Street, and Wigmore Drive (Scott 2013). 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 2013b). It 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).
- **Raymond-Summit Historic District.** This district was listed in the National Register 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.

In addition to the above-listed historic districts, Pasadena includes various other historically important areas. One of these, the Ambassador West Cultural Landscape, intersects with the APE. This area has been identified by the Cultural Landscape Foundation, which is a non-profit organization dedicated to increasing awareness of and support for historic landscapes nationwide (The Cultural Landscape Foundation 2010–2013). “To be considered for inclusion [by the Foundation], the site must have been designed and built prior to 1976, or be listed on the National Register of Historic Places or National Historic Landmarks, or be completed by someone whose career is complete” (Ibid.). The Ambassador West Cultural Landscape includes various properties within a four-block area that were part of the now defunct Ambassador College/Worldwide Church of God (The Cultural Landscape Foundation 2010–2013). The cultural landscape includes buildings of various architectural styles dating from 1905 to the 1970s, as well as designed gardens. In 1963, Daniel, Mann, Johnson and Mendenhall (DMJM), an architectural and planning firm, was hired to prepare a master plan for the campus (Ibid.). Garrett Eckbo, a noted landscape architect, later revised the plan (Ibid.). In the 1980s, Ambassador College closed. Today, the well-known Ambassador Auditorium (1974), which is within the APE, is part of the Harvest Rock Church and Marantha High School occupies the southeast portion of the campus (Ibid.).

South Pasadena. There are eight historic districts in the City of South Pasadena, five of which have been formally designated by the City (City of South Pasadena 2011). In addition, in a 2002 survey, approximately 70 potential historic districts or additions to designated districts were identified (PCR Services Corporation 2002). Some of the potential districts overlap designated historic districts and/or other potential historic districts. Seven of the potential districts identified by the 2002 survey include properties evaluated as part of this study and/or that were previously evaluated. Each of these districts is briefly discussed below.

- **Arroyo Seco Parkway Historic District.** This district is listed in the National Register and consists primarily of the Arroyo Seco Parkway, also known as the Pasadena Freeway and SR 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).

- **Bonita Drive/Gillette Crescent Historic District.** This historic district was originally identified in 1996 as part of a Caltrans survey and was determined ineligible for listing in the National Register or the California Register because of alterations to the historic street pattern, density, and spatial relationships. It was re-surveyed in 2002 by PCR Services Corporation for the City of South Pasadena. The 2002 survey, indicated that it might be eligible for designation as a historic district under the local ordinance, however,

the City has not formally designated it. The district is located south of downtown and includes 57 contributing properties, most of which were constructed in the Spanish Colonial Revival style in the 1920s (PCR Services Corporation 2002). The potential district also includes concrete sidewalks, narrow streets, paved walks and steep stairways from the streets to the main entrances, and mature landscaping (Ibid.). It should be noted that the OHP Directory of Properties in the HPD file for Los Angeles County (2012) indicates that the Gillette Crescent Neighborhood Historic District, which was what the area was called in the 1996 Caltrans report, was determined ineligible for listing in the National Register.

- **Mission West Historic District.** 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 predominant construction materials include brick, wood, stucco, and concrete block (Ibid.). The district is sparsely landscaped with relatively young vegetation (Ibid.). The National Register-listed South Pasadena Historic Business District (discussed below) is completely within the Mission West Historic District.
- **North of Mission Historic District.** The OHP Directory of Properties in the HPD file for Los Angeles County (2012) lists this district as a resource that has been determined eligible for listing in the National Register. 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.).
- **Oaklawn Historic District.** The OHP Directory of Properties in the HPD file for Los Angeles County (2012) indicates this district was determined eligible for listing in the National Register in 1977, 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 SR 110 on the south, Columbia Street on the north, Fremont Avenue on the west, and Fair Oaks Avenue on the east (Ibid.).
- **Pasadena Avenue Historic District.** This district, which was determined eligible for listing in the National Register on March 28, 1983, includes properties in Pasadena and South Pasadena (Scott 2013b; Hope and Scott 2013a). The boundaries of the district are irregular. Generally, the district boundaries are South Pasadena Avenue, Arlington Drive, Avoca Avenue, Brookmere Road, Columbia Street, West Glenarm Street, Hurlbut Street, Madeline Drive, West State Street, and Wigmore Drive (Scott 2013b). 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 2013b). It 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). In the City of South Pasadena, the district includes five properties on the south side of Columbia

Street generally between Fremont Avenue and Fairview Avenue. Four of the five properties are district contributors (Scott 2013b).

- **South of Mission Historic District.** The OHP Directory of Properties in the HPD file for Los Angeles County (2012) lists this district as a resource that has been determined eligible for listing in the National Register. 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.
- **South Pasadena Historic Business District.** The OHP Directory of Properties in the HPD file for Los Angeles County (2012) and the National Register database indicate that the South Pasadena Historic Business 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.
- **Valley View Historic District.** This historic district was originally identified in 1996 as part of a Caltrans survey and was determined ineligible for listing in the National Register or the California Register because no single style predominates and the buildings do not possess sufficient character-defining features or integrity for the area to convey any sense of an architecturally or historically unified development. It was re-surveyed in 2002 by PCR Services Corporation for the City of South Pasadena. The 2002 survey, indicated that it might be eligible for designation as a historic district under the local ordinance, however, the City has not formally designated it. It is located along the southwest boundary of the city and “is bounded by Kendall Avenue to the south, Meridian Avenue to the east, Alpha Avenue to the west, and Valley view to the north” (PCR Services Corporation 2002:36). There are approximately 40 contributing properties, mostly in the Craftsman style, but also including some Period Revival styles dating from 1912 to 1938 (Ibid.).
- **Potential 1500 Block Mission Historic District.** This potential historic district was identified in a 2002 study conducted by PCR Services Corporation for the City of South Pasadena. It consists of nine commercial buildings built in the 1920s (PCR Services Corporation 2002:16). It is located “west of Fair Oaks Avenue along both sides of the 1500 block of Mission Street” (Ibid.). Of note is the scale and massing of the façades, as

well as the decorative tiles in the recessed entryways, multi-paned transom windows, storefront display windows, and parapets (Ibid.).

- The 2002 study indicates this potential historic district is eligible for designation under the local ordinance (PCR Services Corporation 2002:20). However, the map of designated historic districts that was provided by the City of South Pasadena does not include this district. Therefore, until additional research can be completed, for purposes of this draft report, it is being treated as a potential historic district that is not eligible for listing in the National Register or for local designation.
- **Potential Buena Vista/Prospect Addition Historic District.** This potential district was identified in a 2002 study conducted by PCR Services Corporation for the City of South Pasadena. It is located just north of the Pasadena Freeway and is generally bounded by Fremont Avenue to the east, Columbia Street to the north, Foothill Street to the south, and Meridian Avenue to the west (PCR Services Corporation 2002:21). The potential district includes approximately 58 contributing properties constructed between 1907 and 1949 (Ibid.). The one and two-story residences were constructed in a variety of styles including Craftsman and various Revival styles. The potential district features classically inspired streetlights, contractor stamps in the curbs and sidewalks, and Arroyo stone walls (Ibid.).

According to the 2002 study, this potential district “may become eligible for listing in the National Register” (PCR Services Corporation 2002:20). However, a search of the National Register database did not find this district and the map of designated historic districts that was provided by the City of South Pasadena does not include this district. Therefore, until additional research can be completed, for the purposes of this draft report, it is being treated as a potential historic district that is not eligible for listing in the National Register or for local designation.

- **Potential El Cerrito Circle Historic District.** This potential district was identified in a 2002 study conducted by PCR Services Corporation for the City of South Pasadena. It is located northwest of South Pasadena High School atop a small hill accessed by El Cerrito Circle (PCR Services Corporation 2002:23). It features a cul-de-sac with a densely landscaped island. Most of the homes were designed in the Spanish Colonial Revival style and are one or two stories. There are no sidewalks.

According to the 2002 study, this potential district “may become eligible for listing in the National Register” (PCR Services Corporation 2002:23). However, a search of the National Register database did not find this district and the map of designated historic districts that was provided by the City of South Pasadena does not include this district. Therefore, until additional research can be completed, for the purposes of this draft report, it is being treated as a potential historic district that is not eligible for listing in the National Register or for local designation.

- **Potential Library Neighborhood Historic District.** This potential district was identified in a 2002 study conducted by PCR Services Corporation for the City of South Pasadena. It is named for its proximity to the City of South Pasadena Public Library and is located south of El Centro Street and north of Monterey Road (PCR Services Corporation 2002:25). It includes 76 contributing properties built between 1895 and 1930. This neighborhood illustrates the evolution of architectural styles from the Victorian era

through the revival styles with an emphasis on gabled roof Craftsman bungalows (Ibid.). Other noteworthy features include front yard retaining walls, sidewalks lined with mature palm trees, and front walkways.

According to the 2002 study, this potential district was eligible for local designation (PCR Services Corporation 2002:33). However, a search of the National Register database did not find this district and the map of designated historic districts that was provided by the City of South Pasadena does not include this district. Therefore, until additional research can be completed, for the purposes of this draft report, it is being treated as a potential historic district that is not eligible for listing in the National Register or for local designation.

- **Potential North of Mission District Addition Historic District.** This potential district was identified in a 2002 study conducted by PCR Services Corporation for the City of South Pasadena. It is located north of Mission Street and includes approximately 78 one- and two-story single-family and multifamily residential properties (PCR Services Corporation 2002:29). The Craftsman style is most common, but the area also includes examples of the Colonial Revival, Tudor Revival, and early 1900s vernacular styles (Ibid.). Similar to the North of Mission Historic District discussed above, this potential district is characterized by detached garages and concrete sidewalks separated from the street by landscaped parkways (Ibid.).

In addition to the historic districts and potential historic districts discussed above, there are three other areas in South Pasadena that intersect with the APE and include properties that have been previously evaluated. These areas, which were previously evaluated as not qualifying as historic districts, are the 1000 Block Fair Oaks, 1100 Block Fair Oaks, and La Senda/Garfield Grouping. There are a total of eight previously evaluated properties in these areas.

Los Angeles/El Sereno Community. El Sereno, a community within Los Angeles, is located south of South Pasadena. There are two previously identified historic districts within this community.

- **Short Line Villa Tract Historic District.** The Short Line Villa Tract is located within the community of El Sereno 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.
- **Berkshire Craftsman and Bungalow Revival Village.** In February 2014, the Berkshire Craftsman and Bungalow Revival Village was introduced to the City Council as a proposed Historic Preservation Overlay Zone (HPOZ; Los Angeles Office of Historic Resources n.d.). This proposed HPOZ completely encompasses and extends beyond the Short Line Villa Tract Historic District. The triangular-shaped proposed HPOZ, which has also been called Sierra Vista, is generally bounded by North Huntington Drive,

Kendall Avenue/Moffatt Street, and Maycrest Avenue. It includes single-family homes generally constructed between 1907 and 1950.

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

- **Alhambra Hills Tract.** This neighborhood is south of and similar to the Midwick Park/Granada Place neighborhood. It is characterized by single-family homes built mostly in the 1930s–1940s in a variety of architectural styles (Downtown Solutions 2009:2-60). It is generally bounded by SR 710 on the west, SR 110 on the south, Hellman Avenue on the north, and Westminster Avenue on the east (Ibid.).
- **Midwick Park/Granada Place.** The map included in the City’s Design Guidelines identifies this area as the Midwick Park/Alhambra Hills neighborhood, but the related text calls it the Midwick Park/Granada Place neighborhood. Both indicate that it is generally located south of Valley Boulevard, east of Fremont Avenue, north of Hellman Avenue, and west of SR 710 (Downtown Solutions 2009:2-38). Most of the single-family homes in this neighborhood date to 1930s–1940s and were constructed in a variety of architectural styles.
- **West Shorb.** This neighborhood is generally bounded by Valley Boulevard, Fremont Avenue, Mission Road, and the western city limits (Downtown Solutions 2009:2-36). It was originally within the town of Shorb and many of the homes date to the 1920s and 1930s (Ibid.).

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

Property Types and Architectural Styles

Within the APE there is a variety of property types. These include detached single-family residences, bungalow courts, apartment buildings, condominiums, fast-food restaurants, service stations, medical facilities, commercial buildings, offices, high rises, public buildings, educational buildings, industrial buildings, churches, and parks. Similarly, there is a wide variety of architectural styles represented by resources evaluated in the APE. Residential and commercial architecture followed prevailing trends, but also reflected the realities of a working class population and the gradual development of forms appropriate to the ideals of the California lifestyle, transitioning from the Victorian styles of the late 1800s to Revival and Craftsman styles in the 1910s and 1920s and the Art Deco and Minimal Traditional styles in the 1930s and early 1940s. These were followed by the California Ranch style, which

gained huge popularity during the post-World War II period and by Modern, Contemporary, and Brutalist styles in the 1950s and 1960s.

In addition to numerous vernacular or utilitarian buildings, approximately 25 architectural styles or variations of styles are represented by the resources evaluated in the APE. Where appropriate, the history and character-defining features of specific architectural styles and property types are discussed in the evaluations of specific resources (refer to the Department of Parks and Recreation [DPR] 523 forms in Section IX).

V. DESCRIPTION OF CULTURAL RESOURCES

The study area for the SR 710 North Study is located in Los Angeles County and includes approximately 100 square miles generally bounded by I-210 on the north, I-605 on the east, I-10 on the south, and I-5 and SR 2 on the west. The APE includes unincorporated areas of Los Angeles County, as well as portions of the following cities: Los Angeles, Monterey Park, Alhambra, South Pasadena, Pasadena, San Gabriel, Rosemead, and San Marino. The APE is characterized by predominantly historic-period (pre-1971) suburban development encompassing most common property types (e.g., residential, commercial, office, medical, educational, light industrial, public, and religious).

As a result of the surveys, 350 historic-period resources requiring evaluation, including 9 potential historic districts, were identified within the APE. Until additional research can be completed, for purposes of this draft report none of these 350 resources appears eligible for listing in the National Register. In addition to the 350 resources, 283 previously evaluated resources, including 13 historic districts, are within the APE. Of the previously evaluated resources, 98 are listed in or eligible for listing in the National Register. More specifically, 35 previously evaluated resources are listed in the National Register either individually or as contributors to a National Register listed historic district. An additional 60 previously evaluated resources have been determined eligible for listing in the National Register either individually or as contributors to a National Register eligible or listed historic district. Three other previously evaluated resources appear eligible for listing in the National Register either individually or as contributors to a National Register eligible or listed historic district. The previously evaluated resources were not reevaluated as part of this study.

All of the resources evaluated as part of this study and all of the previously evaluated resources within the APE are listed in the following section (VI. Findings and Conclusions) and discussed in more detail in the DPR 523 forms included in Section IX. However, brief descriptions of the resources that have been determined eligible for listing in the National Register are provided below.

- **4531 Alpha Street (APE Map Ref # 160-3A):** This 1931 Spanish Eclectic style residence is located in Los Angeles. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) and the Los Angeles Zone Information Map Access System (ZIMAS) list this property with a California Historical Resources (CHR) Status Code of 2D2. This property is within the Short Line Villa Tract Historic District.
- **4517 Alpha Street (APE Map Ref # 136-3A):** This 1908 Craftsman bungalow is located in Los Angeles. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) and the Los Angeles ZIMAS list this property with a CHR Status Code of 2D2. This property is within the Short Line Villa Tract Historic District.
- **4511 Alpha Street (APE Map Ref # 135-3A):** This 1941 residence is located in Los Angeles. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) and the Los Angeles ZIMAS list this property with a CHR Status Code of 2D2. This property is within the Short Line Villa Tract Historic District.

- **4437 Alpha Street (APE Map Ref # 128-3A):** This 1909 residence is located in Los Angeles. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) and the Los Angeles ZIMAS list this property with a CHR Status Code of 2D2. In addition, this property is within the Short Line Villa Tract Historic District.
- **4431 Alpha Street (APE Map Ref # 127-3A):** This 1913 residence is located in Los Angeles. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) and the Los Angeles ZIMAS list this property with a CHR Status Code of 2D2. In addition, this property is within the Short Line Villa Tract Historic District.
- **4423 Alpha Street (APE Map Ref # 124-3A):** This 1911 Craftsman style residence is located in Los Angeles. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) and the Los Angeles ZIMAS list this property with a CHR Status Code of 2D2. In addition, the property is within the Short Line Villa Tract Historic District.
- **909 S Atlantic Boulevard (APE Map Ref # 1-3B):** The 1928 Golden Gate Theater (now CVS) is located in Los Angeles. This property is listed in the National Register and has a CHR Status Code of 1S.
- **Short Line Villa Tract Historic District:** The Short Line Villa Tract is located within the community of El Sereno 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 streetcar suburb with a short commute time to downtown Los Angeles (Ibid.). In 1995, the district was determined eligible for listing in the National Register.
- **300 South Fair Oaks Avenue (APE Map Ref #] 148-3B):** This 1908 commercial building is within the Old Pasadena Historic District in Pasadena. Pasadena's component of the California Historical Resources Inventory Database (CHRID) lists this property with a CHR Status Code of 1D.
- **330 South Fair Oaks Avenue (APE Map Ref # 146-3B):** This 1926 commercial building is within the Old Pasadena Historic District in Pasadena. Pasadena's component of the CHRID lists this property with a CHR Status Code of 1D.
- **30 East Del Mar Boulevard (APE Map Ref # 147-3B):** This 1928 commercial building is within the Old Pasadena Historic District in Pasadena. The OHP's (OHP) Directory of Properties in the HPD (HPD) File for Los Angeles County (April 2012) and Pasadena's component of the CHRID list this property with a CHR Status Code of 1D.
- **1180 South Pasadena Avenue (APE Map Ref # 397-3A):** This 1920 residence is located in Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) lists this property with a CHR Status Code of 2D2. It is not listed in Pasadena's component of the CHRID or the City's list of designated historic properties. It is within the Pasadena Avenue Historic District. In December 2003, OHP published the list of revised CHR Status Codes. Status Code 2D2 is now 2D.
- **1200 South Pasadena Avenue (APE Map Ref # 395-3A):** This residence is located in Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County

(April 2012) lists this property with a CHR Status Code of 2D2. It is not listed in Pasadena's component of the CHRID or the City's list of designated historic properties. It is within the Pasadena Avenue Historic District. In December 2003, OHP published the list of revised CHR Status Codes. Status Code 2D2 is now 2D.

- **1190 South Pasadena Avenue (APE Map Ref # 396-3A):** This Craftsman style residence is located in Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) lists this property with a CHR Status Code of 2D2. It is not listed in Pasadena's component of the CHRID or the City's list of designated historic properties. It is within the Pasadena Avenue Historic District. In December 2003, OHP published the list of revised CHR Status Codes. Status Code 2D2 is now 2D.
- **180 West State Street (APE Map Ref # 398-3A):** This French Eclectic style residence is located in Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) lists this property with a CHR Status Code of 2D2. It is not listed in Pasadena's component of the CHRID or the City's list of designated historic properties. It is within the Pasadena Avenue Historic District.
- **203 Columbia Street (APE Map Ref # 392-3A):** This 1908 Craftsman style residence is located in Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) lists this property with a CHR Status Code of 2D2. It is not listed in Pasadena's component of the CHRID or the City's list of designated historic properties. It is within the Pasadena Avenue Historic District, which was determined eligible for listing in the National Register in 1983 and 1995 and updated by Caltrans in 2013. In December 2003, OHP published the list of revised CHR Status Codes. Status Code 2D2 is now 2D.
- **233 Columbia Street (APE Map Ref # 394-3A):** This 1895 residence is located in Pasadena. The property is within the Pasadena Avenue Historic District, which was determined eligible for listing in the National Register in 1983 and 1995 and updated by Caltrans in 2013. Pasadena's component of the CHRID lists this property with a CHR Status Code of 6Z, but according to information provided by Caltrans (Scott 2013), this property is a contributor to the historic district and, therefore, should have a CHR Status Code of 2D.
- **120 North Orange Grove Boulevard (APE Map Ref # 435-3A):** This 1939 apartment building is located in Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) and Pasadena's component of the CHRID list this property with CHR Status Code of 3S.
- **169 West Colorado Boulevard (APE Map Ref # 429-3A):** This 1917 commercial building is located in Pasadena. Pasadena's component of the CHRID lists this property with a CHR Status Code of 1D. In addition, the property is within the Old Pasadena Historic District.
- **163 West Colorado Boulevard (APE Map Ref # 430-3A):** This 1921 commercial building is located in Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) and Pasadena's component of the CHRID list this property with a CHR Status Code of 1D. In addition, this property is within the Old Pasadena Historic District.
- **161 West Colorado Boulevard (APE Map Ref # 431-3A):** This 1902 commercial building is located in Pasadena. The OHP Directory of Properties in the HPD File for Los

Angeles County (April 2012) and Pasadena's component of the CHRID list this property with a CHR Status Code of 1D. In addition, this property is within the Old Pasadena Historic District.

- **26 South Pasadena Avenue (APE Map Ref # 426-3A):** This property is in Pasadena. Pasadena's component of the CHRID lists it with a CHR Status Code of 1D. In addition, the property is within the Old Pasadena Historic District.
- **34 South Pasadena Avenue (APE Map Ref # 425-3A):** This 1920 commercial building is located in Pasadena. Pasadena's component of the CHRID lists this property with a CHR Status Code of 1D. In addition, the property is within the Old Pasadena Historic District.
- **34 South Pasadena Avenue (APE Map Ref # 424-3A):** This appears to be a parking lot located in Pasadena. Pasadena's component of the CHRID lists this property with a CHR Status Code of 1D. In addition, the property is within the Old Pasadena Historic District.
- **1225 South Pasadena Avenue (APE Map Ref. # 393-3A):** This 1908 Craftsman style residence is located in Pasadena. This property is within the Pasadena Avenue Historic District, which was determined eligible for listing in the National Register in 1983 and 1995 and updated by Caltrans in 2013. According to information provided by Caltrans (Scott 2013), this property is a contributor to the historic district and, therefore, should have a California Historical Resources (CHR) Status Code of 2D.
- **148 West Colorado Boulevard (APE Map Ref # 427-3A):** This 1929 commercial building is located in Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) and Pasadena's component of the CHRID list this property with a CHR Status Code of 1D. In addition, this property is within the Old Pasadena Historic District.
- **300 West Green Street (APE Map Ref # 423-3A):** This property is part of the former Ambassador College campus and is within the designed landscape known as the Ambassador West Cultural Landscape. This building was the Hall of Administration, which was designed by Peter J. Holdstock of the O.K. Earl Corporation in 1967 (Los Angeles Conservancy 2013). Pasadena's component of the CHRID lists this property with a CHR Status Code of 3D.
- **280 West California Boulevard (APE Map Ref # 413-3A):** Singer Park, located in Pasadena, is a contributing site to the National Register listed Markham Place Historic District. The park was designed in 1926 by Thomas Chisolm and has a CHR Status Code of 1D. During the field survey for the current study it was observed that there is some modern play equipment, but that the park as a whole retains integrity.
- **281 South Raymond Avenue (APE Map Ref # 438-3A):** This 1929 church is located in Pasadena. Pasadena's component of the CHRID lists this property with a CHR Status Code of 1D. It is within the Old Pasadena Historic District.
- **301 North Raymond Avenue (APE Map Ref # 439-3A):** This 1968 church facility is located in Pasadena. Pasadena's component of the CHRID lists this property with a CHR Status Code of 1D. It appears to be within the Old Pasadena Historic District.
- **396 N Summit Avenue (APE Map Ref # 444-3A):** This 1893 Neoclassical style residence is located in Pasadena. The OHP Directory of Properties in the HPD File for

Los Angeles County (April 2012) and Pasadena's component of the CHRID list this property with a CHR Status Code of 1D. In addition, according to the Pasadena CHRID, this property is located within the Raymond-Summit Historic District.

- **511 South Fair Oaks Avenue (APE Map Ref # 135-3B):** This 1915 multistory Art Deco style commercial building is located in Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) and Pasadena's component of the CHRID list this property with a CHR Status Code of 1D.
- **Markham Place Historic District:** In March 2013, the Markham Place Historic District was listed in the National Register at the local level under Criterion C for its architecture. It is "one of the best and most intact remaining examples of the early residential development of Pasadena and with the influence of the Arts and Crafts Movement" (Scott 2013a:5). Its period of significance is 1887–1937. This district is generally bounded by California Street, Pasadena Avenue, Bellefontaine Street, and Orange Grove.
- **Old Pasadena Historic District:** This district essentially consists of what is commonly known as Old Town Pasadena. The district was listed in the National Register in 1983 and its boundaries were adjusted in 2008. It is generally bounded by Fair Oaks and Raymond Avenues, Colorado Boulevard, and Green Street (National Park Service n.d.). This district represents the earliest commercial development in the City and the focus of commerce and industry in Pasadena and the San Gabriel Valley (Ibid.). It also established Colorado Boulevard (also part of Route 66 and the Tournament of Roses Parade route) as the principal axis through town (Ibid.).
- **Pasadena Avenue Historic District:** This district, which was determined eligible for listing in the National Register on March 28, 1983, includes properties in Pasadena and South Pasadena (Scott 2013; Hope and Scott 2013a). The boundaries of the district are irregular. Generally, the district boundaries are South Pasadena Avenue, Arlington Drive, Avoca Avenue, Brookmere Road, Columbia Street, West Glenarm Street, Hurlbut Street, Madeline Drive, West State Street, and Wigmore Drive (Scott 2013). 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 2013b). There are 120 properties in the district and of those 93 are district contributors. 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).
- **Raymond-Summit Historic District:** This district was listed in the National Register 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.
- **857 Bank Street (APE Map Ref # 242-3A):** This 1890 Victorian-influenced residence with additions is located in South Pasadena. The City of South Pasadena's Cultural Heritage Inventory (2/1/2001) and the 2002 survey update list this property with a CHR Status Code of 2S2. In December 2003, OHP published the list of revised CHR Status Codes. Status Code 2S2 is now 2S.

- **1130 Meridian Avenue (APE Map Ref # 279-3A):** This 1924 Pueblo Revival style residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission District Historic District. In December 2003, OHP published the list of revised CHR Status Codes. Status Code 2S1 is now 2S.
- **1122 Meridian Avenue (APE Map Ref # 280-3A):** This 1909 residence is in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission District Historic District. In December 2003, OHP published the list of revised CHR Status Codes. Status Code 2S2 is now 2S.
- **1019 Mission Street (APE Map Ref # 312-3A):** This 1907 commercial building is located in South Pasadena. The City of South Pasadena's Cultural Heritage Inventory (2/1/2001) and the 2002 survey update list this property with a CHR Status Code of 1D. The property is within the Mission West District Historic District.
- **1001 Mission Street (APE Map Ref # 313-3A):** This 1904 commercial building is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property (Alexander Block) with a CHR Status Code of 1D. The property is within the Mission West District Historic District.
- **720 Meridian Avenue (APE Map Ref # 327-3A):** This 1911 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the North of Mission District.
- **716 Meridian Avenue (APE Map Ref # 335-3A):** This 1910 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the North of Mission District.
- **712 Meridian Avenue (APE Map Ref # 336-3A):** This 1910 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the North of Mission District.
- **708 Meridian Avenue (APE Map Ref # 337-3A):** This 1905 Craftsman residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the North of Mission District.
- **704 Meridian Avenue (APE Map Ref # 338-3A):** This 1912 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los

Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the North of Mission District.

- **1007 Magnolia Street (APE Map Ref # 339-3A):** This 1920 residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) lists this property with a CHR Status Code of 2D2. The property is not within a designated historic district, but appears to be within the North of Mission District. In December 2003, OHP published the list of revised CHR Status Codes. Status Code 2D2 is now 2D.
- **726 Meridian Avenue (APE Map Ref # 326-3A):** This Pueblo Revival style multi-family residence is in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the North of Mission District.
- **810 Meridian Avenue (APE Map Ref # 323-3A):** This 1903 Neoclassical residence, which appears to have been converted to a commercial use, is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the North of Mission District.
- **806 Meridian Avenue (APE Map Ref # 325-3A):** This 1905 residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) and 2002 survey update for the City of South Pasadena's Cultural Heritage Inventory (2/1/2001) list this property with a CHR Status Code of 2D. The property is within the North of Mission District.
- **1008-1010 Mission Street (APE Map Ref # 317-3A):** This 1908 commercial building is located in South Pasadena. According to the National Register of Historic Places Inventory: Nomination Form for the South Pasadena Historic Business District/Mission West Historic District, this property (1008-1010 Mission Street) is a district contributor (Sitton 1977). Known as the Edwards & Faw Block, records indicate it was constructed in 1908 and modified in 1923 (Ibid.). The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) lists this property (1008 Mission Street) with a CHR Status Code of 1D.
- **1012 Mission Street (APE Map Ref # 318-3A):** This 1908 commercial building is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 1D. The property is within the Mission West District Historic District.
- **1014 Mission Street (APE Map Ref # 319-3A):** This 1924 commercial building is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 1D. The property is within the Mission West District Historic District.

- **1028–1032 Mission Street (APE Map Ref # 321-3A):** This 1906 commercial building is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) lists this property with a CHR Status Code of 1D. Although listed as 1028 Mission Street, during the field survey it was observed that the address is 1028-1032 Mission Street. The property is located in the Mission West Historic District.
- **1020 Mission Street (APE Map Ref # 320-3A):** This 1908 commercial building is located in South Pasadena. The City of South Pasadena's Cultural Heritage Inventory (2/1/2001) and the 2002 survey update list this property with a CHR Status Code of 1D. The property is within the Mission West District Historic District.
- **1002 Mission Street (APE Map Ref # 316-3A):** This 1915 commercial building is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 1D. The property is within the Mission West District Historic District.
- **1015 Meridian Avenue (APE Map Ref # 305-3A):** This 1888 residence is located in South Pasadena. The City of South Pasadena's Cultural Heritage Inventory (2/1/2001) and the 2002 survey update list this property with a CHR Status Code of 2D. However, a more recent listing (2004) in OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) for this property shows a CHR Status Code of 3D. The property is within the South of Mission Historic District.
- **1011 Meridian Avenue (APE Map Ref # 306-3A):** This 1910 residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the Mission West Historic District and the South of Mission Historic District.
- **1023 Meridian Avenue (APE Map Ref # 301-3A):** This 1906 residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D2. The property is within the South of Mission Historic District. In December 2003, OHP published the list of revised CHR Status Codes. Status Code 2D2 is now 2D.
- **1103 Meridian Avenue (APE Map Ref # 296-3A):** This 1900 residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission Historic District.
- **1105 Meridian Avenue (APE Map Ref # 295-3A):** This 1903 Craftsman style residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission Historic District.
- **1109 Meridian Avenue (APE Map Ref # 292-3A):** This 1910 residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles

County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission Historic District.

- **1113 Meridian Avenue (APE Map Ref # 291-3A):** This 1907 transitional (Neoclassical/Craftsman) residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission Historic District.
- **921 Monterey Road (APE Map Ref # 265-3A):** This 1912 Craftsman style residence is located in South Pasadena. The City of South Pasadena's Cultural Heritage Inventory (2/1/2001) and the 2002 survey update list this property with a CHR Status Code of 2S.
- **909 Lyndon Street (APE Map Ref # 247-3A):** This 1896 residence is located in South Pasadena. The City of South Pasadena's Cultural Heritage Inventory (2/1/2001) and the 2002 survey update list this property with a CHR Status Code of 2S2. In December 2003, OHP published the list of revised CHR Status Codes. Status Code 2S2 is now 2S.
- **1019 El Centro Street/1003 Diamond Avenue (APE Map Ref # 309-3A):** This 1903 commercial building is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) lists this property with a CHR Status Code of 1D. The property is located in both the Mission West Historic District and the South Pasadena Historic Business District.
- **1020 Meridian Avenue (APE Map Ref # 303-3A):** This 1901 Neoclassical cottage is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D2. The property is within the South of Mission Historic District.
- **1100 Meridian Avenue (APE Map Ref # 297-3A):** This 1906 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission District Historic District.
- **1106 Meridian Avenue (APE Map Ref # 293-3A):** This 1905 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission District Historic District.
- **1110 Meridian Avenue (APE Map Ref # 290-3A):** This 1908 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission District Historic District.
- **1114 Meridian Avenue (APE Map Ref # 288-3A):** This 1920 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los

- Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission District Historic District.
- **1120 Meridian Avenue (APE Map Ref # 285-3A):** This 1911 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission District Historic District.
 - **1146 Meridian Avenue (APE Map Ref # 271-3A):** This 1914 Craftsman style residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission District Historic District.
 - **1142 Meridian Avenue (APE Map Ref # 272-3A):** This 1910 Craftsman style residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission District Historic District.
 - **1138 Meridian Avenue (APE Map Ref # 273-3A):** This 1910 Craftsman style residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission District Historic District.
 - **1134 Meridian Avenue (APE Map Ref # 275-3A):** This 1909 Craftsman style residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission District Historic District.
 - **624 Meridian Avenue (APE Map Ref # 350-3A):** This 1912 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the North of Mission District Historic District.
 - **620 Meridian Avenue (APE Map Ref # 351-3A):** This 1912 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the North of Mission District Historic District.
 - **616 Meridian Avenue (APE Map Ref # 352-3A):** This 1913 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the North of Mission District Historic District.

- **612 Meridian Avenue (APE Map Ref # 353-3A):** This 1915 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the North of Mission District Historic District.
- **610 Meridian Avenue (APE Map Ref # 354-3A):** This 1915 Craftsman style residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the North of Mission District Historic District.
- **1121 Meridian Avenue (APE Map Ref # 284-3A):** This 1907 Craftsman style residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission District Historic District.
- **1125 Meridian Avenue (APE Map Ref # 281-3A):** This 1915 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission District Historic District.
- **1131 Meridian Avenue (APE Map Ref # 278-3A):** This 1914 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission District Historic District.
- **1133 Meridian Avenue (APE Map Ref # 276-3A):** This 1908 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission District Historic District.
- **1116 Glendon Way (APE Map Ref # 286-3A):** This 1920 altered residence is located in South Pasadena. The 2002 update to the City of South Pasadena's Cultural Heritage Inventory (2/1/2001) lists this property with a CHR Status Code of 5D1. The property is within the South of Mission Historic District.
- **1118 Glendon Way (APE Map Ref # 283-3A):** This 1922 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission Historic District.
- **1126 Glendon Way (APE Map Ref # 282-3A):** This 1924 residence is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission Historic District.

- **1119 Meridian Avenue (APE Map Ref # 287-3A):** This 1907 Craftsman bungalow is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2D. The property is within the South of Mission Historic District.
- **950 Mission Street (APE Map Ref # 314-3A):** This 1923 commercial building is located in South Pasadena. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012) lists this property with a CHR Status Code of 2D3. The City of South Pasadena's Cultural Heritage Inventory (2/1/2001) and the 2002 survey update list this property with a CHR Status Code of 1D. The property is within the locally designated Mission West Historic District.
- **1127 Columbia Street (APE Map Ref # 391-3A):** This 1908 Craftsman style residence is located in South Pasadena. The City of South Pasadena's Cultural Heritage Inventory (2/1/2001) and the 2002 survey update list this property with a CHR Status Code of 2S2. A 2013 report prepared by Caltrans indicates that this property is a contributor to the Pasadena Avenue Historic District, which was determined eligible for listing in the National Register in 1983 and 1995 and updated by Caltrans in 2013 (Scott 2013). Until further research can be completed, it is recommended that the CHR status code be changed to 3B.
- **1019 Fair Oaks Avenue (APE Map Ref # 85-3B):** The 1925 Rialto Theater is located in South Pasadena. The City of South Pasadena's Cultural Heritage Inventory (2/1/2001) and the 2002 survey update list this property with a CHR Status Code of 1S. Although the Rialto Theater is currently in poor condition and appears to have sustained alterations, it continues to be representative of a property type and is clearly a significant resource to the City of South Pasadena.
- **435 Fair Oaks Ave (APE Map Ref # 104-3B):** This property includes two resources: the Oaklawn Bridge and Waiting Station (1906, by Greene and Greene) and the War Memorial building (1921). It is also within the locally designated Oaklawn Historic District. The Oaklawn Bridge and Waiting Station was individually listed in the National Register in 1973 and should have a CHR status code of 1S. The OHP Directory of Properties in the HPD File for Los Angeles County (April 2012), the City of South Pasadena's Cultural Heritage Inventory (2/1/2001), and the 2002 survey update list this property with a CHR Status Code of 2S, which apparently refers to the War Memorial building since it has not yet been formally listed in the National Register.
- **Arroyo Seco Parkway Historic District.** This district is listed in the National Register and consists primarily of the Arroyo Seco Parkway, also known as the Pasadena Freeway and SR 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).
- **North of Mission Historic District.** The OHP Directory of Properties in the HPD file for Los Angeles County (2012) lists this district as a resource that has been determined eligible for listing in the National Register. 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.).
 - **Oaklawn Historic District.** The OHP Directory of Properties in the HPD file for Los Angeles County (2012) indicates this district was determined eligible for listing in the National Register in 1977, 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 SR 110 on the south, Columbia Street on the north, Fremont Avenue on the west, and Fair Oaks Avenue on the east (Ibid.).
 - **Pasadena Avenue Historic District.** This district, which was previously evaluated as appearing eligible for listing in the National Register, includes properties in South Pasadena and Pasadena (Hope and Scott 2013a). 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 2013b). In the City of South Pasadena, the district includes five properties on the south side of Columbia Street generally between Fremont Avenue and Fairview Avenue.
 - **South of Mission Historic District.** The OHP Directory of Properties in the HPD file for Los Angeles County (2012) lists this district as a resource that has been determined eligible for listing in the National Register. 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.
 - **South Pasadena Historic Business District.** The OHP Directory of Properties in the HPD file for Los Angeles County (2012) and the National Register database indicate that the South Pasadena Historic Business 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.

Fifteen State Agency bridges were identified in the APE (HPSR Attachment B). Of these, Bridge Number 53 0440, the Fair Oaks Avenue Overcrossing, is listed in the Caltrans Historic Highway Bridge Inventory as Category 2 (eligible for the National Register) and the remaining 14 bridge are listed as Category 5 (not eligible for the National Register).

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

VI. FINDINGS AND CONCLUSIONS

FINDINGS

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

The direct APE was surveyed for archaeological resources and the entire (direct and indirect) APE was surveyed for historic-period (pre-1971) built environment resources. Approximately 1,465 resources were surveyed between August and November 2013. As a result of these efforts, 633 historic-period resources that require evaluation or were previously evaluated were identified within the APE. Of these 350 were newly identified and 283 had been previously evaluated. A total of 98 of these resources are listed in or eligible for listing in the National Register. All of these were previously evaluated. For purposes of this draft report and pending further research, none of the 350 newly identified resources that are being evaluated as part of this study appears to be eligible for listing in the National Register.

Evaluation documentation (DPR forms) is in Section IX of this HRER. Following is a summary of properties that were identified within the APE for the proposed project.

Table 1: Properties Listed in the National Register:

Name	Address	Community	OHP Code	APE Map Ref No.
Public Storage	511 S Fair Oaks Ave	Pasadena	1D	135-3B
	330 S Fair Oaks Ave	Pasadena	1D	146-3B
	30 E Del Mar Blvd	Pasadena	1D	147-3B
	300 S Fair Oaks Ave	Pasadena	1D	148-3B
	1011 Meridian Ave	South Pasadena	1D	306-3A
	1003 Diamond Ave 1019 El Centro St	South Pasadena	1D	309-3A
	1019 Mission St	South Pasadena	1D	312-3A
	1001 Mission St	South Pasadena	1D	313-3A
	950 Mission St	South Pasadena	1D	314-3A
	1002 Mission St	South Pasadena	1D	316-3A
	1010 Mission St	South Pasadena	1D	317-3A
	1012 Mission St	South Pasadena	1D	318-3A

Table 1: Properties Listed in the National Register:

Name	Address	Community	OHP Code	APE Map Ref No.
	1014 Mission St	South Pasadena	1D	319-3A
	1020 Mission St	South Pasadena	1D	320-3A
	1030 Mission St	South Pasadena	1D	321-3A
	280 W California Blvd	Pasadena	1D	413-3A
	34 S Pasadena Ave	Pasadena	1D	424-3A
	34 S Pasadena Ave	Pasadena	1D	425-3A
	26 S Pasadena Ave	Pasadena	1D	426-3A
	148 W Colorado Blvd	Pasadena	1D	427-3A
	169 W Colorado Blvd	Pasadena	1D	429-3A
	163 W Colorado Blvd	Pasadena	1D	430-3A
	161 W Colorado Blvd	Pasadena	1D	431-3A
	281 S Raymond Ave	Pasadena	1D	438-3A
	301 N Raymond Ave	Pasadena	1D	439-3A
	396 N Summit Ave	Pasadena	1D	444-3A
War Memorial Building	435 Fair Oaks Ave	South Pasadena	1S	104-3B
CVS	909 S Atlantic Blvd	Los Angeles	1S	1-3B
Rialto Theater	1019 Fair Oaks Ave	South Pasadena	1S	85-3B
Arroyo Seco Parkway Historic District		Pasadena/South Pasadena	1S	
Markham Place Historic District		Pasadena	1S	
Old Pasadena Historic District		Pasadena	1S	
Raymond-Summit Historic District		Pasadena	1S	
South Pasadena Historic District		South Pasadena	1S	

Table 2: Properties Previously Determined Eligible for the National Register:

Name	Address	Community	OHP Code	APE Map Ref No.
	1146 Meridian Ave	South Pasadena	2D	271-3A
	1142 Meridian Ave	South Pasadena	2D	272-3A
	1138 Meridian Ave	South Pasadena	2D	273-3A
	1134 Meridian Ave	South Pasadena	2D	275-3A
	1133 Meridian Ave	South Pasadena	2D	276-3A
	1131 Meridian Ave	South Pasadena	2D	278-3A
	1125 Meridian Ave	South Pasadena	2D	281-3A
	1126 Glendon Way	South Pasadena	2D	282-3A

Table 2: Properties Previously Determined Eligible for the National Register:

Name	Address	Community	OHP Code	APE Map Ref No.
	1118 Glendon Way	South Pasadena	2D	283-3A
	1121 Meridian Ave	South Pasadena	2D	284-3A
	1120 Meridian Ave	South Pasadena	2D	285-3A
	1116 Glendon Way	South Pasadena	2D	286-3A
	1119 Meridian Ave	South Pasadena	2D	287-3A
	1114 Meridian Ave	South Pasadena	2D	288-3A
	1110 Meridian Ave	South Pasadena	2D	290-3A
	1113 Meridian Ave	South Pasadena	2D	291-3A
	1109 Meridian Ave	South Pasadena	2D	292-3A
	1106 Meridian Ave	South Pasadena	2D	293-3A
	1105 Meridian Ave	South Pasadena	2D	295-3A
	1103 Meridian Ave	South Pasadena	2D	296-3A
	1100 Meridian Ave	South Pasadena	2D	297-3A
	1023 Meridian Ave	South Pasadena	2D	301-3A
	1020 Meridian Ave	South Pasadena	2D	303-3A
	1015 Meridian Ave	South Pasadena	2D	305-3A
	810 Meridian Ave	South Pasadena	2D	323-3A
	806 Meridian Ave	South Pasadena	2D	325-3A
	726 Meridian Ave	South Pasadena	2D	326-3A
	720 Meridian Ave	South Pasadena	2D	327-3A
	716 Meridian Ave	South Pasadena	2D	335-3A
	712 Meridian Ave	South Pasadena	2D	336-3A
	708 Meridian Ave	South Pasadena	2D	337-3A
	704 Meridian Ave	South Pasadena	2D	338-3A
	1007 Magnolia St	South Pasadena	2D	339-3A
	624 Meridian Ave	South Pasadena	2D	350-3A
	620 Meridian Ave	South Pasadena	2D	351-3A
	616 Meridian Ave	South Pasadena	2D	352-3A
	612 Meridian Ave	South Pasadena	2D	353-3A
	610 Meridian Ave	South Pasadena	2D	354-3A
	203 Columbia St	Pasadena	2D	392-3A
	1225 S Pasadena Ave	Pasadena	2D	393-3A
	233 Columbia St	Pasadena	2D	394-3A
	1200 S Pasadena Ave	Pasadena	2D	395-3A
	1190 S Pasadena Ave	Pasadena	2D	396-3A
	1180 S Pasadena Ave	Pasadena	2D	397-3A
	180 W State St	Pasadena	2D	398-3A

Table 2: Properties Previously Determined Eligible for the National Register:

Name	Address	Community	OHP Code	APE Map Ref No.
	4423 Alpha St	Los Angeles	2D2	124-3A
	4431 Alpha St	Los Angeles	2D2	127-3A
	4437 Alpha St	Los Angeles	2D2	128-3A
	4511 Alpha St	Los Angeles	2D2	135-3A
	4517 Alpha St	Los Angeles	2D2	136-3A
	4531 Alpha St	Los Angeles	2D2	160-3A
	857 Bank St	South Pasadena	2S	242-3A
	909 Lyndon St	South Pasadena	2S	247-3A
J & M Towing	921 Monterey Rd	South Pasadena	2S	265-3A
	1130 Meridian Ave	South Pasadena	2S	279-3A
	1122 Meridian Ave	South Pasadena	2S	280-3A
Oaklawn Historic District		South Pasadena	2S/7J	
Pasadena Avenue Historic District		Pasadena/South Pasadena	2S2	
North of Mission Historic District		South Pasadena	2S2	
South of Mission District		South Pasadena	2S2	
Short Line Villa Tract Historic District		Los Angeles	2S2	
	1127 Columbia St	South Pasadena	3B	391-3A
City Ventures Residences	300 W Green St	Pasadena	3D	423-3A
Chateau Fleur de Lis Apartments	120 N Orange Grove Blvd	Pasadena	3S	435-3A

Table 3: Properties Previously Determined *Not* Eligible for the National Register:

Name	Address	Community	OHP Code	APE Map Ref No.
San Marino City Hall and Fire Station	2200 Huntington Dr	San Marino	1CS	5-3C
B. Lee Salon	1009 Fair Oaks Ave	South Pasadena	6J	88-3B
	965 Jane Pl	Pasadena	6L	404A-3A
	509 Fair Oaks Ave	South Pasadena	6L	100-3B
	505 Fair Oaks Ave	South Pasadena	6L	101-3B
	501 Fair Oaks Ave	South Pasadena	6L	102-3B
	3945 Stockbridge Ave	Los Angeles	6L	106-3A
Obregons Mufflers	5479 Huntington Dr N	Los Angeles	6L	109-3A
	1 W California Blvd	Pasadena	6L	129-3B
Chase	31 E California Blvd	Pasadena	6L	130-3B

Table 3: Properties Previously Determined *Not* Eligible for the National Register:

Name	Address	Community	OHP Code	APE Map Ref No.
N. T. Young Cane & Fibre Raffia Works	527 S Fair Oaks Ave	Pasadena	6L	131-3B
T.L. Gurley Antiques	512 N Fair Oaks Ave	Pasadena	6L	134-3B
Pasadena Antique Center	474 S Fair Oaks Ave	Pasadena	6L	138-3B
	2070 Fremont Ave	South Pasadena	6L	145-3A
W.D.I. Group	325 S Fair Oaks Ave	Pasadena	6L	145-3B
	2042 Fremont Ave	South Pasadena	6L	148-3A
	2040 Fremont Ave	South Pasadena	6L	149-3A
	2030 Fremont Ave	South Pasadena	6L	150-3A
Walgreens	2020 Fremont Ave	South Pasadena	6L	151-3A
	2016 Fremont Ave	South Pasadena	6L	152-3A
	310 S Lake Ave	Pasadena	6L	152-3B
	2012 Fremont Ave	South Pasadena	6L	153-3A
	2008 Fremont Ave	South Pasadena	6L	154-3A
	2000 Fremont Ave	South Pasadena	6L	156-3A
	2060 Alpha St	South Pasadena	6L	161-3A
	2049 Alpha St	South Pasadena	6L	163-3A
	2043 Alpha St	South Pasadena	6L	164-3A
	2046 Alpha St	South Pasadena	6L	165-3A
	2042 Alpha St	South Pasadena	6L	166-3A
	2041 Alpha St	South Pasadena	6L	167-3A
	2037 Alpha St	South Pasadena	6L	169-3A
	2033 Alpha St	South Pasadena	6L	172-3A
2029 Alpha St	South Pasadena	6L	174-3A	
2028 Alpha St	South Pasadena	6L	175-3A	
2025 Alpha St	South Pasadena	6L	176-3A	
2019 Alpha St	South Pasadena	6L	179-3A	
2018 Alpha St	South Pasadena	6L	180-3A	
1900 La Fremontia St	South Pasadena	6L	192-3A	
857 Oneonta Dr	South Pasadena	6L	194-3A	
1417 Beech St	South Pasadena	6L	201-3A	
1429 Oneonta Knoll	South Pasadena	6L	207-3A	
1424 Oneonta Knoll	South Pasadena	6L	212-3A	
1812 Gillette Crescent	South Pasadena	6L	223-3A	
1808 Gillette Crescent	South Pasadena	6L	225-3A	
1804 Gillette Crescent	South Pasadena	6L	226-3A	
1800 Gillette Crescent	South Pasadena	6L	227-3A	

Table 3: Properties Previously Determined *Not* Eligible for the National Register:

Name	Address	Community	OHP Code	APE Map Ref No.
	901 Summit Dr	South Pasadena	6L	233-3A
	1732 Gillette Crescent	South Pasadena	6L	235-3A
	829 Rollin St	South Pasadena	6L	238-3A
Oral and Maxillofacial Surgery	1141 Fremont Ave	South Pasadena	6L	2-3C
	920 Lyndon St	South Pasadena	6L	259-3A
	914 Lyndon St	South Pasadena	6L	260-3A
	904 Lyndon St	South Pasadena	6L	262-3A
	1212 Meridian Ave	South Pasadena	6L	263-3A
	1003 Monterey Rd	South Pasadena	6L	264-3A
	915 Monterey Rd	South Pasadena	6L	266-3A
	905 Monterey Rd	South Pasadena	6L	267-3A
	904 Monterey Rd	South Pasadena	6L	268-3A
	1135 Diamond Ave	South Pasadena	6L	274-3A
	1136 Glendon Way	South Pasadena	6L	277-3A
	1115 Diamond Ave	South Pasadena	6L	289-3A
	1105 Diamond Ave	South Pasadena	6L	294-3A
	1101 Diamond Ave	South Pasadena	6L	298-3A
	1025 Diamond Ave	South Pasadena	6L	299-3A
	1021 Diamond Ave	South Pasadena	6L	302-3A
	1017 Diamond Ave	South Pasadena	6L	304-3A
Lean by Marco	1610 Mission St	South Pasadena	6L	310-3A
	1010 Hope St	South Pasadena	6L	328-3A
	718 Hope Ct	South Pasadena	6L	329-3A
	1030 Hope St	South Pasadena	6L	330-3A
	719 Hope Ct	South Pasadena	6L	331-3A
	715 Hope Ct	South Pasadena	6L	332-3A
	713 Hope Ct	South Pasadena	6L	333-3A
	712 Hope Ct	South Pasadena	6L	334-3A
	85 E State St	Pasadena	6L	3-3C
	1011 Magnolia St	South Pasadena	6L	340-3A
	1017 Magnolia St	South Pasadena	6L	341-3A
	1025 Magnolia St	South Pasadena	6L	344-3A
	1035 Magnolia St	South Pasadena	6L	346-3A
	1038 Magnolia St	South Pasadena	6L	347-3A
	1014 Magnolia St	South Pasadena	6L	349-3A
	1017 Grevelia St	South Pasadena	6L	355-3A

Table 3: Properties Previously Determined *Not* Eligible for the National Register:

Name	Address	Community	OHP Code	APE Map Ref No.
	607 Fairview Ave	South Pasadena	6L	357-3A
	1035 Grevelia St	South Pasadena	6L	358-3A
	1030 Foothill St	South Pasadena	6L	362-3A
	316 Fairview Ave	South Pasadena	6L	382-3A
	1421 Westmont Dr	Alhambra	6L	39-3A
	955 Jane Pl	Pasadena	6L	399-3A
	945 Jane Pl	Pasadena	6L	400-3A
Pasadena Light & Power Dispatching Center	45 E. Glenarm St	Pasadena	6L	401-3A
	665 S Raymond Ave	Pasadena	6L	409-3A
	372 S Pasadena Ave	Pasadena	6L	419-3A
	396 N Raymond Ave	Pasadena	6L	442-3A
	393 N Euclid Ave	Pasadena	6L	447-3A
	1709 Garfield Ave	South Pasadena	6L	49-3B
	1714 Fair Oaks Ave	South Pasadena	6L	55-3B
	1540 Laurel St	South Pasadena	6L	58-3B
	1600 Fair Oaks Ave	South Pasadena	6L	63-3B
	1515 Oak St	South Pasadena	6L	64-3B
	1414 Fair Oaks Ave	South Pasadena	6L	72-3B
	1411 Fair Oaks Ave	South Pasadena	6L	73-3B
	1401 Fair Oaks Ave	South Pasadena	6L	75-3B
Tina Nails	1134 Fair Oaks Ave	South Pasadena	6L	78-3B
	1132 Fair Oaks Ave	South Pasadena	6L	79-3B
	1118 Fair Oaks Ave	South Pasadena	6L	80-3B
	1114 Fair Oaks Ave	South Pasadena	6L	81-3B
Blockbuster Video	1100 Fair Oaks Ave	South Pasadena	6L	83-3B
	1016 Fair Oaks Ave	South Pasadena	6L	86-3B
	3538 Lowell Ave	Los Angeles	6L	88-3A
	1000 Fair Oaks Ave	South Pasadena	6L	90-3B
	3730 Lowell Ave	Los Angeles	6L	93-3A
	1520 Mission St	South Pasadena	6L	96-3B
	513 Fair Oaks Ave	South Pasadena	6L	99-3B
	4401 Alpha St	Los Angeles	6X	121-3A
	4407 Alpha St	Los Angeles	6X	122-3A
	4427 Alpha St	Los Angeles	6X	125-3A
	4441 Alpha St	Los Angeles	6X	130-3A
	4447 Alpha St	Los Angeles	6X	131-3A

Table 3: Properties Previously Determined *Not* Eligible for the National Register:

Name	Address	Community	OHP Code	APE Map Ref No.
	4501 Alpha St	Los Angeles	6X	132-3A
	4527 Alpha St	Los Angeles	6X	157-3A
	27 Chestnut St	Pasadena	6X	437-3A
	4427 Maycrest Ave	Los Angeles	6Y	126-3A
	4437 Maycrest Ave	Los Angeles	6Y	129-3A
	4522 Maycrest Ave	Los Angeles	6Y	134-3A
	4526 Maycrest Ave	Los Angeles	6Y	137-3A
	4542 Maycrest Ave	Los Angeles	6Y	159-3A
	2050 Alpha St	South Pasadena	6Y	162-3A
	2040 Maycrest Ave	South Pasadena	6Y	168-3A
	2034 Alpha St	South Pasadena	6Y	170-3A
	2032 Alpha St	South Pasadena	6Y	171-3A
	2028 Maycrest Ave	South Pasadena	6Y	173-3A
	2021 Alpha St	South Pasadena	6Y	177-3A
	2015 Alpha St	South Pasadena	6Y	181-3A
	2010 Maycrest Ave	South Pasadena	6Y	183-3A
	2011 Alpha St	South Pasadena	6Y	185-3A
	2005 Alpha St	South Pasadena	6Y	186-3A
	2001 Alpha St	South Pasadena	6Y	187-3A
	826 Oneonta Dr	South Pasadena	6Y	224-3A
	825 Summit Dr	South Pasadena	6Y	228-3A
	826 Summit Dr	South Pasadena	6Y	232-3A
	1740 Gillette Crescent	South Pasadena	6Y	234-3A
	5555 Valley Blvd	Los Angeles	6Y	30-3A
	5561 Valley Blvd	Los Angeles	6Y	31-3A
	1115 Columbia St	South Pasadena	6Y	390-3A
	211 S Mednik Ave	Los Angeles	6Y	5-3A
	380 S Pasadena Ave	Pasadena	6Z	424A-3A
	162 W Bellevue Dr	Pasadena	6Z	422A-3A
	592 S Fair Oaks Ave	Pasadena	6Z	128-3B
Dustin Nelson Cosmetic Dentistry	536 S Fair Oaks Ave	Pasadena	6Z	132-3B
Fair Oaks Law Building	490 S Fair Oaks Ave	Pasadena	6Z	136-3B
Pasadena Antique Center	488 S Fair Oaks Ave	Pasadena	6Z	137-3B
Keller Williams Realty	445 S Fair Oaks Ave	Pasadena	6Z	139-3B
	326 S Los Robles Ave	Pasadena	6Z	150-3B
	808 Meridian Ave	South Pasadena	6Z	324-3A

Table 3: Properties Previously Determined *Not* Eligible for the National Register:

Name	Address	Community	OHP Code	APE Map Ref No.
	1517 Westmont Dr	Alhambra	6Z	34-3A
	1515 Westmont Dr	Alhambra	6Z	35-3A
	1039 Foothill St	South Pasadena	6Z	360-3A
	1509 Westmont Dr	Alhambra	6Z	36-3A
	1505 Westmont Dr	Alhambra	6Z	37-3A
	1501 Westmont Dr	Alhambra	6Z	38-3A
	302 Fairview	Pasadena	6Z	386-3A
	1417 Westmont Dr	Alhambra	6Z	40-3A
	1415 Westmont Dr	Alhambra	6Z	41-3A
	126 W Del Mar Blvd	Pasadena	6Z	421-3A
	1409 Westmont Dr	Alhambra	6Z	42-3A
	1407 Westmont Dr	Alhambra	6Z	43-3A
	1321 Westmont Dr	Alhambra	6Z	44-3A
	396 Pearl Pl	Pasadena	6Z	446-3A
	1317 Westmont Dr	Alhambra	6Z	45-3A
	910 W Valley Blvd	Alhambra	6Z	45-3B
	1315 Westmont Dr	Alhambra	6Z	46-3A
	1309 Westmont Dr	Alhambra	6Z	47-3A
	1305 Westmont Dr	Alhambra	6Z	48-3A
	1301 Westmont Dr	Alhambra	6Z	49-3A
	1609 Fair Oaks Ave	South Pasadena	6Z	61-3B
Bonita Drive/Gillette Crescent Historic District		South Pasadena	6L	
Valley View Heights Historic District		South Pasadena	6L	

Table 4: Properties Determined Eligible for the National Register as a Result of the Current Study (Refer to relevant evaluations in attached supporting documentation):

None (pending further research).

Table 5: Properties Determined *Not* Eligible for the National Register as a Result of the Current Study (Refer to relevant evaluations in attached supporting documentation):

Name	Address	Community	OHP Code	APE Map Ref No.
Mission West Historic District		South Pasadena	5S1	
	1000 Meridian Ave	South Pasadena	5S1	315-3A
	1020 El Centro St	South Pasadena	5S3	311-3A

Table 5: Properties Determined *Not* Eligible for the National Register as a Result of the Current Study (Refer to relevant evaluations in attached supporting documentation):

Name	Address	Community	OHP Code	APE Map Ref No.
	1030 Buena Vista St	South Pasadena	5S3	371-3A
Comerca Bank	820 Fair Oaks Ave	South Pasadena	5S3	95-3B
	320 S Fremont Ave	Alhambra	6L	100-3A
	4772 Hammel St	Los Angeles	6L	10-3A
Atlantic Park and swimming pool	570 S Atlantic Blvd	East Los Angeles	6L	10-3B
	3837 Winchester Ave	Los Angeles	6L	105-3A
	5483 Keats St	Los Angeles	6L	107-3A
	3937 Lowell Ave	Los Angeles	6L	108-3A
Crossfit	1167 S Fair Oaks Ave	Pasadena	6L	111-3B
Comfort Keepers	1143 S Fair Oaks Ave	Pasadena	6L	112-3B
Mirror Image Fitness	1139 S Fair Oaks Ave	Pasadena	6L	113-3B
Atlantic Automotive	545 S Atlantic Blvd	Los Angeles	6L	11-3B
Nightsun	995 S Fair Oaks Ave	Pasadena	6L	116-3B
	100 N Fremont Ave	Alhambra	6L	117-3A
Precision Components	965 S Fair Oaks Ave	Pasadena	6L	117-3B
	4333 Maycrest Ave	Los Angeles	6L	118-3A
	4344 Winchester Ave	Los Angeles	6L	119-3A
Bellafontaine Nursery	850 S Fair Oaks Ave	Pasadena	6L	119-3B
	4352 Maycrest Ave	Los Angeles	6L	120-3A
	4416 Maycrest Ave	Los Angeles	6L	123-3A
St. Alphonsus Church	532 S Atlantic Blvd	Los Angeles	6L	12-3B
Pasadena Medical Plaza	10 Congress St	Pasadena	6L	124-3B
	4516 Maycrest Ave	Los Angeles	6L	133-3A
	2600 Birch St	Alhambra	6L	139-3A
	2601 Birch St	Alhambra	6L	140-3A
	256 S Atlantic Blvd	Los Angeles	6L	14-3B
	2064 Fremont Ave	South Pasadena	6L	146-3A
	245 S Los Robles Ave	Pasadena	6L	149-3B
	255 S Hill Ave	Pasadena	6L	153-3B
	2004 Fremont Ave	South Pasadena	6L	155-3A
	4536 Maycrest Ave	Los Angeles	6L	158-3A
	3351 Balzac St	Alhambra	6L	16-3A
Dentist	1995 S Atlantic Blvd	Monterey Park	6L	16-3B
	3328 Balzac St	Alhambra	6L	17-3A
Bank of America	1969 S Atlantic Blvd	Monterey Park	6L	17-3B
	3312 Balzac St	Alhambra	6L	18-3A

Table 5: Properties Determined *Not* Eligible for the National Register as a Result of the Current Study (Refer to relevant evaluations in attached supporting documentation):

Name	Address	Community	OHP Code	APE Map Ref No.
	2012 Alpha St	South Pasadena	6L	184-3A
	1938 La Fremontia St	South Pasadena	6L	188-3A
	1932 La Fremontia St	South Pasadena	6L	189-3A
	1926 La Fremontia St	South Pasadena	6L	190-3A
	1912 La Fremontia St	South Pasadena	6L	191-3A
	3308 Balzac St	Alhambra	6L	19-3A
	1870 Alpha St	South Pasadena	6L	195-3A
	1858 Alpha St	South Pasadena	6L	196-3A
	1412 Maple St	South Pasadena	6L	199-3A
	3300 Balzac St	Alhambra	6L	20-3A
	1422 Beech St	South Pasadena	6L	205-3A
	3220 Balzac St	Alhambra	6L	21-3A
Fashion Dry Cleaners	1431 Huntington Dr	South Pasadena	6L	217-3A
	1810 Fair Oaks Ave	South Pasadena	6L	218-3A
	834 Oneonta Dr	South Pasadena	6L	221-3A
	830 Oneonta Dr	South Pasadena	6L	222-3A
	2276 Highbury Ave	Los Angeles	6L	22-3A
	821 Summit Dr	South Pasadena	6L	229-3A
	817 Summit Dr	South Pasadena	6L	230-3A
	809 Summit Dr	South Pasadena	6L	231-3A
	863 Flores De Oro	South Pasadena	6L	236-3A
	857 Flores De Oro	South Pasadena	6L	237-3A
Sketchers	5191 Whittier Blvd	Los Angeles	6L	2-3B
	2338 Highbury Ave	Los Angeles	6L	24-3A
	1304 El Cerrito Cir	South Pasadena	6L	250-3A
	1302 El Cerrito Cir	South Pasadena	6L	251-3A
	1234 El Cerrito Cir	South Pasadena	6L	252-3A
	1801 Westmont Dr	Alhambra	6L	25-3A
	1232 El Cerrito Cir	South Pasadena	6L	257-3A
	1220-1222 Meridian Ave	South Pasadena	6L	258-3A
	1705 Westmont Dr	Alhambra	6L	26-3A
	920 Monterey Rd	South Pasadena	6L	270-3A
	1701 Westmont Dr	Alhambra	6L	27-3A
Family Dentistry	861 S Atlantic Blvd	Monterey Park	6L	27-3B
	1615 Westmont Dr	Alhambra	6L	28-3A
	823 S Atlantic Blvd	Monterey Park	6L	28-3B

Table 5: Properties Determined *Not* Eligible for the National Register as a Result of the Current Study (Refer to relevant evaluations in attached supporting documentation):

Name	Address	Community	OHP Code	APE Map Ref No.
Law Office of E. Lou	826 S Atlantic Blvd	Monterey Park	6L	29-3B
	1024 Meridian Ave	South Pasadena	6L	300-3A
	1009 El Centro St	South Pasadena	6L	308-3A
	701 S Atlantic Blvd	Monterey Park	6L	31-3B
	1021 Hope St	South Pasadena	6L	322-3A
Good Shepherd Taiwanese Presbyterian Church	606 S Atlantic Blvd	Monterey Park	6L	33-3B
	236 S Kern Ave	Los Angeles	6L	3-3A
	1021 Magnolia St	South Pasadena	6L	342-3A
	1023 Magnolia St	South Pasadena	6L	343-3A
	1029 Magnolia St	South Pasadena	6L	345-3A
	1031 Grevelia St	South Pasadena	6L	356-3A
	1039 Grevelia St	South Pasadena	6L	359-3A
	1034 Foothill St	South Pasadena	6L	363-3A
	1109 Buena Vista St	South Pasadena	6L	365-3A
	1107 Buena Vista St	South Pasadena	6L	366-3A
	1037 Buena Vista St	South Pasadena	6L	368-3A
	1100 Buena Vista St	South Pasadena	6L	372-3A
	1120 Buena Vista St	South Pasadena	6L	374-3A
	408 Fairview Ave	South Pasadena	6L	376-3A
	1025 Highland St	South Pasadena	6L	377-3A
	330 Fairview Ave	South Pasadena	6L	378-3A
	320 Fairview Ave	South Pasadena	6L	380-3A
	318 Fairview Ave	South Pasadena	6L	381-3A
	307 Fremont Ave	South Pasadena	6L	383-3A
Bank of America	300 S Atlantic Blvd	Monterey Park	6L	38-3B
	223 Fairview Ave	South Pasadena	6L	385-3A
	300 Fairview Ave	South Pasadena	6L	387-3A
	218 Fairview Ave	South Pasadena	6L	389-3A
Monterey Carwash	521 N Atlantic Blvd	Monterey Park	6L	40-3B
	859 S Raymond Ave	Pasadena	6L	404-3A
Rose Palace	835 S Raymond Ave	Pasadena	6L	405-3A
Jones Coffee Roasters	695 S Raymond Ave	Pasadena	6L	407-3A
Pasadena Document Solutions	673 S Raymond Ave	Pasadena	6L	408-3A
Silver Birches	650 S Raymond Ave	Pasadena	6L	410-3A
Paw Boutique	519 S Raymond Ave	Pasadena	6L	414-3A

Table 5: Properties Determined *Not* Eligible for the National Register as a Result of the Current Study (Refer to relevant evaluations in attached supporting documentation):

Name	Address	Community	OHP Code	APE Map Ref No.
Maranatha High School	270 S Orange Grove Blvd	Pasadena	6L	422-3A
Jaguar, Porsche, Rolls Royce, & Bentley Dealerships	337 W Colorado Blvd	Pasadena	6L	432-3A
Norton Simon Museum	411 W Colorado Blvd	Pasadena	6L	434-3A
Roosevelt Elementary School	315 N. Pasadena Ave	Pasadena	6L	436-3A
	212 S Kern Ave	Los Angeles	6L	4-3A
San Gabriel Police Dept.	625 S. Del Mar Blvd	San Gabriel	6L	4-3C
	399 N Raymond Ave	Pasadena	6L	441-3A
	1700 S Atlantic Blvd	Alhambra	6L	44-3B
Iglesia Harvest Rock	400 N Marengo Ave	Pasadena	6L	445-3A
	1146 S Meridian Ave	Alhambra	6L	52-3A
Dilbeck Real Estate	1499 Huntington Dr	South Pasadena	6L	52-3B
	1520 Spruce St	South Pasadena	6L	53-3B
	3114 Lowell Ave	Los Angeles	6L	54-3A
	1715 Fair Oaks Ave	South Pasadena	6L	54-3B
	3119 Winchester Ave	Los Angeles	6L	55-3A
	1700 Fair Oaks Ave	South Pasadena	6L	56-3B
Fair Laurel Apartments	1509 Laurel St	South Pasadena	6L	57-3B
	3216 Lowell Ave	Los Angeles	6L	59-3A
	1616 Fair Oaks Ave	South Pasadena	6L	59-3B
	3220 Lowell Ave	Los Angeles	6L	60-3A
	1615 Fair Oaks Ave	South Pasadena	6L	60-3B
	3221 Winchester Ave	Los Angeles	6L	62-3A
	3227 Winchester Ave	Los Angeles	6L	63-3A
	4134 Rosemead Blvd	Rosemead	6L	6-3C
	3318 Lowell Ave	Los Angeles	6L	65-3A
South Pasadena Middle School	1500 Fair Oaks Ave	Pasadena	6L	65-3B
	3322 Lowell Ave	Los Angeles	6L	66-3A
Law Offices	1525 Fair Oaks Ave	South Pasadena	6L	66-3B
	1517 Fair Oaks Ave	South Pasadena	6L	67-3B
	3327 Winchester Ave	Los Angeles	6L	68-3A
	3331 Winchester Ave	Los Angeles	6L	69-3A
	1425 Fair Oaks Ave	South Pasadena	6L	69-3B
	3335 Winchester Ave	Los Angeles	6L	70-3A
	1421 Fair Oaks Ave	South Pasadena	6L	70-3B
	3334 Lowell Ave	Los Angeles	6L	71-3A

Table 5: Properties Determined *Not* Eligible for the National Register as a Result of the Current Study (Refer to relevant evaluations in attached supporting documentation):

Name	Address	Community	OHP Code	APE Map Ref No.
	1415 Fair Oaks Ave	South Pasadena	6L	71-3B
	3342 Lowell Ave	Los Angeles	6L	72-3A
	3343 Winchester Ave	Los Angeles	6L	73-3A
Zamora	4771 E Cesar E Chavez Ave	Los Angeles	6L	7-3A
U-Haul	657 S Atlantic Blvd	Los Angeles	6L	7-3B
	3401 Winchester Ave	Los Angeles	6L	74-3A
	1407 Fair Oaks Ave	South Pasadena	6L	74-3B
	3409 Winchester Ave	Los Angeles	6L	75-3A
	3408 Lowell Ave	Los Angeles	6L	76-3A
	3418 Lowell Ave	Los Angeles	6L	77-3A
	1220 Fair Oaks Ave	South Pasadena	6L	77-3B
Merced Air Conditioning Equipment Service	805 S Fremont Ave	Alhambra	6L	78-3A
Khangura	733 S Fremont Ave	Alhambra	6L	79-3A
	3431 Winchester Ave	Los Angeles	6L	81-3A
	5540 Templeton St	Los Angeles	6L	82-3A
Bryant Properties	1108 Fair Oaks Ave	South Pasadena	6L	82-3B
	5510 Templeton St	Los Angeles	6L	83-3A
Rattle and Roll Boutique	4777 E Cesar E Chavez Ave	Los Angeles	6L	8-3A
	3515 Winchester Ave	Los Angeles	6L	84-3A
Edmond Thompson Antiques	1020 Fair Oaks Ave	South Pasadena	6L	84-3B
	3522 Lowell Ave	Los Angeles	6L	85-3A
	3529 Winchester Ave	Los Angeles	6L	86-3A
	3539 Winchester Ave	Los Angeles	6L	87-3A
B&H Bicycles	1013 Fair Oaks Ave	South Pasadena	6L	87-3B
	3542 Lowell Ave	Los Angeles	6L	89-3A
W. J. Filley Building	1005 Fair Oaks Ave	South Pasadena	6L	89-3B
	3700 Lowell Ave	Los Angeles	6L	90-3A
	3709 Winchester Ave	Los Angeles	6L	91-3A
Bank of America	923 Fair Oaks Ave	South Pasadena	6L	91-3B
	3715 Winchester Ave	Los Angeles	6L	92-3A
Luchas Comfort Footwear	921 Fair Oaks Ave	South Pasadena	6L	92-3B
	5510 Poplar Blvd	Los Angeles	6L	94-3A
Chuck's Appliance Service	917 Fair Oaks Ave	South Pasadena	6L	94-3B
	5544 Poplar Blvd	Los Angeles	6L	95-3A

Table 5: Properties Determined *Not* Eligible for the National Register as a Result of the Current Study (Refer to relevant evaluations in attached supporting documentation):

Name	Address	Community	OHP Code	APE Map Ref No.
	5545 Poplar Blvd	Los Angeles	6L	96-3A
	3827 Winchester Ave	Los Angeles	6L	97-3A
pet store	725 Fair Oaks Ave	South Pasadena	6L	98-3B
Potential 1500 Block Mission Historic District		South Pasadena	6L	
Potential Buena Vista/Prospect Addition Historic District		South Pasadena	6L	
Potential El Cerrito Circle Historic District		South Pasadena	6L	
Potential Library Neighborhood Historic District		South Pasadena	6L	
Potential North of Mission District Addition Historic District		South Pasadena	6L	
Alhambra Hills Tract		Alhambra	6L	
Midwick Park/Granada Place		Alhambra	6L	
West Shorb		Alhambra	6L	
Potential Berkshire Craftsman and Bungalow Revival Village HPOZ		Los Angeles	6L	
	1001 El Centro St	South Pasadena	6LD	307-3A
	615 S Pasadena Ave	Pasadena	6LD	412-3A
	2012 Maycrest Ave	South Pasadena	6Y	182-3A
	316 S Fremont Ave	Alhambra	6Z	101-3A
	220 S Fremont Ave	Alhambra	6Z	102-3A
	216 S Fremont Ave	Alhambra	6Z	103-3A
	424 Fair Oaks Ave	South Pasadena	6Z	103-3B
	208 S Fremont Ave	Alhambra	6Z	104-3A
	245 Fair Oaks Ave	South Pasadena	6Z	105-3B
	234 Fair Oaks Ave	South Pasadena	6Z	106-3B
	230 Fair Oaks Ave	South Pasadena	6Z	107-3B
	226 Fair Oaks Ave	South Pasadena	6Z	108-3B
	1609 Raymond Hill Rd	South Pasadena	6Z	109-3B
	128 S Fremont Ave	Alhambra	6Z	110-3A
	1180 N Fair Oaks Ave	Pasadena	6Z	110-3B
	112 S Fremont Ave	Alhambra	6Z	111-3A
	104 S Fremont Ave	Alhambra	6Z	112-3A

Table 5: Properties Determined *Not* Eligible for the National Register as a Result of the Current Study (Refer to relevant evaluations in attached supporting documentation):

Name	Address	Community	OHP Code	APE Map Ref No.
	100 S Fremont Ave	Alhambra	6Z	113-3A
Family Clinic and Woman's Clinic	605 N Mednik Ave	Los Angeles	6Z	11-3A
	18 S Fremont Ave	Alhambra	6Z	114-3A
	12 S Fremont Ave	Alhambra	6Z	115-3A
	2526 W Grand Ave	Alhambra	6Z	116-3A
	909 S Fair Oaks Ave	Pasadena	6Z	118-3B
	837 S Fair Oaks Ave	Pasadena	6Z	120-3B
Huntington Dialysis Center	816 S Fair Oaks Ave	Pasadena	6Z	121-3B
Huntington Dialysis Center	804 S Fair Oaks Ave	Pasadena	6Z	122-3B
Huntington Collection/ Huntington Hospital	766 S Fair Oaks Ave	Pasadena	6Z	123-3B
Super Salud Liquor and Market	617 N Mednik Ave	Los Angeles	6Z	12-3A
GEM Transitional Care	712 S Fair Oaks Ave	Pasadena	6Z	125-3B
Huntington Medical Research Institutes	660 S Fair Oaks Ave	Pasadena	6Z	126-3B
Huntington Medical Research Institutes	10 Pico St	Pasadena	6Z	127-3B
AN Tool and Die	518 S Fair Oaks Ave	Pasadena	6Z	133-3B
Argil Building Material Company	4754 Floral Dr	Los Angeles	6Z	13-3A
Cycle Parts	400 S Atlantic Blvd	Los Angeles	6Z	13-3B
	2526 Birch St	Alhambra	6Z	138-3A
substation	NW corner of E 3 rd St and S Kern Ave	Los Angeles	6Z	1-3A
	1401 Monterey Rd	South Pasadena	6Z	1-3C
Pasadena Antique Center Annex	442 S Fair Oaks Ave	Pasadena	6Z	140-3B
	2525 Birch St	Alhambra	6Z	141-3A
Stanyer and Edmonson	400 S Fair Oaks Ave	Pasadena	6Z	141-3B
	209 N Fremont Ave	Alhambra	6Z	142-3A
	396 S Fair Oaks Ave	Pasadena	6Z	142-3B
	212 N Fremont Ave	Alhambra	6Z	143-3A
LAMA	370 S Fair Oaks Ave	Pasadena	6Z	143-3B
Antiques	4732 Floral Dr	Los Angeles	6Z	14-3A
	215 N Fremont Ave	Alhambra	6Z	144-3A
	340 S Fair Oaks Ave	Pasadena	6Z	144-3B

Table 5: Properties Determined *Not* Eligible for the National Register as a Result of the Current Study (Refer to relevant evaluations in attached supporting documentation):

Name	Address	Community	OHP Code	APE Map Ref No.
	2054 Fremont Ave	South Pasadena	6Z	147-3A
Citibank, etc.	255 S Lake Ave	Pasadena	6Z	151-3B
California Equine Products Inc.	1401 Monterey Pass Rd	Monterey Park	6Z	15-3A
Wells Fargo	2101 S Atlantic Blvd	Monterey Park	6Z	15-3B
	2020 Maycrest Ave	South Pasadena	6Z	178-3A
Shakeys Pizza	1955 S Atlantic Blvd	Monterey Park	6Z	18-3B
	1906 Alpha St	South Pasadena	6Z	193-3A
Noodle World	1935 S Atlantic Blvd	Monterey Park	6Z	19-3B
	1404 Maple St	South Pasadena	6Z	197-3A
	1408 Maple St	South Pasadena	6Z	198-3A
	1421 Beech St	South Pasadena	6Z	200-3A
	1415 Beech St	South Pasadena	6Z	202-3A
	1414 Beech St	South Pasadena	6Z	203-3A
Brightwood Terrace	860 Brightwood St	Monterey Park	6Z	20-3B
	1418 Beech St	South Pasadena	6Z	204-3A
	1426 Beech St	South Pasadena	6Z	206-3A
	1421 Oneonta Knoll	South Pasadena	6Z	208-3A
	1406 Oneonta Knoll	South Pasadena	6Z	209-3A
	1414 Oneonta Knoll	South Pasadena	6Z	210-3A
	1420 Oneonta Knoll	South Pasadena	6Z	211-3A
	1428 Oneonta Knoll	South Pasadena	6Z	213-3A
	850 Brightwood St	Monterey Park	6Z	21-3B
	1432 Oneonta Knoll	South Pasadena	6Z	214-3A
	1500 Oneonta Knoll	South Pasadena	6Z	215-3A
	1505 Huntington Dr	South Pasadena	6Z	216-3A
Fair Oaks Medical	1800 Fair Oaks Ave	South Pasadena	6Z	219-3A
	1801 Fair Oaks Ave	South Pasadena	6Z	220-3A
Just Tires	1925 S Atlantic Blvd	Monterey Park	6Z	22-3B
	2318 Highbury Ave	Los Angeles	6Z	23-3A
Monterey Hills Medical Dental Arts Building	1900 S Atlantic Blvd	Monterey Park	6Z	23-3B
	839 Rollin St	South Pasadena	6Z	239-3A
	252 S Kern Ave	Los Angeles	6Z	2-3A
	845 Rollin St	South Pasadena	6Z	240-3A
	1417 Meridian Ave	South Pasadena	6Z	241-3A
	1401 Meridian Ave	South Pasadena	6Z	243-3A

Table 5: Properties Determined *Not* Eligible for the National Register as a Result of the Current Study (Refer to relevant evaluations in attached supporting documentation):

Name	Address	Community	OHP Code	APE Map Ref No.
Gas Company	1801 S Atlantic Blvd	Monterey Park	6Z	24-3B
	908 Bank St	South Pasadena	6Z	244-3A
	900 Bank St	South Pasadena	6Z	245-3A
	870 Bank St	South Pasadena	6Z	246-3A
	1315 Meridian Ave	South Pasadena	6Z	248-3A
	1316 Meridian Ave	South Pasadena	6Z	249-3A
St. Thomas Aquinas Church	925 Lyndon St	South Pasadena	6Z	253-3A
	1501 S Atlantic Blvd	Monterey Park	6Z	25-3B
	915 Lyndon St	South Pasadena	6Z	254-3A
	913 Lyndon St	South Pasadena	6Z	255-3A
	911 Lyndon St	South Pasadena	6Z	256-3A
	908 Lyndon St	South Pasadena	6Z	261-3A
Royal View Terrace	1301 S Atlantic Blvd	Monterey Park	6Z	26-3B
	912 Monterey Rd	South Pasadena	6Z	269-3A
Andy's Auto Service	3200 W Valley Blvd	Alhambra	6Z	29-3A
C.F. Clinic	820 S Atlantic Blvd	Monterey Park	6Z	30-3B
ARCO	3201 W Valley Blvd	Alhambra	6Z	32-3A
Law Offices	601 S Atlantic Blvd	Monterey Park	6Z	32-3B
Socal Auto Repair	3071 W Valley Blvd	Alhambra	6Z	33-3A
Chalio Mexican Restaurant	760 S Atlantic Blvd	Los Angeles	6Z	3-3B
Maxim Flowers and Gifts	508 S Atlantic Blvd	Monterey Park	6Z	34-3B
	1030 Magnolia St	South Pasadena	6Z	348-3A
Dorados Ceviche Bar	440 S Atlantic Blvd	Monterey Park	6Z	35-3B
	1020 Foothill St	South Pasadena	6Z	361-3A
Action Sales	415 S Atlantic Blvd	Monterey Park	6Z	36-3B
	1038 Foothill St	South Pasadena	6Z	364-3A
	1105 Buena Vista St	South Pasadena	6Z	367-3A
	1033 Buena Vista St	South Pasadena	6Z	369-3A
	1023 Buena Vista St	South Pasadena	6Z	370-3A
	1106 Buena Vista St	South Pasadena	6Z	373-3A
	795 W Garvey Ave	Monterey Park	6Z	37-3B
	414 Fairview Ave	South Pasadena	6Z	375-3A
	328 Fairview Ave	South Pasadena	6Z	379-3A
	308 Fairview Ave	South Pasadena	6Z	384-3A
	219 Fairview Ave	South Pasadena	6Z	388-3A
	734 W Emerson Ave	Monterey Park	6Z	39-3B

Table 5: Properties Determined *Not* Eligible for the National Register as a Result of the Current Study (Refer to relevant evaluations in attached supporting documentation):

Name	Address	Community	OHP Code	APE Map Ref No.
	901 S Raymond Ave	Pasadena	6Z	403-3A
Metro parking	700 S Raymond Ave	Pasadena	6Z	406-3A
Purfect Auto Service	621 N Atlantic Blvd	Monterey Park	6Z	41-3B
Pasadena Community Christian Fellowship	500 S Pasadena Ave	Pasadena	6Z	415-3A
	476 S Pasadena Ave	Pasadena	6Z	416-3A
Merry Maids	422 S Pasadena Ave	Pasadena	6Z	417-3A
	406 Gordon Ter	Pasadena	6Z	418-3A
	370 S Pasadena Ave	Pasadena	6Z	420-3A
	1100 W Glendon Way	Alhambra	6Z	42-3B
Maginnis, Knechtel, and McIntyre LLP	290 E Colorado Blvd	Pasadena	6Z	428-3A
	55 N Vernon Ave	Pasadena	6Z	433-3A
	1712 S Atlantic Blvd	Alhambra	6Z	43-3B
	752 S Atlantic Blvd	Los Angeles	6Z	4-3B
	650 N Pasadena Ave	Pasadena	6Z	448-3A
	10 Mayview Ln	Pasadena	6Z	449-3A
	717 Cypress Ave	Pasadena	6Z	450-3A
	1221 S Atlantic Blvd	Alhambra	6Z	46-3B
700 Thong Automotive	700 S Atlantic Blvd	Alhambra	6Z	47-3B
Alhambra Car Wash	707 W Main St	Alhambra	6Z	48-3B
Sinicrop & Sons	1124 Westminster Ave	Alhambra	6Z	50-3A
	1709 Huntington Dr	South Pasadena	6Z	50-3B
Rod's Unfinished Furniture	1121 S Meridian Ave	Alhambra	6Z	51-3A
	1656 Huntington Dr	South Pasadena	6Z	51-3B
J & M Towing	1003 S Fremont Ave	Alhambra	6Z	53-3A
Mega Cars	723 S Atlantic Blvd	Los Angeles	6Z	5-3B
	3122 Lowell Ave	Los Angeles	6Z	56-3A
	3130 Lowell Ave	Los Angeles	6Z	57-3A
	3206 Lowell Ave	Los Angeles	6Z	58-3A
	3222 Lowell Ave	Los Angeles	6Z	61-3A
	1612 Fair Oaks Ave	South Pasadena	6Z	62-3B
	130 S Kern Ave	East Los Angeles	6Z	6-3A
Krystal Beauty Salon	715 S Atlantic Blvd	Los Angeles	6Z	6-3B
	5545 Norwich Ave	Los Angeles	6Z	64-3A
	3321 Winchester Ave	Los Angeles	6Z	67-3A

Table 5: Properties Determined *Not* Eligible for the National Register as a Result of the Current Study (Refer to relevant evaluations in attached supporting documentation):

Name	Address	Community	OHP Code	APE Map Ref No.
Fairway Apartments	1505 Fair Oaks Ave	South Pasadena	6Z	68-3B
George McDonald and Associates	1318 Fair Oaks Ave	South Pasadena	6Z	76-3B
Hi-Quality Auto Body	723 S Fremont Ave	Alhambra	6Z	80-3A
Comfort Living	650 S Atlantic Blvd	East Los Angeles	6Z	8-3B
Spears	919 Fair Oaks Ave	South Pasadena	6Z	93-3B
	4777 Dozier Ave	Los Angeles	6Z	9-3A
Income Tax	635 S Atlantic Blvd	Los Angeles	6Z	9-3B
	516 S Fremont Ave	Alhambra	6Z	98-3A
	512 S Fremont Ave	Alhambra	6Z	99-3A

Table 6: Properties for which Further Study is Needed because Evaluation was not Possible (e.g., archaeological sites that require a test excavation to determine eligibility):

None.

Table 7: Resources that are Historical Resources for the Purposes of CEQA (Resources in this category would include California Register of Historical Resources [California Register] listed or eligible [per State Historical Resources Commission determination] resources identified as significant in surveys that meet State OHP standards, resources that are designated landmarks under local ordinances, and resources that meet the California Register criteria as outlined in Public Resources Code [PRC] §5024.1.):

Name	Address	Community	OHP Code	APE Map Ref No.
San Marino City Hall and Fire Station	2200 Huntington Dr	San Marino	1CS	5-3C
Public Storage	511 S Fair Oaks Ave	Pasadena	1D	135-3B
	330 S Fair Oaks Ave	Pasadena	1D	146-3B
	30 E Del Mar Blvd	Pasadena	1D	147-3B
	300 S Fair Oaks Ave	Pasadena	1D	148-3B
	1011 Meridian Ave	South Pasadena	1D	306-3A
	1003 Diamond Ave 1019 El Centro St	South Pasadena	1D	309-3A
	1019 Mission St	South Pasadena	1D	312-3A
	1001 Mission St	South Pasadena	1D	313-3A
	950 Mission St	South Pasadena	1D	314-3A

Table 7: Resources that are Historical Resources for the Purposes of CEQA (Resources in this category would include California Register of Historical Resources [California Register] listed or eligible [per State Historical Resources Commission determination] resources identified as significant in surveys that meet State OHP standards, resources that are designated landmarks under local ordinances, and resources that meet the California Register criteria as outlined in Public Resources Code [PRC] §5024.1.):

Name	Address	Community	OHP Code	APE Map Ref No.
	1002 Mission St	South Pasadena	1D	316-3A
	1010 Mission St	South Pasadena	1D	317-3A
	1012 Mission St	South Pasadena	1D	318-3A
	1014 Mission St	South Pasadena	1D	319-3A
	1020 Mission St	South Pasadena	1D	320-3A
	1030 Mission St	South Pasadena	1D	321-3A
	280 W. California Blvd	Pasadena	1D	413-3A
	34 S Pasadena Ave	Pasadena	1D	424-3A
	34 S Pasadena Ave	Pasadena	1D	425-3A
	26 S Pasadena Ave	Pasadena	1D	426-3A
	148 W Colorado Blvd	Pasadena	1D	427-3A
	169 W Colorado Blvd	Pasadena	1D	429-3A
	163 W Colorado Blvd	Pasadena	1D	430-3A
	161 W Colorado Blvd	Pasadena	1D	431-3A
	281 S Raymond Ave	Pasadena	1D	438-3A
	301 N Raymond Ave	Pasadena	1D	439-3A
	396 N Summit Ave	Pasadena	1D	444-3A
War Memorial Building	435 Fair Oaks Ave	South Pasadena	1S	104-3B
CVS	909 S Atlantic Blvd	Los Angeles	1S	1-3B
Rialto Theater	1019 Fair Oaks Ave	South Pasadena	1S	85-3B
Arroyo Seco Parkway Historic District		Pasadena/South Pasadena	1S	
Markham Place Historic District		Pasadena	1S	
Old Pasadena Historic District		Pasadena	1S	
Raymond-Summit Historic District		Pasadena	1S	
South Pasadena Historic District		South Pasadena	1S	
	1146 Meridian Ave	South Pasadena	2D	271-3A
	1142 Meridian Ave	South Pasadena	2D	272-3A
	1138 Meridian Ave	South Pasadena	2D	273-3A
	1134 Meridian Ave	South Pasadena	2D	275-3A
	1133 Meridian Ave	South Pasadena	2D	276-3A

Table 7: Resources that are Historical Resources for the Purposes of CEQA (Resources in this category would include California Register of Historical Resources [California Register] listed or eligible [per State Historical Resources Commission determination] resources identified as significant in surveys that meet State OHP standards, resources that are designated landmarks under local ordinances, and resources that meet the California Register criteria as outlined in Public Resources Code [PRC] §5024.1.):

Name	Address	Community	OHP Code	APE Map Ref No.
	1131 Meridian Ave	South Pasadena	2D	278-3A
	1125 Meridian Ave	South Pasadena	2D	281-3A
	1126 Glendon Way	South Pasadena	2D	282-3A
	1118 Glendon Way	South Pasadena	2D	283-3A
	1121 Meridian Ave	South Pasadena	2D	284-3A
	1120 Meridian Ave	South Pasadena	2D	285-3A
	1116 Glendon Way	South Pasadena	2D	286-3A
	1119 Meridian Ave	South Pasadena	2D	287-3A
	1114 Meridian Ave	South Pasadena	2D	288-3A
	1110 Meridian Ave	South Pasadena	2D	290-3A
	1113 Meridian Ave	South Pasadena	2D	291-3A
	1109 Meridian Ave	South Pasadena	2D	292-3A
	1106 Meridian Ave	South Pasadena	2D	293-3A
	1105 Meridian Ave	South Pasadena	2D	295-3A
	1103 Meridian Ave	South Pasadena	2D	296-3A
	1100 Meridian Ave	South Pasadena	2D	297-3A
	1023 Meridian Ave	South Pasadena	2D	301-3A
	1020 Meridian Ave	South Pasadena	2D	303-3A
	1015 Meridian Ave	South Pasadena	2D	305-3A
	810 Meridian Ave	South Pasadena	2D	323-3A
	806 Meridian Ave	South Pasadena	2D	325-3A
	726 Meridian Ave	South Pasadena	2D	326-3A
	720 Meridian Ave	South Pasadena	2D	327-3A
	716 Meridian Ave	South Pasadena	2D	335-3A
	712 Meridian Ave	South Pasadena	2D	336-3A
	708 Meridian Ave	South Pasadena	2D	337-3A
	704 Meridian Ave	South Pasadena	2D	338-3A
	1007 Magnolia St	South Pasadena	2D	339-3A
	624 Meridian Ave	South Pasadena	2D	350-3A
	620 Meridian Ave	South Pasadena	2D	351-3A
	616 Meridian Ave	South Pasadena	2D	352-3A
	612 Meridian Ave	South Pasadena	2D	353-3A
	610 Meridian Ave	South Pasadena	2D	354-3A

Table 7: Resources that are Historical Resources for the Purposes of CEQA (Resources in this category would include California Register of Historical Resources [California Register] listed or eligible [per State Historical Resources Commission determination] resources identified as significant in surveys that meet State OHP standards, resources that are designated landmarks under local ordinances, and resources that meet the California Register criteria as outlined in Public Resources Code [PRC] §5024.1.):

Name	Address	Community	OHP Code	APE Map Ref No.
	203 Columbia St	Pasadena	2D	392-3A
	1200 S Pasadena Ave	Pasadena	2D	395-3A
	1190 S Pasadena Ave	Pasadena	2D	396-3A
	1180 S Pasadena Ave	Pasadena	2D	397-3A
	180 W State St	Pasadena	2D	398-3A
	4423 Alpha St	Los Angeles	2D2	124-3A
	4431 Alpha St	Los Angeles	2D2	127-3A
	4437 Alpha St	Los Angeles	2D2	128-3A
	4511 Alpha St	Los Angeles	2D2	135-3A
	4517 Alpha St	Los Angeles	2D2	136-3A
	4531 Alpha St	Los Angeles	2D2	160-3A
	857 Bank St	South Pasadena	2S	242-3A
	909 Lyndon St	South Pasadena	2S	247-3A
J & M Towing	921 Monterey Rd	South Pasadena	2S	265-3A
	1130 Meridian Ave	South Pasadena	2S	279-3A
	1122 Meridian Ave	South Pasadena	2S	280-3A
Oaklawn Historic District		South Pasadena	2S/7J	
Pasadena Avenue Historic District		Pasadena/South Pasadena	2S2	
North of Mission Historic District		South Pasadena	2S2	
South of Mission District		South Pasadena	2S2	
Short Line Villa Tract Historic District		Los Angeles	2S2	
	1127 Columbia St	South Pasadena	3B	391-3A
City Ventures Residences	300 W Green St	Pasadena	3D	423-3A
Chateau Fleur de Lis Apartments	120 N Orange Grove Blvd	Pasadena	3S	435-3A
Mission West Historic District		South Pasadena	5S1	
	1000 Meridian Ave	South Pasadena	5S1	315-3A
	1000 Meridian Ave	South Pasadena	5S1	315-3A
	800 Fair Oaks Ave	South Pasadena	5S1	97-3B
The Flower Garden	60 E California Blvd	Pasadena	5S2	411-3A
	1020 El Centro St	South Pasadena	5S3	311-3A

Table 7: Resources that are Historical Resources for the Purposes of CEQA (Resources in this category would include California Register of Historical Resources [California Register] listed or eligible [per State Historical Resources Commission determination] resources identified as significant in surveys that meet State OHP standards, resources that are designated landmarks under local ordinances, and resources that meet the California Register criteria as outlined in Public Resources Code [PRC] §5024.1.):

Name	Address	Community	OHP Code	APE Map Ref No.
	1020 El Centro St	South Pasadena	5S3	311-3A
	1030 Buena Vista St	South Pasadena	5S3	371-3A
	1030 Buena Vista St	South Pasadena	5S3	371-3A
	397 N Summit Ave	Pasadena	5S3	443-3A
Comerca Bank	820 Fair Oaks Ave	South Pasadena	5S3	95-3B

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
B. Lee Salon	1009 Fair Oaks Ave	South Pasadena	6J	88-3B
	965 Jane Pl	Pasadena	6L	404A-3A
	320 S Fremont Ave	Alhambra	6L	100-3A
	509 Fair Oaks Ave	South Pasadena	6L	100-3B
	505 Fair Oaks Ave	South Pasadena	6L	101-3B
	501 Fair Oaks Ave	South Pasadena	6L	102-3B
	4772 Hammel St	Los Angeles	6L	10-3A
Atlantic Park and swimming pool	570 S Atlantic Blvd	East Los Angeles	6L	10-3B
	3837 Winchester Ave	Los Angeles	6L	105-3A
	3945 Stockbridge Ave	Los Angeles	6L	106-3A
	5483 Keats St	Los Angeles	6L	107-3A
	3937 Lowell Ave	Los Angeles	6L	108-3A
Obregons Mufflers	5479 Huntington Dr N	Los Angeles	6L	109-3A
Crossfit	1167 S Fair Oaks Ave	Pasadena	6L	111-3B
Comfort Keepers	1143 S Fair Oaks Ave	Pasadena	6L	112-3B
Mirror Image Fitness	1139 S Fair Oaks Ave	Pasadena	6L	113-3B
Atlantic Automotive	545 S Atlantic Blvd	Los Angeles	6L	11-3B
Nightsun	995 S Fair Oaks Ave	Pasadena	6L	116-3B
	100 N Fremont Ave	Alhambra	6L	117-3A
Precision Components	965 S Fair Oaks Ave	Pasadena	6L	117-3B
	4333 Maycrest Ave	Los Angeles	6L	118-3A

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
	4344 Winchester Ave	Los Angeles	6L	119-3A
Bellafontaine Nursery	850 S Fair Oaks Ave	Pasadena	6L	119-3B
	4352 Maycrest Ave	Los Angeles	6L	120-3A
	4416 Maycrest Ave	Los Angeles	6L	123-3A
St. Alphonsus Church	532 S Atlantic Blvd	Los Angeles	6L	12-3B
Pasadena Medical Plaza	10 Congress St	Pasadena	6L	124-3B
	1 W California Blvd	Pasadena	6L	129-3B
Chase	31 E California Blvd	Pasadena	6L	130-3B
N.T. Young Cane & Fibre Raffia Works	527 S Fair Oaks Ave	Pasadena	6L	131-3B
	4516 Maycrest Ave	Los Angeles	6L	133-3A
T.L. Gurley Antiques	512 N Fair Oaks Ave	Pasadena	6L	134-3B
Pasadena Antique Center	474 S Fair Oaks Ave	Pasadena	6L	138-3B
	2600 Birch St	Alhambra	6L	139-3A
	2601 Birch St	Alhambra	6L	140-3A
	256 S Atlantic Blvd	Los Angeles	6L	14-3B
	2070 Fremont Ave	South Pasadena	6L	145-3A
W.D.I. Group	325 S Fair Oaks Ave	Pasadena	6L	145-3B
	2064 Fremont Ave	South Pasadena	6L	146-3A
	2042 Fremont Ave	South Pasadena	6L	148-3A
	2040 Fremont Ave	South Pasadena	6L	149-3A
	245 S Los Robles Ave	Pasadena	6L	149-3B
	2030 Fremont Ave	South Pasadena	6L	150-3A
	2020 Fremont Ave	South Pasadena	6L	151-3A
	2016 Fremont Ave	South Pasadena	6L	152-3A
Walgreens	310 S Lake Ave	Pasadena	6L	152-3B
	2012 Fremont Ave	South Pasadena	6L	153-3A
	255 S Hill Ave	Pasadena	6L	153-3B
	2008 Fremont Ave	South Pasadena	6L	154-3A
	2004 Fremont Ave	South Pasadena	6L	155-3A
	2000 Fremont Ave	South Pasadena	6L	156-3A
	4536 Maycrest Ave	Los Angeles	6L	158-3A
	2060 Alpha St	South Pasadena	6L	161-3A
	2049 Alpha St	South Pasadena	6L	163-3A
	3351 Balzac St	Alhambra	6L	16-3A
Dentist	1995 S Atlantic Blvd	Monterey Park	6L	16-3B

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
	2043 Alpha St	South Pasadena	6L	164-3A
	2046 Alpha St	South Pasadena	6L	165-3A
	2042 Alpha St	South Pasadena	6L	166-3A
	2041 Alpha St	South Pasadena	6L	167-3A
	2037 Alpha St	South Pasadena	6L	169-3A
	2033 Alpha St	South Pasadena	6L	172-3A
	3328 Balzac St	Alhambra	6L	17-3A
Bank of America	1969 S Atlantic Blvd	Monterey Park	6L	17-3B
	2029 Alpha St	South Pasadena	6L	174-3A
	2028 Alpha St	South Pasadena	6L	175-3A
	2025 Alpha St	South Pasadena	6L	176-3A
	2019 Alpha St	South Pasadena	6L	179-3A
	2018 Alpha St	South Pasadena	6L	180-3A
	3312 Balzac St	Alhambra	6L	18-3A
	2012 Alpha St	South Pasadena	6L	184-3A
	1938 La Fremontia St	South Pasadena	6L	188-3A
	1932 La Fremontia St	South Pasadena	6L	189-3A
	1926 La Fremontia St	South Pasadena	6L	190-3A
	1912 La Fremontia St	South Pasadena	6L	191-3A
	1900 La Fremontia St	South Pasadena	6L	192-3A
	3308 Balzac St	Alhambra	6L	19-3A
	857 Oneonta Dr	South Pasadena	6L	194-3A
	1870 Alpha St	South Pasadena	6L	195-3A
	1858 Alpha St	South Pasadena	6L	196-3A
	1412 Maple St	South Pasadena	6L	199-3A
	1417 Beech St	South Pasadena	6L	201-3A
	3300 Balzac St	Alhambra	6L	20-3A
	1422 Beech St	South Pasadena	6L	205-3A
	1429 Oneonta Knoll	South Pasadena	6L	207-3A
	1424 Oneonta Knoll	South Pasadena	6L	212-3A
	3220 Balzac St	Alhambra	6L	21-3A
Fashion Dry Cleaners	1431 Huntington Dr	South Pasadena	6L	217-3A
	1810 Fair Oaks Ave	South Pasadena	6L	218-3A
	834 Oneonta Dr	South Pasadena	6L	221-3A
	830 Oneonta Dr	South Pasadena	6L	222-3A
	1812 Gillette Crescent	South Pasadena	6L	223-3A

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
	2276 Highbury Ave	Los Angeles	6L	22-3A
	1808 Gillette Crescent	South Pasadena	6L	225-3A
	1804 Gillette Crescent	South Pasadena	6L	226-3A
	1800 Gillette Crescent	South Pasadena	6L	227-3A
	821 Summit Dr	South Pasadena	6L	229-3A
	817 Summit Dr	South Pasadena	6L	230-3A
	809 Summit Dr	South Pasadena	6L	231-3A
	901 Summit Dr	South Pasadena	6L	233-3A
	1732 Gillette Crescent	South Pasadena	6L	235-3A
	863 Flores De Oro	South Pasadena	6L	236-3A
	857 Flores De Oro	South Pasadena	6L	237-3A
	829 Rollin St	South Pasadena	6L	238-3A
Skechers	5191 Whittier Blvd	Los Angeles	6L	2-3B
Oral and Maxillofacial Surgery	1141 Fremont Ave	South Pasadena	6L	2-3C
	2338 Highbury Ave	Los Angeles	6L	24-3A
	1304 El Cerrito Cir	South Pasadena	6L	250-3A
	1302 El Cerrito Cir	South Pasadena	6L	251-3A
	1234 El Cerrito Cir	South Pasadena	6L	252-3A
	1801 Westmont Dr	Alhambra	6L	25-3A
	1232 El Cerrito Cir	South Pasadena	6L	257-3A
	1220-1222 Meridian Ave	South Pasadena	6L	258-3A
	920 Lyndon St	South Pasadena	6L	259-3A
	914 Lyndon St	South Pasadena	6L	260-3A
	904 Lyndon St	South Pasadena	6L	262-3A
	1212 Meridian Ave	South Pasadena	6L	263-3A
	1705 Westmont Dr	Alhambra	6L	26-3A
	1003 Monterey Rd	South Pasadena	6L	264-3A
	915 Monterey Rd	South Pasadena	6L	266-3A
	905 Monterey Rd	South Pasadena	6L	267-3A
	904 Monterey Rd	South Pasadena	6L	268-3A
	920 Monterey Rd	South Pasadena	6L	270-3A
	1701 Westmont Dr	Alhambra	6L	27-3A
Family Dentistry	861 S Atlantic Blvd	Monterey Park	6L	27-3B
	1135 Diamond Ave	South Pasadena	6L	274-3A

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
	1136 Glendon Way	South Pasadena	6L	277-3A
	1615 Westmont Dr	Alhambra	6L	28-3A
	823 S Atlantic Blvd	Monterey Park	6L	28-3B
	1115 Diamond Ave	South Pasadena	6L	289-3A
Law Office of E. Lou	826 S Atlantic Blvd	Monterey Park	6L	29-3B
	1105 Diamond Ave	South Pasadena	6L	294-3A
	1101 Diamond Ave	South Pasadena	6L	298-3A
	1025 Diamond Ave	South Pasadena	6L	299-3A
	1024 Meridian Ave	South Pasadena	6L	300-3A
	1021 Diamond Ave	South Pasadena	6L	302-3A
	1017 Diamond Ave	South Pasadena	6L	304-3A
	1009 El Centro St	South Pasadena	6L	308-3A
Lean by Marco	1610 Mission St	South Pasadena	6L	310-3A
	701 S Atlantic Blvd	Monterey Park	6L	31-3B
	1021 Hope St	South Pasadena	6L	322-3A
	1010 Hope St	South Pasadena	6L	328-3A
	718 Hope Ct	South Pasadena	6L	329-3A
	1030 Hope St	South Pasadena	6L	330-3A
	719 Hope Ct	South Pasadena	6L	331-3A
	715 Hope Ct	South Pasadena	6L	332-3A
	713 Hope Ct	South Pasadena	6L	333-3A
Good Shepherd Taiwanese Presbyterian Church	606 S Atlantic Blvd	Monterey Park	6L	33-3B
	712 Hope Ct	South Pasadena	6L	334-3A
	236 S Kern Ave	Los Angeles	6L	3-3A
	85 E State Street	Pasadena	6L	3-3C
	1011 Magnolia St	South Pasadena	6L	340-3A
	1017 Magnolia St	South Pasadena	6L	341-3A
	1021 Magnolia St	South Pasadena	6L	342-3A
	1023 Magnolia St	South Pasadena	6L	343-3A
	1025 Magnolia St	South Pasadena	6L	344-3A
	1029 Magnolia St	South Pasadena	6L	345-3A
	1035 Magnolia St	South Pasadena	6L	346-3A
	1038 Magnolia St	South Pasadena	6L	347-3A
	1014 Magnolia St	South Pasadena	6L	349-3A
	1017 Grevelia St	South Pasadena	6L	355-3A

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
	1031 Grevelia St	South Pasadena	6L	356-3A
	607 Fairview Ave	South Pasadena	6L	357-3A
	1035 Grevelia St	South Pasadena	6L	358-3A
	1039 Grevelia St	South Pasadena	6L	359-3A
	1030 Foothill St	South Pasadena	6L	362-3A
	1034 Foothill St	South Pasadena	6L	363-3A
	1109 Buena Vista St	South Pasadena	6L	365-3A
	1107 Buena Vista St	South Pasadena	6L	366-3A
	1037 Buena Vista St	South Pasadena	6L	368-3A
	1100 Buena Vista St	South Pasadena	6L	372-3A
	1120 Buena Vista St	South Pasadena	6L	374-3A
	408 Fairview Ave	South Pasadena	6L	376-3A
	1025 Highland St	South Pasadena	6L	377-3A
	330 Fairview Ave	South Pasadena	6L	378-3A
	320 Fairview Ave	South Pasadena	6L	380-3A
	318 Fairview Ave	South Pasadena	6L	381-3A
	316 Fairview Ave	South Pasadena	6L	382-3A
	307 Fremont Ave	South Pasadena	6L	383-3A
Bank of America	300 S Atlantic Blvd	Monterey Park	6L	38-3B
	223 Fairview Ave	South Pasadena	6L	385-3A
	300 Fairview Ave	South Pasadena	6L	387-3A
	218 Fairview Ave	South Pasadena	6L	389-3A
	1421 Westmont Dr	Alhambra	6L	39-3A
	955 Jane Pl	Pasadena	6L	399-3A
	945 Jane Pl	Pasadena	6L	400-3A
Pasadena Light & Power Dispatching Center	45 E. Glenarm Street	Pasadena	6L	401-3A
Monterey Carwash	521 N Atlantic Blvd	Monterey Park	6L	40-3B
	859 S Raymond Ave	Pasadena	6L	404-3A
Rose Palace	835 S Raymond Ave	Pasadena	6L	405-3A
Jones Coffee Roasters	695 S Raymond Ave	Pasadena	6L	407-3A
Pasadena Document Solutions	673 S Raymond Ave	Pasadena	6L	408-3A
	665 S Raymond Ave	Pasadena	6L	409-3A
Silver Birches	650 S Raymond Ave	Pasadena	6L	410-3A
Paw Boutique	519 S Raymond Ave	Pasadena	6L	414-3A
	372 S Pasadena Ave	Pasadena	6L	419-3A

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
Maranatha High School	270 S Orange Grove Blvd	Pasadena	6L	422-3A
Jaguar, Porsche, Rolls Royce, & Bentley Dealerships	337 W Colorado Blvd	Pasadena	6L	432-3A
Norton Simon Museum	411 W Colorado Blvd	Pasadena	6L	434-3A
Roosevelt Elementary School	315 N. Pasadena Avenue	Pasadena	6L	436-3A
	212 S Kern Ave	Los Angeles	6L	4-3A
San Gabriel Police Dept.	625 S. Del Mar Blvd	San Gabriel	6L	4-3C
	399 N Raymond Ave	Pasadena	6L	441-3A
	396 N Raymond Ave	Pasadena	6L	442-3A
	1700 S Atlantic Blvd	Alhambra	6L	44-3B
Iglesia Harvest Rock	400 N Marengo Ave	Pasadena	6L	445-3A
	393 N Euclid Ave	Pasadena	6L	447-3A
	1709 Garfield Ave	South Pasadena	6L	49-3B
	1146 S Meridian Ave	Alhambra	6L	52-3A
Dilbeck Real Estate	1499 Huntington Dr	South Pasadena	6L	52-3B
	1520 Spruce St	South Pasadena	6L	53-3B
	3114 Lowell Ave	Los Angeles	6L	54-3A
	1715 Fair Oaks Ave	South Pasadena	6L	54-3B
	3119 Winchester Ave	Los Angeles	6L	55-3A
	1714 Fair Oaks Ave	South Pasadena	6L	55-3B
	1700 Fair Oaks Ave	South Pasadena	6L	56-3B
Fair Laurel Apartments	1509 Laurel St	South Pasadena	6L	57-3B
	1540 Laurel St	South Pasadena	6L	58-3B
	3216 Lowell Ave	Los Angeles	6L	59-3A
	1616 Fair Oaks Ave	South Pasadena	6L	59-3B
	3220 Lowell Ave	Los Angeles	6L	60-3A
	1615 Fair Oaks Ave	South Pasadena	6L	60-3B
	3221 Winchester Ave	Los Angeles	6L	62-3A
	3227 Winchester Ave	Los Angeles	6L	63-3A
	1600 Fair Oaks Ave	South Pasadena	6L	63-3B
	4134 Rosemead Blvd	Rosemead	6L	6-3C
	1515 Oak St	South Pasadena	6L	64-3B
	3318 Lowell Ave	Los Angeles	6L	65-3A
South Pasadena Middle School	1500 Fair Oaks Ave	Pasadena	6L	65-3B
	3322 Lowell Ave	Los Angeles	6L	66-3A

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
Law Offices	1525 Fair Oaks Ave	South Pasadena	6L	66-3B
	1517 Fair Oaks Ave	South Pasadena	6L	67-3B
	3327 Winchester Ave	Los Angeles	6L	68-3A
	3331 Winchester Ave	Los Angeles	6L	69-3A
	1425 Fair Oaks Ave	South Pasadena	6L	69-3B
	3335 Winchester Ave	Los Angeles	6L	70-3A
	1421 Fair Oaks Ave	South Pasadena	6L	70-3B
	3334 Lowell Ave	Los Angeles	6L	71-3A
	1415 Fair Oaks Ave	South Pasadena	6L	71-3B
	3342 Lowell Ave	Los Angeles	6L	72-3A
	1414 Fair Oaks Ave	South Pasadena	6L	72-3B
	3343 Winchester Ave	Los Angeles	6L	73-3A
	1411 Fair Oaks Ave	South Pasadena	6L	73-3B
Zamora	4771 E Cesar E Chavez Ave	Los Angeles	6L	7-3A
U-Haul	657 S Atlantic Blvd	Los Angeles	6L	7-3B
	3401 Winchester Ave	Los Angeles	6L	74-3A
	1407 Fair Oaks Ave	South Pasadena	6L	74-3B
	3409 Winchester Ave	Los Angeles	6L	75-3A
	1401 Fair Oaks Ave	South Pasadena	6L	75-3B
	3408 Lowell Ave	Los Angeles	6L	76-3A
	3418 Lowell Ave	Los Angeles	6L	77-3A
	1220 Fair Oaks Ave	South Pasadena	6L	77-3B
Merced Air Conditioning Equipment Service	805 S Fremont Ave	Alhambra	6L	78-3A
Tina Nails	1134 Fair Oaks Ave	South Pasadena	6L	78-3B
Khangura	733 S Fremont Ave	Alhambra	6L	79-3A
	1132 Fair Oaks Ave	South Pasadena	6L	79-3B
	1118 Fair Oaks Ave	South Pasadena	6L	80-3B
	3431 Winchester Ave	Los Angeles	6L	81-3A
	1114 Fair Oaks Ave	South Pasadena	6L	81-3B
	5540 Templeton St	Los Angeles	6L	82-3A
Bryant Properties	1108 Fair Oaks Ave	South Pasadena	6L	82-3B
	5510 Templeton St	Los Angeles	6L	83-3A
Blockbuster Video	1100 Fair Oaks Ave	South Pasadena	6L	83-3B

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
Rattle and Roll Boutique	4777 E Cesar E Chavez Ave	Los Angeles	6L	8-3A
	3515 Winchester Ave	Los Angeles	6L	84-3A
Edmond Thompson Antiques	1020 Fair Oaks Ave	South Pasadena	6L	84-3B
	3522 Lowell Ave	Los Angeles	6L	85-3A
	3529 Winchester Ave	Los Angeles	6L	86-3A
	1016 Fair Oaks Ave	South Pasadena	6L	86-3B
	3539 Winchester Ave	Los Angeles	6L	87-3A
B&H Bicycles	1013 Fair Oaks Ave	South Pasadena	6L	87-3B
	3538 Lowell Ave	Los Angeles	6L	88-3A
	3542 Lowell Ave	Los Angeles	6L	89-3A
W.J. Filley Building	1005 Fair Oaks Ave	South Pasadena	6L	89-3B
	3700 Lowell Ave	Los Angeles	6L	90-3A
	1000 Fair Oaks Ave	South Pasadena	6L	90-3B
	3709 Winchester Ave	Los Angeles	6L	91-3A
Bank of America	923 Fair Oaks Ave	South Pasadena	6L	91-3B
	3715 Winchester Ave	Los Angeles	6L	92-3A
Luchas Comfort Footwear	921 Fair Oaks Ave	South Pasadena	6L	92-3B
	3730 Lowell Ave	Los Angeles	6L	93-3A
	5510 Poplar Blvd	Los Angeles	6L	94-3A
Chuck's Appliance Service	917 Fair Oaks Ave	South Pasadena	6L	94-3B
	5544 Poplar Blvd	Los Angeles	6L	95-3A
	5545 Poplar Blvd	Los Angeles	6L	96-3A
	1520 Mission St	South Pasadena	6L	96-3B
	3827 Winchester Ave	Los Angeles	6L	97-3A
pet store	725 Fair Oaks Ave	South Pasadena	6L	98-3B
	513 Fair Oaks Ave	South Pasadena	6L	99-3B
Potential 1500 Block Mission Historic District		South Pasadena	6L	
Bonita Drive/Gillette Crescent Historic District		South Pasadena	6L	
Potential Buena Vista/Prospect Addition Historic District		South Pasadena	6L	
Potential El Cerrito Circle Historic District		South Pasadena	6L	

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
Potential Library Neighborhood Historic District		South Pasadena	6L	
Potential North of Mission District Addition Historic District		South Pasadena	6L	
Valley View Heights Historic District		South Pasadena	6L	
Alhambra Hills Tract		Alhambra	6L	
Midwick Park/Granada Place		Alhambra	6L	
West Shorb		Alhambra	6L	
Potential Berkshire Craftsman and Bungalow Revival Village HPOZ		Los Angeles	6L	
	1001 El Centro St	South Pasadena	6LD	307-3A
	615 S Pasadena Ave	Pasadena	6LD	412-3A
	4401 Alpha St	Los Angeles	6X	121-3A
	4407 Alpha St	Los Angeles	6X	122-3A
	4427 Alpha St	Los Angeles	6X	125-3A
	4441 Alpha St	Los Angeles	6X	130-3A
	4447 Alpha St	Los Angeles	6X	131-3A
	4501 Alpha St	Los Angeles	6X	132-3A
	4527 Alpha St	Los Angeles	6X	157-3A
	27 Chestnut St	Pasadena	6X	437-3A
	4427 Maycrest Ave	Los Angeles	6Y	126-3A
	4437 Maycrest Ave	Los Angeles	6Y	129-3A
	4522 Maycrest Ave	Los Angeles	6Y	134-3A
	4526 Maycrest Ave	Los Angeles	6Y	137-3A
	4542 Maycrest Ave	Los Angeles	6Y	159-3A
	2050 Alpha St	South Pasadena	6Y	162-3A
	2040 Maycrest Ave	South Pasadena	6Y	168-3A
	2034 Alpha St	South Pasadena	6Y	170-3A
	2032 Alpha St	South Pasadena	6Y	171-3A
	2028 Maycrest Ave	South Pasadena	6Y	173-3A
	2021 Alpha St	South Pasadena	6Y	177-3A
	2015 Alpha St	South Pasadena	6Y	181-3A
	2012 Maycrest Ave	South Pasadena	6Y	182-3A

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
	2010 Maycrest Ave	South Pasadena	6Y	183-3A
	2011 Alpha St	South Pasadena	6Y	185-3A
	2005 Alpha St	South Pasadena	6Y	186-3A
	2001 Alpha St	South Pasadena	6Y	187-3A
	826 Oneonta Dr	South Pasadena	6Y	224-3A
	825 Summit Dr	South Pasadena	6Y	228-3A
	826 Summit Dr	South Pasadena	6Y	232-3A
	1740 Gillette Crescent	South Pasadena	6Y	234-3A
	5555 Valley Blvd	Los Angeles	6Y	30-3A
	5561 Valley Blvd	Los Angeles	6Y	31-3A
	1115 Columbia St	South Pasadena	6Y	390-3A
	211 S Mednik Ave	Los Angeles	6Y	5-3A
	380 S Pasadena Ave	Pasadena	6Z	424A-3A
	162 W Bellevue Dr	Pasadena	6Z	422A-3A
	316 S Fremont Ave	Alhambra	6Z	101-3A
	220 S Fremont Ave	Alhambra	6Z	102-3A
	216 S Fremont Ave	Alhambra	6Z	103-3A
	424 Fair Oaks Ave	South Pasadena	6Z	103-3B
	208 S Fremont Ave	Alhambra	6Z	104-3A
	245 Fair Oaks Ave	South Pasadena	6Z	105-3B
	234 Fair Oaks Ave	South Pasadena	6Z	106-3B
	230 Fair Oaks Ave	South Pasadena	6Z	107-3B
	226 Fair Oaks Ave	South Pasadena	6Z	108-3B
	1609 Raymond Hill Rd	South Pasadena	6Z	109-3B
	128 S Fremont Ave	Alhambra	6Z	110-3A
	1180 N Fair Oaks Ave	Pasadena	6Z	110-3B
	112 S Fremont Ave	Alhambra	6Z	111-3A
	104 S Fremont Ave	Alhambra	6Z	112-3A
	100 S Fremont Ave	Alhambra	6Z	113-3A
Family Clinic and Woman's Clinic	605 N Mednik Ave	Los Angeles	6Z	11-3A
	18 S Fremont Ave	Alhambra	6Z	114-3A
	12 S Fremont Ave	Alhambra	6Z	115-3A
	2526 W Grand Ave	Alhambra	6Z	116-3A
	909 S Fair Oaks Ave	Pasadena	6Z	118-3B
	837 S Fair Oaks Ave	Pasadena	6Z	120-3B

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
Huntington Dialysis Center	816 S Fair Oaks Ave	Pasadena	6Z	121-3B
Huntington Dialysis Center	804 S Fair Oaks Ave	Pasadena	6Z	122-3B
Huntington Collection/ Huntington Hospital	766 S Fair Oaks Ave	Pasadena	6Z	123-3B
Super Salud Liquor and Market	617 N Mednik Ave	Los Angeles	6Z	12-3A
GEM Transitional Care	712 S Fair Oaks Ave	Pasadena	6Z	125-3B
Huntington Medical Research Institutes	660 S Fair Oaks Ave	Pasadena	6Z	126-3B
Huntington Medical Research Institutes	10 Pico St	Pasadena	6Z	127-3B
	592 S Fair Oaks Ave	Pasadena	6Z	128-3B
Dustin Nelson Cosmetic Dentistry	536 S Fair Oaks Ave	Pasadena	6Z	132-3B
AN Tool and Die	518 S Fair Oaks Ave	Pasadena	6Z	133-3B
Argil Building Material Company	4754 Floral Dr	Los Angeles	6Z	13-3A
Cycle Parts	400 S Atlantic Blvd	Los Angeles	6Z	13-3B
Fair Oaks Law Building	490 S Fair Oaks Ave	Pasadena	6Z	136-3B
Pasadena Antique Center	488 S Fair Oaks Ave	Pasadena	6Z	137-3B
	2526 Birch St	Alhambra	6Z	138-3A
Keller Williams Realty	445 S Fair Oaks Ave	Pasadena	6Z	139-3B
substation	NW corner of E 3 rd St and S Kern Ave	Los Angeles	6Z	1-3A
	1401 Monterey Rd	South Pasadena	6Z	1-3C
Pasadena Antique Center Annex	442 S Fair Oaks Ave	Pasadena	6Z	140-3B
	2525 Birch St	Alhambra	6Z	141-3A
Stanyer and Edmonson	400 S Fair Oaks Ave	Pasadena	6Z	141-3B
	209 N Fremont Ave	Alhambra	6Z	142-3A
	396 S Fair Oaks Ave	Pasadena	6Z	142-3B
	212 N Fremont Ave	Alhambra	6Z	143-3A
LAMA	370 S Fair Oaks Ave	Pasadena	6Z	143-3B
Antiques	4732 Floral Dr	Los Angeles	6Z	14-3A
	215 N Fremont Ave	Alhambra	6Z	144-3A
	340 S Fair Oaks Ave	Pasadena	6Z	144-3B
	2054 Fremont Ave	South Pasadena	6Z	147-3A

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
	326 S Los Robles Ave	Pasadena	6Z	150-3B
Citibank, etc	255 S Lake Ave	Pasadena	6Z	151-3B
California Equine Products Inc.	1401 Monterey Pass Rd	Monterey Park	6Z	15-3A
Wells Fargo	2101 S Atlantic Blvd	Monterey Park	6Z	15-3B
	2020 Maycrest Ave	South Pasadena	6Z	178-3A
Shakeys Pizza	1955 S Atlantic Blvd	Monterey Park	6Z	18-3B
	1906 Alpha St	South Pasadena	6Z	193-3A
Noodle World	1935 S Atlantic Blvd	Monterey Park	6Z	19-3B
	1404 Maple St	South Pasadena	6Z	197-3A
	1408 Maple St	South Pasadena	6Z	198-3A
	1421 Beech St	South Pasadena	6Z	200-3A
	1415 Beech St	South Pasadena	6Z	202-3A
	1414 Beech St	South Pasadena	6Z	203-3A
Brightwood Terrace	860 Brightwood St	Monterey Park	6Z	20-3B
	1418 Beech St	South Pasadena	6Z	204-3A
	1426 Beech St	South Pasadena	6Z	206-3A
	1421 Oneonta Knoll	South Pasadena	6Z	208-3A
	1406 Oneonta Knoll	South Pasadena	6Z	209-3A
	1414 Oneonta Knoll	South Pasadena	6Z	210-3A
	1420 Oneonta Knoll	South Pasadena	6Z	211-3A
	1428 Oneonta Knoll	South Pasadena	6Z	213-3A
	850 Brightwood St	Monterey Park	6Z	21-3B
	1432 Oneonta Knoll	South Pasadena	6Z	214-3A
	1500 Oneonta Knoll	South Pasadena	6Z	215-3A
	1505 Huntington Dr	South Pasadena	6Z	216-3A
Fair Oaks Medical	1800 Fair Oaks Ave	South Pasadena	6Z	219-3A
	1801 Fair Oaks Ave	South Pasadena	6Z	220-3A
Just Tires	1925 S Atlantic Blvd	Monterey Park	6Z	22-3B
	2318 Highbury Ave	Los Angeles	6Z	23-3A
Monterey Hills Medical Dental Arts Building	1900 S Atlantic Blvd	Monterey Park	6Z	23-3B
	839 Rollin St	South Pasadena	6Z	239-3A
	252 S Kern Ave	Los Angeles	6Z	2-3A
	845 Rollin St	South Pasadena	6Z	240-3A
	1417 Meridian Ave	South Pasadena	6Z	241-3A

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
	1401 Meridian Ave	South Pasadena	6Z	243-3A
Gas Company	1801 S Atlantic Blvd	Monterey Park	6Z	24-3B
	908 Bank St	South Pasadena	6Z	244-3A
	900 Bank St	South Pasadena	6Z	245-3A
	870 Bank St	South Pasadena	6Z	246-3A
	1315 Meridian Ave	South Pasadena	6Z	248-3A
	1316 Meridian Ave	South Pasadena	6Z	249-3A
	925 Lyndon St	South Pasadena	6Z	253-3A
St. Thomas Aquinas Church	1501 S Atlantic Blvd	Monterey Park	6Z	25-3B
	915 Lyndon St	South Pasadena	6Z	254-3A
	913 Lyndon St	South Pasadena	6Z	255-3A
	911 Lyndon St	South Pasadena	6Z	256-3A
	908 Lyndon St	South Pasadena	6Z	261-3A
Royal View Terrace	1301 S Atlantic Blvd	Monterey Park	6Z	26-3B
	912 Monterey Rd	South Pasadena	6Z	269-3A
Andy's Auto Service	3200 W Valley Blvd	Alhambra	6Z	29-3A
C.F. Clinic	820 S Atlantic Blvd	Monterey Park	6Z	30-3B
Arco	3201 W Valley Blvd	Alhambra	6Z	32-3A
Law Offices	601 S Atlantic Blvd	Monterey Park	6Z	32-3B
	808 Meridian Ave	South Pasadena	6Z	324-3A
Socal Auto Repair	3071 W Valley Blvd	Alhambra	6Z	33-3A
Chalio Mexican Restaurant	760 S Atlantic Blvd	Los Angeles	6Z	3-3B
	1517 Westmont Dr	Alhambra	6Z	34-3A
Maxim Flowers and Gifts	508 S Atlantic Blvd	Monterey Park	6Z	34-3B
	1030 Magnolia St	South Pasadena	6Z	348-3A
	1515 Westmont Dr	Alhambra	6Z	35-3A
Dorados Ceviche Bar	440 S Atlantic Blvd	Monterey Park	6Z	35-3B
	1039 Foothill St	South Pasadena	6Z	360-3A
	1020 Foothill St	South Pasadena	6Z	361-3A
	1509 Westmont Dr	Alhambra	6Z	36-3A
Action Sales	415 S Atlantic Blvd	Monterey Park	6Z	36-3B
	1038 Foothill St	South Pasadena	6Z	364-3A
	1105 Buena Vista St	South Pasadena	6Z	367-3A
	1033 Buena Vista St	South Pasadena	6Z	369-3A
	1023 Buena Vista St	South Pasadena	6Z	370-3A
	1106 Buena Vista St	South Pasadena	6Z	373-3A

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
	1505 Westmont Dr	Alhambra	6Z	37-3A
	795 W Garvey Ave	Monterey Park	6Z	37-3B
	414 Fairview Ave	South Pasadena	6Z	375-3A
	328 Fairview Ave	South Pasadena	6Z	379-3A
	1501 Westmont Dr	Alhambra	6Z	38-3A
	308 Fairview Ave	South Pasadena	6Z	384-3A
	302 Fairview	Pasadena	6Z	386-3A
	219 Fairview Ave	South Pasadena	6Z	388-3A
	734 W Emerson Ave	Monterey Park	6Z	39-3B
	901 S Raymond Ave	Pasadena	6Z	403-3A
	1417 Westmont Dr	Alhambra	6Z	40-3A
Metro parking	700 S Raymond Ave	Pasadena	6Z	406-3A
	1415 Westmont Dr	Alhambra	6Z	41-3A
Purfect Auto Service	621 N Atlantic Blvd	Monterey Park	6Z	41-3B
Pasadena Community Christian Fellowship	500 S Pasadena Ave	Pasadena	6Z	415-3A
	476 S Pasadena Ave	Pasadena	6Z	416-3A
Merry Maids	422 S Pasadena Ave	Pasadena	6Z	417-3A
	406 Gordon Ter	Pasadena	6Z	418-3A
	370 S Pasadena Ave	Pasadena	6Z	420-3A
	126 W Del Mar Blvd	Pasadena	6Z	421-3A
	1409 Westmont Dr	Alhambra	6Z	42-3A
	1100 W Glendon Way	Alhambra	6Z	42-3B
Maginnis, Knechtel, and McIntyre LLP	290 E Colorado Blvd	Pasadena	6Z	428-3A
	55 N Vernon Ave	Pasadena	6Z	433-3A
	1407 Westmont Dr	Alhambra	6Z	43-3A
	1712 S Atlantic Blvd	Alhambra	6Z	43-3B
	752 S Atlantic Blvd	Los Angeles	6Z	4-3B
	1321 Westmont Dr	Alhambra	6Z	44-3A
	396 Pearl Pl	Pasadena	6Z	446-3A
	650 N Pasadena Ave	Pasadena	6Z	448-3A
	10 Mayview Ln	Pasadena	6Z	449-3A
	717 Cypress Ave	Pasadena	6Z	450-3A
	1317 Westmont Dr	Alhambra	6Z	45-3A
	910 W Valley Blvd	Alhambra	6Z	45-3B

Table 8: Resources that are not Historical Resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref No.
	1315 Westmont Dr	Alhambra	6Z	46-3A
	1221 S Atlantic Blvd	Alhambra	6Z	46-3B
	1309 Westmont Dr	Alhambra	6Z	47-3A
700 Thong Automotive	700 S Atlantic Blvd	Alhambra	6Z	47-3B
	1305 Westmont Dr	Alhambra	6Z	48-3A
Alhambra Car Wash	707 W Main St	Alhambra	6Z	48-3B
	1301 Westmont Dr	Alhambra	6Z	49-3A
Sinicrop & Sons	1124 Westminster Ave	Alhambra	6Z	50-3A
	1709 Huntington Dr	South Pasadena	6Z	50-3B
Rod's Unfinished Furniture	1121 S Meridian Ave	Alhambra	6Z	51-3A
	1656 Huntington Dr	South Pasadena	6Z	51-3B
J & M Towing	1003 S Fremont Ave	Alhambra	6Z	53-3A
Mega Cars	723 S Atlantic Blvd	Los Angeles	6Z	5-3B
	3122 Lowell Ave	Los Angeles	6Z	56-3A
	3130 Lowell Ave	Los Angeles	6Z	57-3A
	3206 Lowell Ave	Los Angeles	6Z	58-3A
	3222 Lowell Ave	Los Angeles	6Z	61-3A
	1609 Fair Oaks Ave	South Pasadena	6Z	61-3B
	1612 Fair Oaks Ave	South Pasadena	6Z	62-3B
	130 S Kern Ave	East Los Angeles	6Z	6-3A
Krystal Beauty Salon	715 S Atlantic Blvd	Los Angeles	6Z	6-3B
	5545 Norwich Ave	Los Angeles	6Z	64-3A
	3321 Winchester Ave	Los Angeles	6Z	67-3A
Fairway Apartments	1505 Fair Oaks Ave	South Pasadena	6Z	68-3B
George McDonald and Associates	1318 Fair Oaks Ave	South Pasadena	6Z	76-3B
Hi-Quality Auto Body	723 S Fremont Ave	Alhambra	6Z	80-3A
Comfort Living	650 S Atlantic Blvd	East Los Angeles	6Z	8-3B
Spears	919 Fair Oaks Ave	South Pasadena	6Z	93-3B
	4777 Dozier Ave	Los Angeles	6Z	9-3A
Income Tax	635 S Atlantic Blvd	Los Angeles	6Z	9-3B
	516 S Fremont Ave	Alhambra	6Z	98-3A
	512 S Fremont Ave	Alhambra	6Z	99-3A

In addition to the resources listed in the tables above, fifteen State Agency bridges were also identified in the APE (HPSR Attachment B). Of these, Bridge Number 53 0440, the Fair Oaks Avenue Overcrossing, is listed in the Caltrans Historic Highway Bridge Inventory as Category 2 (eligible for the National Register) and the other 14 are listed as Category 5 (not eligible for the National Register).

Casey Tibbet, who meets the Professionally Qualified Staff (PQS) Standards in the Caltrans Section 106 Programmatic Agreement Attachment 1 as a Principal Architectural Historian, and Elisa Bechtel, who meets the (PQS) Standards in the Caltrans Section 106 Programmatic Agreement Attachment 1 as an Architectural Historian, have determined that the other historic-period built environment properties present within the APE meet the criteria for Caltrans Section 106 Programmatic Agreement Attachment 4 (Properties Exempt from Evaluation).

CONCLUSIONS

As stated above, 633 historic-period (pre-1971) resources were identified in the APE as either requiring evaluation (350) or as having been previously evaluated (283). Of these, 98 are listed in or eligible for listing in the National Register and all of these are previously evaluated resources. More specifically, 35 are listed in the National Register, 60 have been determined eligible for listing in the National Register, and 3 appear eligible for listing. It should be noted, that in some cases supporting documentation for these previously evaluated resources is still being sought. The previously evaluated resources were not reevaluated as part of this study. For purposes of this draft report pending further research, none of the 350 newly evaluated resources appears eligible for listing in the National Register.

There are a total of 110 resources that qualify as “historical resources” pursuant to CEQA. These include the 98 resources listed in or eligible for listing in the National Register, as well as 8 previously evaluated resources and 4 newly evaluated resources.

Of the fifteen bridges identified in the APE, only one, the Fair Oaks Avenue Overcrossing (53 0440), is listed in the Caltrans Historic Highway Bridge Inventory as Category 2 (eligible for the National Register). The remaining 14 are listed as Category 5 (not eligible for the National Register).

VII. PREPARER QUALIFICATIONS

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

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

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

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

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

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

DPR forms will be submitted separately

ATTACHMENT D:

ARCHAEOLOGICAL SURVEY REPORT

(previously reviewed – not included)

ATTACHMENT E:

NATIVE AMERICAN CONSULTATION RECORDS

(previously reviewed – not included)

ATTACHMENT F:

RECORDS SEARCH RESULTS LETTER

(previously reviewed – not included)

ATTACHMENT G:

HISTORICAL OUTREACH LOG AND SAMPLE CORRESPONDENCE

**CHM1105 – SR-710 North Study
Outreach to Historic Groups and Individuals**

Group	Contact/Dept.	Address	Telephone	Email/Website	Date/Type of Contact	Response	Follow-up	Additional Info
Alhambra Chamber of Commerce		104 South First Street Alhambra, CA 91801	626-282-8481 fax 626-282-5596	ihernandez@alhambrachamber.org http://www.alhambrachamber.org/Home.aspx	6/18/13 letter and map sent via US mail and email. 7/2013 – USPS.com indicates letter was delivered.			
Alhambra Historical Society Museum		P.O. Box 6687 Alhambra, CA 91802 1550 W. Alhambra Blvd.	626-300-8845	alhambrahistsocinc@sbcglobal.net	5/16/13 In person visit. Although it was supposed to be open according to website and sign, there was no one there. 6/18/13 letter and map sent via US mail and email.			
Alhambra Preservation Group		P.O. Box 1332 Alhambra, CA 91801	626-755-3467	info@alhambrapreservation.org	6/18/13 letter and map sent via US mail and email.	7/19/13 email response with letter attachment. Mentions 1984-85 survey and two neighborhoods that were studied. Both are in the 710 study area. 7/22/13 hard copy letter received.	7/22/13 response acknowledging receipt of email and letter.	
Arroyo Seco Foundation			323-405-7326	info@arroyoseco.org http://www.arroyoseco.org/index.htm	6/18/13 letter and map sent via US mail and email. 7/2013 – USPS.com indicates letter is unclaimed.			
Bungalow Heaven Neighborhood Association (Pasadena)		P.O. Box 40812 Pasadena, CA 91114-7672	626-585-2172	bhna@bungalowheaven.org http://www.bungalowheaven.org/contact-us/	6/18/13 letter and map sent via US mail and email. 7/2013 – USPS.com indicates letter was delivered.			
California African American Museum		600 State Drive Exposition Park Los Angeles, CA 90037	213-744-7432	http://www.caam.ca.gov/	6/18/13 letter and map sent via US mail. 7/2013 – USPS.com indicates letter was delivered.			
California Historic Route 66 Association	Darleen Bitter, President	P.O. Box 66 Amboy, CA 92304-0066		cahistoricrt66@aol.com	6/18/13 letter and map sent via US mail and email.	Ms. Darlene Bitter, President Ca. Hist. Route 66 Assoc. letter came back as undeliverable.		
California Preservation Foundation (Route 66)	Cindy Heitzman	5 Third Street, Suite 424 San Francisco, CA 94103		cheitzman@californiapreservation.org	6/18/13 letter and map sent via US mail and email. 7/2013 – USPS.com indicates letter was delivered.			
Chinese American Museum		425 N. Los Angeles Street Los Angeles, CA 90012	213-485-8567	http://www.camla.org/visit.html#contact	6/18/13 letter and map sent via US mail. 7/2013 – USPS.com indicates letter was delivered.			
City of Alhambra Development Services Planning Division	Paul Lam	111 South First Street, Alhambra, CA 91801	626-570-5034 ext. 5486	http://www.cityofalhambra.org/government/development_services/planning_zoning/	5/16/13 in person visit to Community Services, City Clerk, and Development Services departments. Clerk provided contact information for Chamber of Commerce and Historical Society. Neither planner was available so receptionist	7/19/13 – Paul Lam, Assistant Planner, responded via email. He provided the 2009 residential design guidelines and information from the city's 1984-85 cultural resources survey.		

Group	Contact/Dept.	Address	Telephone	Email/Website	Date/Type of Contact	Response	Follow-up	Additional Info
					provided contact information for Paul Lam. 6/18/13 letter and map sent via US mail.			
City of Pasadena Planning and Community Development Department	Jason Wasmund, Assistant Planner Design and Historic Preservation	175 N. Garfield Avenue Pasadena, CA 91101-1704	626-744-6916 Fax: 626-396-7459	jwasmund@cityofpasadena.net	5/16/13 in person visit. Spoke with Jason who confirmed all of Pasadena's historic resources information is online and up to date. He had nothing more to offer, but we can use their address files in the basement when we need to do property specific research.			
City of Pasadena Light and Power Department	Bill Pascarella, Shift Supervisor			bpascarella@cityofpasadena.net	11/7/13 email correspondence regarding the building on the NE corner of Fair Oaks and State Street	11/8/13 – Bill responded that the building was the Pacific Electric building which supplied power to the red line cars. It also may have been used to repair red cars. It is tri-level inside, has been altered mainly on the north elevation, and is currently used as storage for the power plant.		
City of South Pasadena Planning & Building Department		First Floor, City Hall 1414 Mission Street South Pasadena, CA 91030	626-403-7220 Fax: 626-403-7221	http://www.ci.south-pasadena.ca.us/planning/index.html	In person visit on February 8, 2013. Spoke with Elaine (receptionist) and Knarik Vizcarra, Assistant Planner. Obtained scanned copy of the city's Cultural Heritage Inventory (approximately 2,500 properties), confirmed that the list of historic districts on the city's website is current and accurate, and obtained scanned copies of DPR forms.		11/14/13 – email to Knarik regarding the historic districts listed in the 2002 survey update. Specifically, the Valley View Heights HD.	
Claire W. Bogaard	(former Pasadena Heritage Preservation Director)	311 Congress Place Pasadena, CA 91105	626-799-9819 626-799-4725 fax	cwbogaard@earthlink.net	1/23/13 – community meeting in Pasadena 1/24/13 – email correspondence 6/18/13 letter and map sent via US mail and email.	7/17/13 – email with letter attachment from Ms. Bogaard. Provided contact information for several resources in Pasadena and specifically asked that all properties above the tunnels and a mile on either side be included in the survey.		
El Sereno Historical Society	Yolie Garcia	P.O. Box 32-113 El Sereno, CA 90032		info@ElSereno90032.org	Comment received at the open house at Cal State LA 1/26/13: Historical Rosa de Castilla runs along the 710. If Metro builds/extend 710 it will destroy what is left of our Arroyo. What studies have been done on these streams and aquifers? If there has been I would like to request them, if they have not I would like for them to be conducted under CEQA.	7/24/13 – email response indicating that they are verifying homes that may fall under the Historic-Cultural Monuments category and will send information on 7/26/13.	7/24/13 – email acknowledgement to Yolie.	8/25/13 – email from Yolie with information and attachments relative to: general El Sereno history; Sierra Villa potential HPOZ; Arroyo Rosa de Castilla; and 4421 N. Richard Circle. 8/26/13 – email response requesting information about two areas in El Sereno.

Group	Contact/Dept.	Address	Telephone	Email/Website	Date/Type of Contact	Response	Follow-up	Additional Info
					Arroyo Rosa de Castilla is listed as a historical stream and the other perennial streams are part of the natural resources of El Sereno. More information can be found at our website: elsereno90032.org and lacreekfreak.org 6/18/13 letter and map sent via US mail and email.			
Friends of the Gamble House (Pasadena)		The Gamble House 4 Westmoreland Place Pasadena, CA 91103	626 793-3334	gamblehs@usc.edu http://www.gamblehouse.org/index.html	6/18/13 letter and map sent via US mail and email.	7/25/13 telephone response from Ted Bosley asking what specific information we are interested in. Discussion resulted in an email exchange with Ted and included information about the Storrier-Stearns Japanese garden at 270 Arlington Drive.	7/25/13 in response to Ted's email, the Metro website was sent to him along with a request for any additional information he may come across including names and/or contact information for other good sources of information.	
Garfield Heights Neighborhood Association (Pasadena)		P.O. Box 90322 Pasadena, CA 91109	626-388-2174	ghnaboard@garfieldheights.org http://www.garfieldheights.org/association_contact.htm	6/18/13 letter and map sent via US mail and email. 7/2013 – UPSP.com indicates letter was delivered.	6/18/13 email address is no good.	7/2013 – USPS.com indicates letter is unclaimed.	
Garvanza Improvement Association				http://www.facebook.com/pages/Garvanza-Improvement-Association/114102698649796	6/18/13 letter and map sent via US mail. 7/2013 – USPS.com indicates "notice left (business closed)".	Letter later came back as unclaimed.		
Getty Research Institute		1200 Getty Center Drive Suite 1100 Los Angeles, CA 90049-1688	310-440-7335	http://www.getty.edu/research/special_collections/institutional_archives/	6/18/13 letter and map sent via US mail. 7/2013 – USPS.com indicates letter was delivered.			
Highland Park Heritage Trust	Attn: Antonio Castillo	P. O. Box 50894 Los Angeles, CA 90050-0894	323 908-4127	castanthony@yahoo.com info@hpht.org www.hpht.org	6/18/13 letter and map sent via US mail.	6/21/13 Antonio Castillo called (did not leave name or voice message) and emailed (routed to junk email folder) requesting that Highland Park Heritage Trust be added to our mailing list. 6/25/13 Mr. Castillo called to follow up. His email was then discovered in the Junk email folder.	6/25/13 An email was sent to Mr. Castillo with the outreach letter and map attached. The outreach log was updated to include his name and email address. Mr. Castillo responded via email that he received the letter. 7/8/13 Mr. Castillo contacted Katherine Padilla regarding who to speak with about cultural resources. On 7/10/13 Ms. Padilla referred him to Casey Tibbet at LSA.	
Historic Highland Park Neighborhood Council		6152 North Figueroa Street Los Angeles, CA 90042		Website appears to be defunct http://www.historichighlandpark.org/	6/18/13 letter and map sent via US mail 7/2013 – USPS.com indicates letter was delivered.			
Historic Highlands Neighborhood Association (Pasadena)	Diane Grohulski, President (2012)	None provided	626 356-2062	diane_grohulski@ml.com http://www.historichighlands.org/index.html	6/25/13 letter and map sent via email. 7/2013 – USPS.com indicates letter was delivered.			

Group	Contact/Dept.	Address	Telephone	Email/Website	Date/Type of Contact	Response	Follow-up	Additional Info
Historical Society of Southern California		P.O. Box 93487 Pasadena, CA 91109 200 E. Ave 43 Los Angeles, CA 90031	323-460-5632 626-440-1883	hssc@socalhistory.org Socalhistory.org	6/18/13 letters and map sent via US mail to the Los Angeles and Pasadena branches. 6/25/13 letters and map sent via email. 7/2013 – USPS.com indicates letter is unclaimed.	7/10/13 letter returned as undeliverable.		
J. Paul Getty Trust		1200 Getty Center Drive, Los Angeles, CA 90049-1679	310-440-7300	visitorservices@getty.edu. http://www.getty.edu/about/contact_us.html	6/18/13 letter and map sent via US mail 6/25/13 letter and map sent via email 7/2013 – USPS.com indicates letter “arrived at unit.”			
Japanese American National Museum		100 North Central Avenue Los Angeles, CA 90012	213-625-0414 213-625-1770 (fax)	http://www.janm.org	6/18/13 letter and map sent via US mail 7/2013 – USPS.com indicates letter was delivered.			
Jewish Historical Society of Southern California		6505 Wilshire Boulevard Suite 370 Los Angeles, CA 90048	323.761.8950 323.761.8952 (fax)	JHSociety@aol.com http://www.jewishhistoricalsociety.org/	6/18/13 letter and map sent via US mail 6/25/13 letter and map sent via email 7/2013 – USPS.com indicates letter was delivered.			
La Canada Flintridge Chamber of Commerce and Community Association		4529 Angeles Crest Highway #102 La Canada Flintridge, CA 91011	818-790-4289	exec@lacanadaflintridge.com http://www.lacanadaflintridge.com/	6/18/13 letter and map sent via US mail 6/25/13 letter and map sent via email 7/2013 – USPS.com indicates letter was delivered.			
La Canada Flintridge Community Development Department Planning Division, Historic Preservation		1327 Foothill Boulevard La Canada Flintridge, CA 91011	818-790-8880 818-790-7536 (fax)	https://sites.google.com/a/lcf.ca.gov/city-of-la-canada-flintridge-site/administration/planning	6/18/13 letter and map sent via US mail 7/2013 – USPS.com indicates letter was delivered.			
Lanterman House/La Canada Flintridge Historical Society		4420 Encinas Drive La Cañada Flintridge, CA 91011-3313	818-790-1421	mpatton.lanterman@gmail.com	6/18/13 letter and map sent via US mail 6/25/13 letter and map sent via email 7/2013 – USPS.com indicates letter was delivered.			
Los Angeles City Historical Society		P.O. Box 862311 Los Angeles, CA 90086		info@lacityhistory.org	6/18/13 letter and map sent via US mail 6/25/13 letter and map sent via email 7/2013 – USPS.com indicates letter was delivered.			
Los Angeles Conservancy		523 West Sixth Street Suite 826 Los Angeles, CA 90014	213-623-2489	info@laconservancy.org http://www.laconservancy.org	6/18/13 letter and map sent via US mail 6/26/13 letter and map sent via email 7/2013 – USPS.com indicates letter was delivered.			

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Los Angeles Fire Department Historical Society	Vice President & Historian, Donald Dodd, LAFD Retired	1355 N. Cahuenga Blvd. Hollywood, CA 90028	323-464-2727 323-464-7401 (fax)	info@lafdmuseum.org http://www.lafdmuseum.org/	6/18/13 letter and map sent via US mail 6/26/13 letter and map sent via email 7/2013 – USPS.com indicates letter was delivered.			
Los Angeles Office of Historic Resources	Janet Hansen Office of Historic Resources Department of City Planning	200 N. Spring Street, Room 620 Los Angeles, CA 90012	Phone: 213-978-1200 Fax: 213-978-0017	http://preservation.lacity.org/survey	6/18/13 letter and map sent via US mail	6/28/13 telephone conversation with Janet Hansen regarding online resources for data collection (http://preservation.lacity.org/survey). Specific areas/topics discussed include: NELA survey; Boyle Heights Pilot Survey; Adelante survey; Central City North planning area; Chinatown; and Cornfield Arroyo Seco Specific Plan survey. Ms. Hansen noted that surveys for Lincoln Heights and Garvanza areas would be starting later this year. She also noted that Lincoln Heights includes an NHL associated with Cesar Chavez. She emailed the Route 66 survey and the link to a draft Cesar Chavez special resource study (http://parkplanning.nps.gov/document.cfm?documentID=43676).	9/16/13 email to Janet requesting information about East LA and specifically S. Atlantic Boulevard between Whittier and the 60 fwy. 9/17/13 email response from Janet. Not aware of any contexts for this area.	
Los Angeles Police Historical Society		6045 York Blvd. Los Angeles, California 90042	323-344-9445 323-344-9516 (fax)	info@lapolicemuseum.org http://www.laphs.org/	6/18/13 letter and map sent via US mail 6/26/13 letter and map sent via email 7/2013 – USPS.com indicates letter was delivered.			
Los Angeles Railroad Heritage Foundation	Steve Ortiz	1500 West Alhambra Rd. Alhambra, CA 91801	626-458-4449	http://www.larhf.org/	6/18/13 letter and map sent via US mail 7/2013 – USPS.com indicates letter was delivered.			
Modern Committee of the Los Angeles Conservancy (ModCom)		523 West Sixth Street Suite 826 Los Angeles, CA 90014	213-623-2489	http://www.modcom.org/	6/18/13 letter and map sent via US mail 7/2013 – USPS.com indicates letter was delivered.			
Montebello Historical Society		946 N. Adobe Avenue, Montebello, CA 90640	323-887-4592	Info@MontebelloHistoricalSociety.org	6/18/13 letter and map sent via US mail 6/25/13 letter and map sent via email. Delivery failed.			
Montebello Planning Department	Ariel Socarras, Planning Manager	1600 W. Beverly Blvd. Montebello, CA 90640	323-887-1477 Fax: 323-887-1488	asocarras@cityofmontebello.com http://www.cityofmontebello.com/depts/planning_n_community_development/planning_division/default.asp	6/18/13 letter and map sent via US mail 6/26/13 letter and map sent via email. 7/2013 – USPS.com indicates letter was			

Group	Contact/Dept.	Address	Telephone	Email/Website	Date/Type of Contact	Response	Follow-up	Additional Info
					delivered.			
Montecito Heights Improvement Association		1004 Montecito Drive Los Angeles, CA 90031		repayan @ sbcglobal.net http://www.montecitohts.org	6/18/13 letter and map sent via US mail	07/26/13 – letter returned.		
Monterey Park Historical Society Museum		781 S. Orange Avenue Monterey Park, CA	626-307-1267	http://www.ci.monterey-park.ca.us/index.aspx?page=1937	6/18/13 letter and map sent via US mail 7/2013 – USPS.com indicates letter was delivered.			
Monterey Park, Recreation and Parks Department	Dan Costley, Recreation & Parks Department	320 West Newmark Ave. Monterey Park, CA 91754	626-307-1388	http://www.ci.monterey-park.ca.us/index.aspx?page=312	6/18/13 letter and map sent via US mail 7/2013 – USPS.com indicates letter was delivered.			
National Historic Route 66 Federation		P.O. Box 1848 Department WS Lake Arrowhead, CA 92352-1848	909-336-6131 909-336-1039 (fax)	http://www.national66.org/	6/18/13 letter and map sent via US mail 7/2013 – USPS.com indicates letter was delivered.			
Old Pasadena Management District		23 E. Colorado Boulevard Suite 200 Pasadena, CA 91105	626.356.9725	info@oldpasadena.org http://www.oldpasadena.org/	6/18/13 letter and map sent via US mail 6/26/13 letter and map sent via email 7/2013 – USPS.com indicates letter was delivered.			
Orange Heights Neighborhood Association (Pasadena)	Ben Porter, Director-At-Large, Vice Chair	None provided	310-463-8400	bporter@orangeheights.org http://www.orangeheights.org/default.asp	6/25/13 letter and map sent via email. 7/2013 – USPS.com indicates letter was delivered.			
Our Town El Sereno (community awareness newsletter)		P.O. Box 32054 Los Angeles, CA 90032		julio@ourtownelsereno.com http://www.ourtownelsereno.com/ http://www.facebook.com/pages/Our-Town-El-Sereno/355955005598	6/26/13 letter and map sent via email	7/6/13 received email correspondence from Julio requesting additional (unspecified) information.	7/8/13 responded via email with links to websites, phone number for Metro, and additional information about historic resources.	
Pasadena Chamber of Commerce		844 East Green Street Suite 208 Pasadena, CA 91101	626-795-3355 626-795-5603 (FAX)	Linda@pasadena-chamber.org http://www.pasadena-chamber.org/	6/18/13 letter and map sent via US mail 6/26/13 letter and map sent via email 7/2013 – USPS.com indicates letter was delivered.			
Pasadena Heritage	Jenna Kachour Preservation Director	651 South Saint John Ave. Pasadena, CA 91105	626-441-6333 Ext. 17 626-441-2917 fax	www.pasadenaheritage.org jkachour@pasadenaheritage.org	1/23/13 – community meeting in Pasadena 1/24/13 – email correspondence 5/16/13 – attended Pasadena 1940 Forward lecture and home tour (5/19/13) 6/18/13 letter and map sent via US mail 6/26/13 letter and map sent via email	7/17/13 – comments received regarding items they would like addressed in the EIR/EIS based on information from the Alternatives Analysis Report dated December 2012.	7/22/13 – response acknowledging receipt of comments 7/29/13 – response indicating comments have been forwarded to project management team. Also provided outline of cultural resources process and responses to comments from the perspective of the HPSR process.	
Pasadena Museum of History		470 W. Walnut St., Pasadena, CA 91103	626-577-1660 Research Library and Archives- ext. 13 Open to the public, free of charge, Thursdays	info@pasadenahistory.org research@pasadenahistory.org http://www.pasadenahistory.org/index.html	6/18/13 letter and map sent via US mail 6/26/13 letter and map sent via email to both addresses	06/28/13 email response from Laura Verlaque, Director of Collections. Ms. Verlaque stated that they have the largest collection of historic photographs for		

Group	Contact/Dept.	Address	Telephone	Email/Website	Date/Type of Contact	Response	Follow-up	Additional Info
			through Sundays from 1-4pm			Pasadena and she hopes we will make use of their holdings.		
Railway and Locomotive Historical Society, Inc., Southern California Chapter		P.O. Box 2250 Pomona, CA 91769	909-623-0190	http://www.railgiants.org/	6/18/13 letter and map sent via US mail 7/2013 – USPS.com indicates letter was delivered.			
Route 66 Corridor Preservation Program, Federal Advisory Council		National Trails System Office - Santa Fe National Park Service P.O. Box 728 Santa Fe, New Mexico 87504-0728	505-988-6701	IM_Rt66@nps.gov	6/18/13 letter and map sent via US mail 6/26/13 letter and map sent via email	7/18/13 email response received stating that more specific information regarding where the project might intersect Route 66 is needed. Also provided a link to the Route 66 context.	7/22/13 email response acknowledging email. 7/25/13 email response with link to Metro website and alternative information.	
Route 66 Preservation Foundation	Jim Conkle, Founder/CEO	P.O. Box 290066 Phelan, CA 92329-0066	760-868-3320	http://www.cart66pf.org/	6/18/13 letter and map sent via US mail 7/2013 – USPS.com indicates letter was delivered.			
Route 66 Territory Visitors Bureau		8916-C Foothill Blvd. Rancho Cucamonga, CA 91730		http://www.route66search.com/listings.asp?Item=ZKH1-61466987-4378-RT66&State=CA	6/18/13 letter and map sent via US mail	7/11/13 letter returned with sticker that says "Refused."		
San Marino Historical Society		P.O. Box 80222, San Marino, CA 91118-8222	626-304-9375	http://www.smnet.org/comm_group/historical/	6/18/13 letter and map sent via US mail 7/2013 – USPS.com indicates letter was delivered.			
San Rafael Neighborhoods Association (Pasadena)		P.O. Box 92617 Pasadena, CA 91109		info@SRNAPasadena.org http://srmapasadena.org/	6/18/13 letter and map sent via US mail 6/26/13 letter and map sent via email	6/26/13 Phone call from Ron Paler, President of SRNA. Requested more specific information about what we are looking for. Said that he will discuss it with his Board and provide a formal response after July 4, 2013.		
Society of Architectural Historians Southern California Chapter		P.O. Box 56478 Sherman Oaks, CA 91413	1-800-972-4722	info@sahscc.org	6/18/13 letter and map sent via US mail 6/26/13 letter and map sent via email 7/2013 – USPS.com indicates letter was delivered.			
South Pasadena Chamber of Commerce		1121 Mission Street South Pasadena, CA	626-441-2339	info@SouthPasChamber.com http://www.southpasadena.net/Chamber/index.php	6/18/13 letter and map sent via US mail 6/26/13 letter and map sent via email. Delivery failed. 7/2013 – USPS.com indicates letter was delivered.			
South Pasadena Preservation Foundation, Inc.		913 Meridian Avenue South Pasadena, CA 91030			6/18/13 letter and map sent via US mail 7/2013 – USPS.com indicates letter was delivered.			
The Electric Railway Historical Association of Southern California		1 World Trade Center Post Office Box 32161 Long Beach, California 90832-2161		http://www.erha.org/	6/18/13 letter and map sent via US mail 7/2013 – USPS.com indicates letter was			

Group	Contact/Dept.	Address	Telephone	Email/Website	Date/Type of Contact	Response	Follow-up	Additional Info
West Pasadena Residents' Association		Post Office Box 50252 Pasadena, California 91115		president@wpra.net http://www.wpra.net/i4a/pages/index.cfm?pageid=1	6/18/13 letter and map sent via US mail 6/26/13 letter and map sent via email 7/2013 – USPS.com indicates letter was delivered.			



LSA ASSOCIATES, INC.
1500 IOWA AVENUE, SUITE 200
RIVERSIDE, CALIFORNIA 92507

951.781.9310 TEL
951.781.4277 FAX

OTHER OFFICES: FORT COLLINS
IRVINE BERKELEY
PT. RICHMOND ROCKLIN
SAN LUIS OBISPO CARLSBAD
PALM SPRINGS FRESNO

June 18, 2013

Alhambra Historical Society Museum
Post Office Box 6687
Alhambra, California 91802

Subject: Historic Outreach for the State Route 710 North Study, Los Angeles County, California
(LSA Project No. CHM1105)

To Whom It May Concern:

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles Metropolitan Transportation Authority (Metro), proposes transportation improvements to improve mobility and relieve congestion in the area between State Route 2 and Interstates 5, 10, 210, and 605 in east/northeast Los Angeles and the San Gabriel Valley. The study area for the State Route 710 (SR-710) North Study, which is depicted in Figure 1, is generally bounded by the I-210 freeway on the north, the I-605 freeway on the east, the I-10 freeway on the south, and the I-5 and SR-2 freeways on the west. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires that federally regulated undertakings, such as the SR-710 North Study, consider the effect they may have on historic properties. Research is currently underway and pursuant to Section 36 CFR Part 800.3(e) LSA is soliciting your comments regarding any historic-period¹ resources that may exist within the project study area (Figure 1).

If you have any questions or comments regarding historic-period resources in or near the study area, please contact me at Casey.Tibbet@lsa-assoc.com or by telephone at (951) 781-9310.

I would appreciate receiving your input by Friday, July 19, 2013.

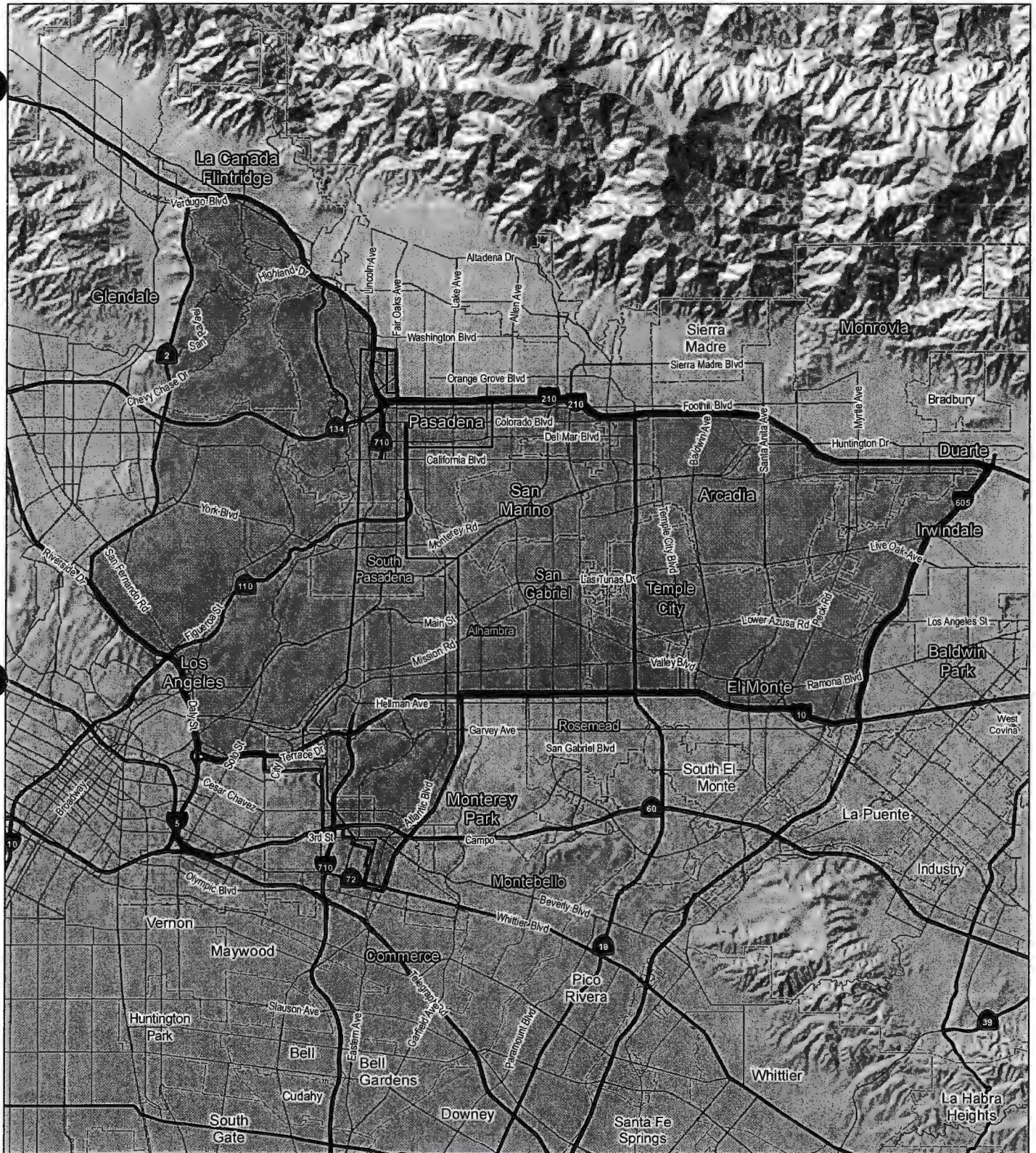
Sincerely,

LSA ASSOCIATES, INC.

Casey Tibbet, M.A.
Senior Cultural Resources Manager
Historian/Architectural Historian

Attachment: Figure 1

¹ For purposes of this project, which is anticipated to take several years, the historic period is defined as pre-1971.



LEGEND



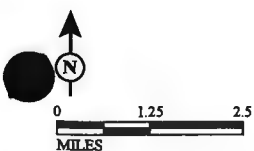
-  SR-710 Study Area
-  Primary Location of Build Alternative

FIGURE 1

PRE-DELIBERATIVE DRAFT



SOURCE: ESRI (2008); LSA (2013)

I:\CHM1105\GIS\StudyArea.mxd (6/7/2013)

SR-710 North Study

Project Location

07-LA-710

EA 187900