



SR-710 Study

Alternatives Analysis Report

Appendix M

Cultural Resources – Built Environment

Technical Memorandum





SR-710 Study

TECHNICAL MEMORANDUM

Cultural Resources – Built Environment

PREPARED FOR: Michelle Smith/Metro
COPY TO: Caltrans
Study Team
PREPARED BY: CH2M HILL Team
DATE: December 2012
PROJECT NUMBER: 428908

The purpose of this technical memorandum (memo) is to describe the methodology used to determine the estimated numbers of historic-period (45 years of age or older) buildings and features that would be directly (physically) impacted by the State Route 710 (SR-710) build alternatives proposed as part of the Level I and Level II Screening process. In addition, this memo provides basic information regarding the regional and local settings, the types of historic-period built environment resources in the Study Area, and a preliminary analysis of impacts to historic-period built environment resources by alternative. It should be noted that this memo does not address potential indirect impacts (i.e. those associated with noise, vibration, visual, traffic, etc.) and does not attempt to define a preliminary Area of Potential Effects (APE) or to quantify the numbers of resources that may need to be evaluated.

The Level I screening analysis evaluated 42 alternatives including 1 advanced technologies, 1 spot/local improvement, 7 bus rapid transit, 8 commuter and light rail, 11 freeway, and 13 highway alternatives along with the No Build conditions. The Level II screening analysis evaluated 12 alternatives (with 3 variations) including a TSM/TDM improvement, 3 bus rapid transit, 4 light rail transit, 4 freeway, and 2 highway alternatives along with the No Build conditions.

Methodology

Archaeology

LSA conducted a cursory records search at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. The records search consisted of a review of the plotted locations of all documented archaeological resources in the project vicinity. The locations of all documented archaeological resources in the project vicinity were recorded and digitized for comparison with the project alternative footprints.

Historic-Period Built Environment

For the Level I and II Screening effort general background research was conducted using published literature in local and regional history, online resources regarding the history and development of the San Gabriel Valley and the cities and communities within it, historic aerial photographs, and historic maps of the project vicinity. In addition, the California Office of Historic Preservation (OHP) Directory of Properties in the Historic Property Data (HPD) File for Los Angeles County (April 2004, 2011, 2012) was reviewed and maps were made for each



alternative using Geographic Information Systems (GIS) technology. The maps incorporated parcel data from the Los Angeles County Assessor's Office, such as parcel lines, addresses, Assessor Identification Numbers (AIN), and dates of construction. As more information was collected through the research process it was added to the maps and appropriate files and tables.

As part of the Level I Screening, which was quite broad in scope, the mapping process consisted of the creation of two buffers around the centerline for each of the alternatives (250 feet for freeway alternatives, 100 feet for all others). The purpose of the buffers was to define an area that would encompass all of the direct impacts as well as most of the potential indirect impacts associated with each alternative and create reasonable boundaries within which to limit the property research. The "Select by Location" ArcMap tool was used to select the parcels within and intersecting the alternative buffers, then exported to a new shapefile. Then the historic-period parcels were selected and exported to a new shapefile. Initially the data was analyzed by alternative to determine how many historic-period parcels were within each of the buffer zones. The purpose of that analysis was to get a general idea of how many properties would, at a minimum, be included in a reconnaissance-level (windshield) survey for each alternative. Additional analysis focused on historic-period properties that would be directly impacted by each alternative was also completed. (Properties directly above bored tunnels were excluded from the counts of directly impacted properties.) The Level I alternatives were then ranked using a numerical system based on the number of properties with historic-period buildings that would be directly impacted.

For the Level II Screening process, the number of alternatives was reduced from approximately 40 to 12 (with 3 options) and a more detailed analysis of each was performed. The maps were updated with the Level II alternatives and reviewed by a researcher who checked all addresses against the 2004 HPD (which the most current version immediately available at that time) in an effort to identify properties that were previously evaluated in the alternative alignments and their buffer zones. Although the analysis was focused on the areas of direct impacts, the buffer zones were included in the Level II Screening in order to provide a more realistic idea of the numbers of historic-period properties that would likely be impacted by each alternative.

The information obtained from previous studies for the 710 and various websites was also added to the data. In addition, designated historic districts were identified and mapped wherever boundary information was available. This information was then added to the maps and exported to Excel spreadsheets. The data in the Excel spreadsheets was then sorted in various ways.

Early in the Level II process, after one of the first maps was developed in May, 2012, a one-day reconnaissance-level (windshield) survey was conducted. The purpose of the survey was to gain a better understanding of the types of resources and the general level of architectural integrity in the study area. However, because of the high volume of historic-period resources and the heavy traffic which did not allow for stops or driving slowly, it was determined that this type of survey was not going to be particularly productive or efficient. Therefore, no additional field surveys were undertaken during the Level II Screening and the focus was solely on analyzing the mapping data.

The mapping data was utilized to determine: 1) the total number of properties within each alignment footprint and the buffer zones; 2) the number of properties with historic-period buildings in each alignment footprint and buffer zones; 3) the number of properties with historic-period buildings that would be directly impacted by each alignment (this excludes those above bored tunnels); 4) the numbers of historic districts and significant resources within each alignment footprint and buffer zone; and 5) the numbers of historic districts and individually significant resources that would be directly impacted by each alternative. The individually significant resources were further broken down into categories of significance. Generally these include properties eligible for or listed in the National Register of Historic Places (National Register) and/or California Register of Historical Resources (California Register) and those that are eligible for or designated under a local ordinance.

The Level II Screening data was used to rank each alternative primarily by how many previously identified significant resources, including historic districts, would be directly impacted.

The following repositories and resources were contacted and utilized to access historical information pertinent to the Level I and 2 Screening analyses:

- National Register of Historic Places accessed online.
- California Register of Historical Resources accessed online.
- California OHP online list of resources in Los Angeles County.
- California OHP HPD (2004, 2011, and 2012), obtained from the South Central Coastal Information Center.
- City websites.
- Los Angeles Conservancy website.
- Historical groups/societies for cities accessed online.
- Histories of I-710, the San Gabriel Valley, and the cities of the San Gabriel Valley accessed online.
- City General Plans accessed online.
- Data from previous studies for the SR-710 gap closure project.
- USGS topographic maps.
- U.S. General Land Offices (GLO) land survey plat maps.
- Mapping & GIS Services, Office of the Assessor, Los Angeles County (March 10, 2008), shapefile format.
- Thomas Bros data, 2009.
- Rand McNally/Thomas Brothers/LA County Assessor (July 5, 2006).
- AirPhoto USA 2008 aerials (now GlobeXplorer, LLC).
- Bing Aerials, 2010 (Microsoft Corporation).
- ESRI World Imagery: Aerials Express Los Angeles, CA 2010
- Alternative alignment data received from the SR-710 Study project team.

Regional Setting

The Study Area encompassed by the alternatives analyzed in the Level I and 2 Screening process is generally located at the base of the San Gabriel Mountains, in the San Gabriel Valley, in Los Angeles County, California. The California coast lies to the southwest, while the San Gabriel Mountains and Angeles National Forest are situated generally north-northeast of the Study Area. The region is characterized by fairly dense urban and suburban development, including: residential, commercial, and industrial development; religious, educational, and public institutions; parks; open space areas; rail lines; segments of historic Route 66; and freeways.

Local Setting

The alternatives proposed as part of the Level I and Level II Screening process include routes through several cities and communities located in north-central Los Angeles County. These include the cities and communities of Alhambra, Altadena, Arcadia, Baldwin Park, Duarte, East Los Angeles, El Monte, Glendale, Irwindale, La Canada Flintridge, Los Angeles, Monrovia, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, South El Monte, South Pasadena, and Temple City. These cities and communities are typical of the dense urban/suburban character of the region, which includes modern and historic-period examples of nearly every property type. The architectural styles represented in these cities and communities followed prevailing trends and the gradual development of forms appropriate to the ideals of the California lifestyle. Residential styles transitioned from the Victorian styles of the late 1800s to Revival and Craftsman styles in the 1910s and 1920s followed by the California Ranch, Modern, and Contemporary styles in the post-World War II period. Similarly, non-residential buildings in the Study Area are representative of architectural trends and styles common to the region. Both high-style, architect designed and more modest examples of a wide variety of styles and periods can be found in the Study Area.

Resources in Study Area

Archaeology

No previously documented archaeological resources are located within any of the project alternatives.

Historic-Period Built Environment

Within the Study Area there are thousands of historic-period (45 years or older) buildings (Figure 1), as well as numerous historic districts (Figure 2) and individually significant resources. Most of the historic districts are made

up of residential properties, but a few such as the Old Pasadena Landmark District and the Pasadena Civic Center/Civic Center Financial Landmark District are made up primarily of non-residential properties.

The following provides detailed discussions for each alternative considered during the Level I and II Screening processes.

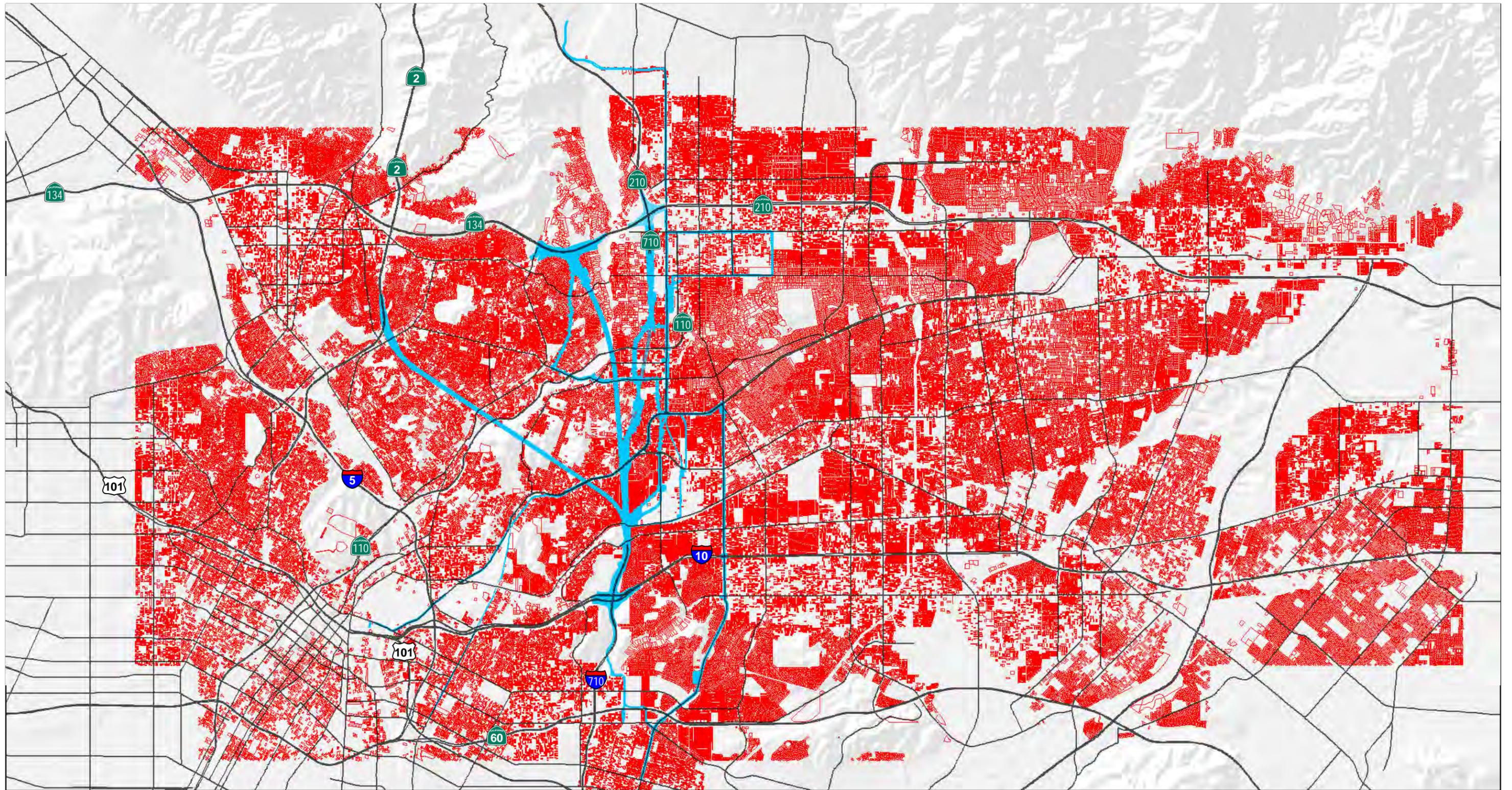
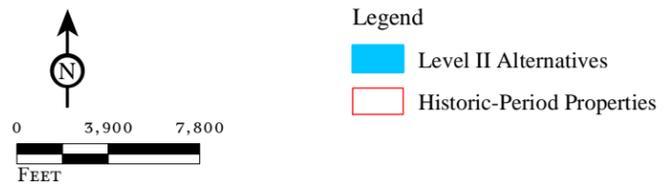


Figure 1



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

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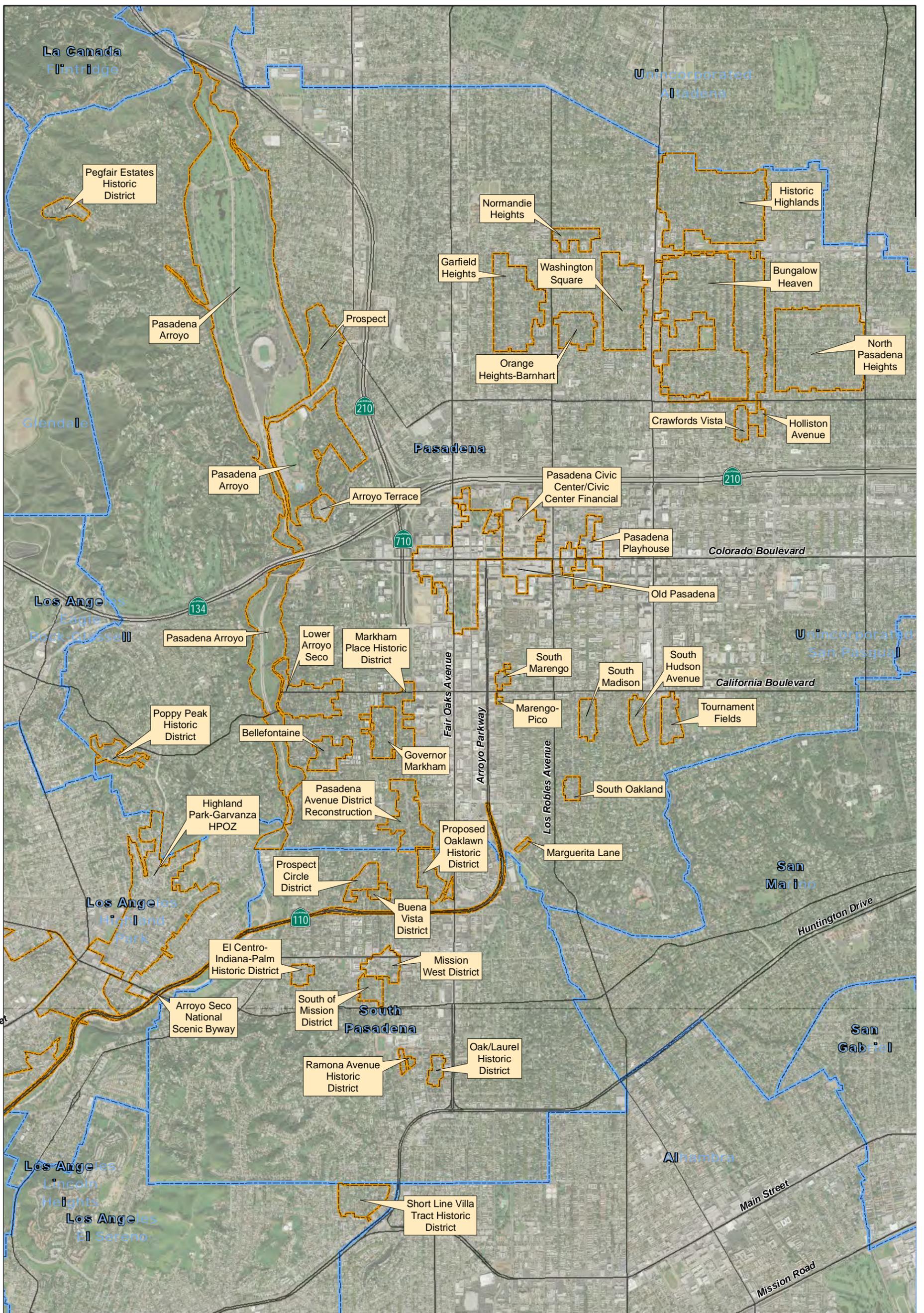
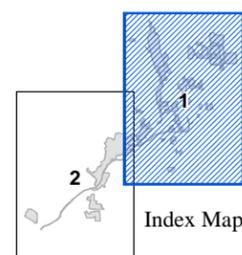
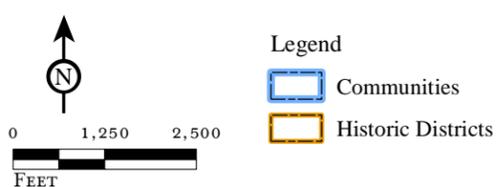


Figure 2
Sheet 1 of 2



SR-710 Study
Previously Identified
Historic Districts

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

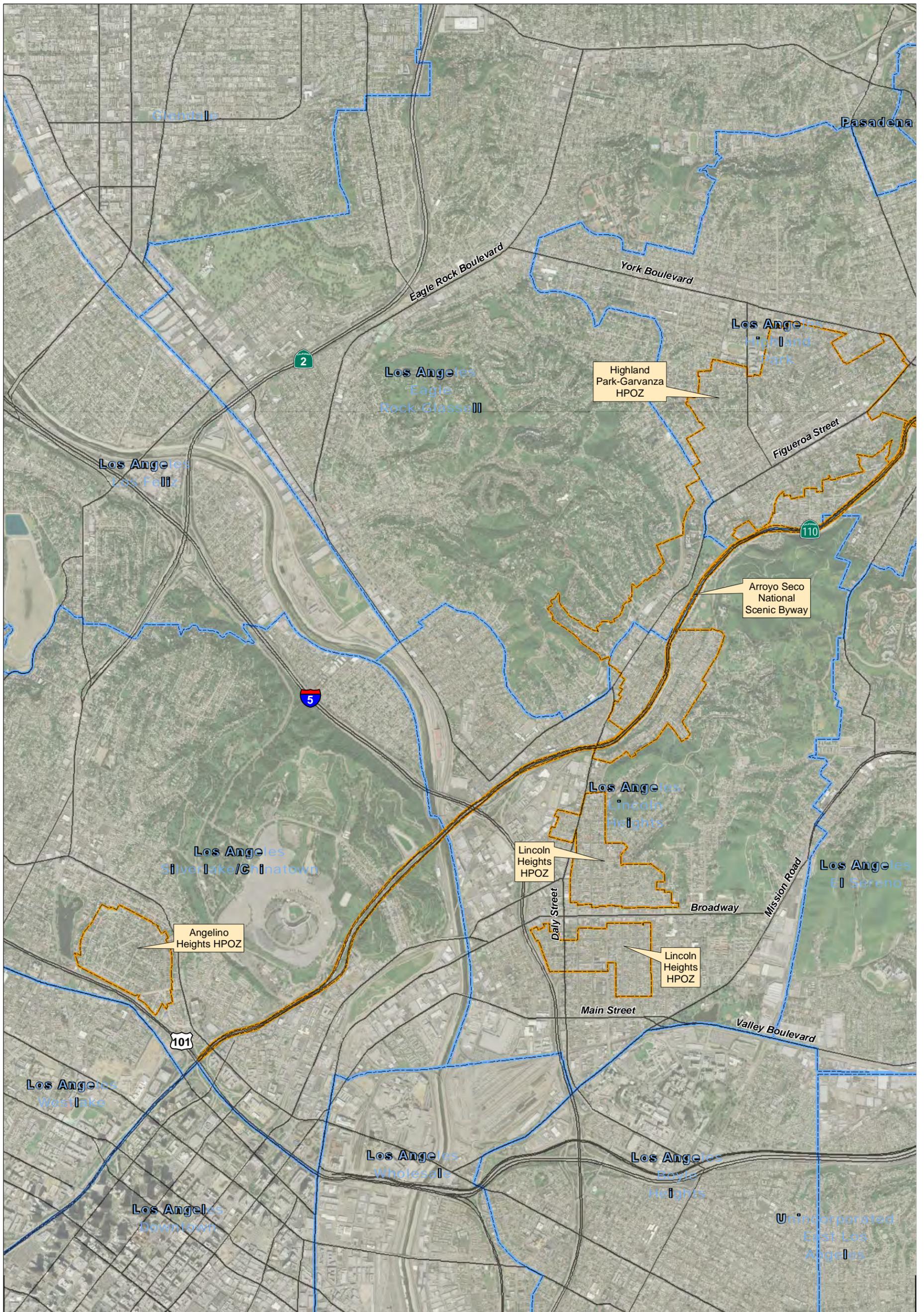
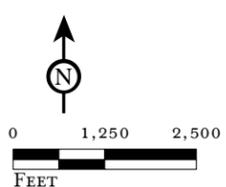
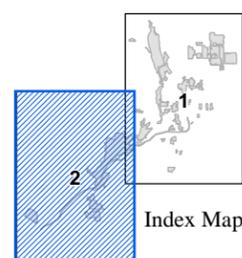


Figure 2
Sheet 2 of 2



Legend
 Communities
 Historic Districts



SR-710 Study
Previously Identified
Historic Districts

Level I Screening

As part of the Level I Screening process more than 40 alternatives were considered. Because of the number of alternatives, the analysis conducted was fairly broad and focused on an estimated number of properties with historic-period buildings that would likely be directly impacted by each alternative. As previously mentioned, properties above bored tunnels were not included in the direct impact area. However, this may be revised when more specific information regarding this type of construction is available.

Since the data provided for the Level I Screening alternatives essentially consisted of centerline data, a 100 foot buffer was added to either side of the alignments that proposed the use of existing streets and/or rail lines creating 200 foot wide corridors. For the freeway alignments, which typically would need extensive right-of-way (ROW) acquisitions, the buffer zone was increased to 250 feet on either side creating 500 foot wide corridors. However, it should be noted that for the bored tunnel alternatives it is possible that less ROW would be needed and direct and indirect impacts may be significantly reduced.

The following provides more detailed information regarding the Level I Screening analysis by alternative.

TSM/TDM. This alternative included spot Improvements, local street improvements, intelligent transportation systems (ITS), expanded transit service, and active transportation (pedestrian & bicycle facilities). It was anticipated that all of these improvements would be at-grade and that right-of-way (ROW) acquisitions would be necessary. Within a 200 foot-wide corridor centered on local streets that would be affected by this alternative there are at least 4,060 properties with historic-period buildings. Therefore, it was anticipated that more than 100 properties would be directly impacted by this alternative.

BRT-1. This is an at-grade alternative. Within a 200 foot wide corridor centered on this alternative there are at least 351 properties with historic-period buildings. It was anticipated that some ROW acquisitions would be needed for this alternative and, therefore, it was estimated that 51-100 properties would likely be directly impacted.

BRT-2. This is an at-grade alternative. Within a 200 foot wide corridor centered on this alternative there are at least 555 properties with historic-period buildings. It was anticipated that some ROW acquisitions would be needed for this alternative and, therefore, it was estimated that 51-100 properties would likely be directly impacted.

BRT-3. This is an at-grade alternative. Within a 200 foot wide corridor centered on this alternative there are at least 580 properties with historic-period buildings. It was anticipated that some ROW acquisitions would be needed for this alternative and, therefore, it was estimated that 51-100 properties would likely be directly impacted.

BRT-4. This is an at-grade alternative. Within a 200 foot wide corridor centered on this alternative there are at least 410 properties with historic-period buildings. It was anticipated that some ROW acquisitions would be needed for this alternative and, therefore, it was estimated that 51-100 properties would likely be directly impacted.

BRT-5. This is an at-grade alternative. Within a 200 foot wide corridor centered on this alternative there are at least 548 properties with historic-period buildings. It was anticipated that some ROW acquisitions would be needed for this alternative and, therefore, it was estimated that 51-100 properties would likely be directly impacted.

BRT-6. This is an at-grade alternative. Within a 200 foot wide corridor centered on this alternative there are at least 603 properties with historic-period buildings. It was anticipated that some ROW acquisitions would be needed for this alternative and, therefore, it was estimated that 51-100 properties would likely be directly impacted.

BRT-7. This is an at-grade alternative. Within a 200 foot wide corridor centered on this alternative there are at least 1,132 properties with historic-period buildings. It was estimated that more than 100 properties would be directly impacted by this alternative.

LRT-1. Within a 200 foot wide corridor centered on this alternative there are at least 274 properties with historic-period buildings. However, it was anticipated that only minor ROW acquisitions would be needed for this alternative and, therefore it was estimated that only 0-50 properties may be directly impacted.

LRT-2. Within a 200 foot wide corridor centered on this alternative there are at least 423 properties with historic-period buildings. It was anticipated that some ROW acquisitions would be needed for this alternative, therefore it was estimated that 51-100 properties would likely be directly impacted.

LRT-3. This alternative included four options: two aerial and two at-grade. Within a 200 foot wide corridor centered on the at-grade options there are at least 500 properties with historic-period buildings. It was anticipated that some right-of-way (ROW) acquisitions would be needed for these options, therefore it was estimated that 51-100 properties would likely be directly impacted.

Within a 200 foot wide corridor centered on the aerial options for this alternative there are as many as 72 properties with historic-period buildings. However, the indirect impact area would likely be enlarged due to the visibility of an aerial option. However, for the aerial options it was anticipated that only minor ROW acquisitions would be needed, therefore it was estimated that only 0-50 properties would be directly impacted.

LRT-4. There were three options for this alignment: at-grade, aerial, and tunnel. Within a 200 foot wide corridor centered on the at-grade option for this alternative there are 16 properties with historic-period buildings. Within a 200 foot wide corridor centered on the aerial option for this alternative there are at least 10 properties with historic-period buildings. However, the indirect impact area would likely be enlarged due to the visibility of an aerial option. Within a 200 foot wide corridor centered on the tunnel option for this alternative there are at least 403 properties with historic-period buildings. It was anticipated that none of the options under this alternative would directly impact historic-period properties.

LRT-5. Within a 200 foot wide corridor centered on this alternative there are at least 262 properties with historic-period buildings. However, it was anticipated that only minor ROW acquisitions would be needed for this alternative and, therefore it was estimated that only 0-50 properties would be directly impacted.

CR-1. This alternative would utilize Alhambra Subdivision - Union Station to El Monte Metrolink Station. Within a 200 foot wide corridor centered on this alternative there are at least 268 properties with historic-period buildings. It appeared that no ROW acquisitions would be needed for this alternative, therefore, it was estimated that no historic-period properties would be directly impacted.

CR-2. Within a 200 foot wide corridor centered on this alternative there are at least 134 properties with historic-period buildings. It appeared that no ROW acquisitions would be needed for this alternative, therefore, it was estimated that no historic-period properties would be directly impacted.

CR-3. Within a 200 foot wide corridor centered on this alternative there are at least 224 properties with historic-period buildings. It appeared that no ROW acquisitions would be needed for this alternative, therefore, it was estimated that no historic-period properties would be directly impacted.

F-1. Within a 500 foot wide corridor centered on this alternative there are at least 1,050 properties with historic-period buildings. Because this alternative consisted entirely of a tunnel, it was anticipated that no historic-period properties would be directly impacted. However, when more detailed engineering data is available, it will likely include direct impacts at either end of the tunnel.

F-2. Within a 500 foot wide corridor centered on this alternative there are at least 1,316 properties with historic-period buildings. Because this alternative consisted entirely of a bored tunnel, it was estimated that no historic-period properties would be directly impacted. However, when more detailed engineering data is available, it will likely include direct impacts at either end of the tunnel.

F-3. Within a 500 foot wide corridor centered on this alternative there are at least 107 properties with historic-period buildings. Because this alternative consisted entirely of a tunnel, it was anticipated that no historic-period properties would be directly impacted. However, when more detailed engineering data is available, it will likely include direct impacts at either end of the tunnel.

F-4. Within a 500 foot wide corridor centered on this alternative there are at least 827 properties with historic-period buildings. Because this alternative consisted entirely of a tunnel, it was anticipated that no historic-period properties would be directly impacted. However, when more detailed engineering data is available, it will likely include direct impacts at either end of the tunnel.

F-5. Within a 500 foot wide corridor centered on this alternative there are at least 958 properties with historic-period buildings. Because this alternative consisted entirely of a bored tunnel, it was estimated that no historic-period properties would be directly impacted. However, when more detailed engineering data is available, it will likely include direct impacts at either end of the tunnel.

F-6. This alternative is a depressed alignment. Within a 500 foot wide corridor centered on this alternative there are at least 827 properties with historic-period buildings. It was anticipated that ROW acquisitions would be needed for this alternative. Therefore, it was estimated that more than 100 properties would likely be directly impacted.

F-7. Within a 500 foot wide corridor centered on this alternative there are at least 792 properties with historic-period buildings. Because this alternative would likely require some ROW acquisitions, it was anticipated that 51-100 properties would be directly impacted. However, when more detailed engineering data is available, it will likely include direct impacts at either end of the tunnel.

F-8. Within a 500 foot wide corridor centered on this alternative there are at least 1,378 properties with historic-period buildings. Because this alternative consisted entirely of a tunnel, it was anticipated that no historic-period properties would be directly impacted. However, when more detailed engineering data is available, it will likely include direct impacts at either end of the tunnel.

F-9. Within a 500 foot wide corridor centered on this alternative there are at least 1,551 properties with historic-period buildings. Because this alternative consisted entirely of a tunnel, it was anticipated that no historic-period properties would be directly impacted. However, when more detailed engineering data is available, it will likely include direct impacts at either end of the tunnel.

F-10. Within a 500 foot wide corridor centered on this alternative there are at least 162 properties with historic-period buildings. Because this alternative consisted entirely of a tunnel, it was anticipated that no historic-period properties would be directly impacted. However, when more detailed engineering data is available, it will likely include direct impacts at either end of the tunnel.

H-1. This alternative consisted of building a new conventional highway along two different routes. Within a 500 foot wide corridor centered on this alternative there are at least 527 properties with historic-period buildings. It was anticipated that ROW acquisitions would be needed for this alternative. Therefore, it was estimated that more than 100 properties would likely be directly impacted.

H-2. This alternative consisted of building a new highway along two different routes. Within a 500 foot wide corridor centered on this alternative there are at least 605 properties with historic-period buildings. It was anticipated that ROW acquisitions would be needed for this alternative and, therefore, it was estimated that more than 100 properties would likely be directly impacted.

H-3. This alternative involved upgrades to existing streets. Within a 500 foot wide corridor centered on this alternative there are at least 83 properties with historic-period buildings. It was anticipated that only minor ROW acquisitions would be needed for this alternative and, therefore it was estimated that 0-50 properties would be directly impacted.

H-4. This alternative involved upgrades to existing streets. Within a 500 foot wide corridor centered on this alternative there are at least 388 properties with historic-period buildings. It was anticipated that ROW acquisitions would be needed for this alternative and, therefore, it was estimated that more than 100 properties would likely be directly impacted.

H-5. This alternative involved building a new highway. Within a 500 foot wide corridor centered on this alternative there are at least 404 properties with historic-period buildings. It was anticipated that ROW acquisitions would be

needed for this alternative and, therefore, it was estimated that more than 100 properties would likely be directly impacted.

H-6. This alternative involved building a new highway. Within a 500 foot wide corridor centered on this alternative there are at least 150 properties with historic-period buildings. Because this at-grade alternative would likely require some ROW acquisition, it was anticipated that between 51 and 100 properties would be directly impacted.

H-7. This alternative involved upgrades to existing streets. Within a 500 foot wide corridor centered on this alternative there are at least 582 properties with historic-period buildings. It was anticipated that ROW acquisitions would be needed for this alternative and, therefore, it was estimated that more than 100 properties would likely be directly impacted.

H-8. This alternative involved upgrades to existing streets. Within a 500 foot wide corridor centered on this alternative there are at least 250 properties with historic-period buildings. It was anticipated that some ROW acquisitions would be needed for this alternative and, therefore, it was estimated that 51-100 properties would likely be directly impacted.

H-9. This alternative involved upgrades to existing streets. Within a 500 foot wide corridor centered on this alternative there are at least 502 properties with historic-period buildings. It was anticipated that ROW acquisitions would be needed for this alternative and, therefore, it was estimated that more than 100 properties would likely be directly impacted.

H-10. This alternative involved upgrades to existing streets. Within a 500 foot wide corridor centered on this alternative there are at least 376 properties with historic-period buildings. It was anticipated that ROW acquisitions would be needed for this alternative and, therefore, it was estimated that more than 100 properties would likely be directly impacted.

H-11. This alternative would utilize existing streets. Within a 500 foot wide corridor centered on this alternative there are at least 365 properties with historic-period buildings. It was anticipated that ROW acquisitions would be needed for this alternative and, therefore, it was estimated that more than 100 properties would likely be directly impacted.

H-12. This alternative would utilize existing streets. Within a 500 foot wide corridor centered on this alternative there are at least 262 properties with historic-period buildings. It was anticipated that some ROW acquisitions would be needed for this alternative and, therefore, it was estimated that 51-100 properties would likely be directly impacted.

H-13. This alternative would utilize existing streets. Within a 500 foot wide corridor centered on this alternative there are at least 239 properties with historic-period buildings. It was anticipated that some ROW acquisitions would be needed for this alternative and, therefore, it was estimated that 51-100 properties would likely be directly impacted.

Level II Screening

Archaeology. No previously documented archaeological resources are located within any of the project alternatives.

Historic-Period Built Environment. For the Level II Screening process, 12 build alternatives were considered. Because the data provided for these alternatives included the actual footprint of each alternative rather than just the centerline data provided for the Level I alternatives, the Level II buffer zones consist of 50 feet on either side of the alternative footprint. This is a distance used for most Caltrans projects as a buffer area within which direct and indirect impacts associated with construction may occur.

The Level II analysis focused on determining; 1) the numbers of properties with historic-period buildings in the area of direct impact for each alternative; and 2) the numbers of previously identified significant resources within

the direct impact area of each alternative (Figures 3A-3E and Appendices A and B). As stated previously, bored tunnels are not anticipated to result in direct impacts (except at the ends of the tunnels) and properties above them have not been included in the direct impacts counts.

TSM/TDM

This alternative consists of at-grade spot improvements in approximately 20 locations. There are approximately 196 parcels in the improvement areas and of those 115 have buildings that date to the historic period and are anticipated to be directly impacted by this alternative.

Based on research to date, it is anticipated that this alignment will directly impact the following previously identified resources:

- 2 historic districts
 - Pasadena Avenue District Reconstructed
 - Oaklawn Historic District (proposed)
- 2 National Register eligible or listed resources
 - 2 district contributors

BRT-1

This is an at-grade alternative. There are approximately 35 parcels in the alignment footprint and of those 9 have buildings that date to the historic-period and may be directly impacted by this alternative. Based on research to date, it is anticipated that no previously identified significant resources will be directly impacted by this alternative.

BRT-6

This is an at-grade alternative. There are approximately 285 parcels in the alignment footprint and of those 15 have buildings that date to the historic-period and may be directly impacted by this alternative.

Based on research to date, it is anticipated that this alignment may directly impact the following previously identified resources:

- 2 National Register eligible or listed resources
 - 2 individually significant

BRT-6a

This is an at-grade alternative. There are approximately 280 parcels in the alignment footprint and of those approximately 12 have buildings that date to the historic-period and may be directly impacted by this alternative.

Based on research to date, it is anticipated that this alignment may directly impact the following previously identified resources:

- 1 National Register eligible or listed resources
 - 1 individually significant

LRT-4a

This alternative includes aerial, at-grade, and bored tunnel segments, as well as a maintenance yard. There are approximately 320 parcels in the alignment footprint and of those 56 have buildings that date to the historic-period and are anticipated to be directly impacted by this alternative. Based on research to date, it is anticipated that no previously identified significant resources will be directly impacted by this alternative.

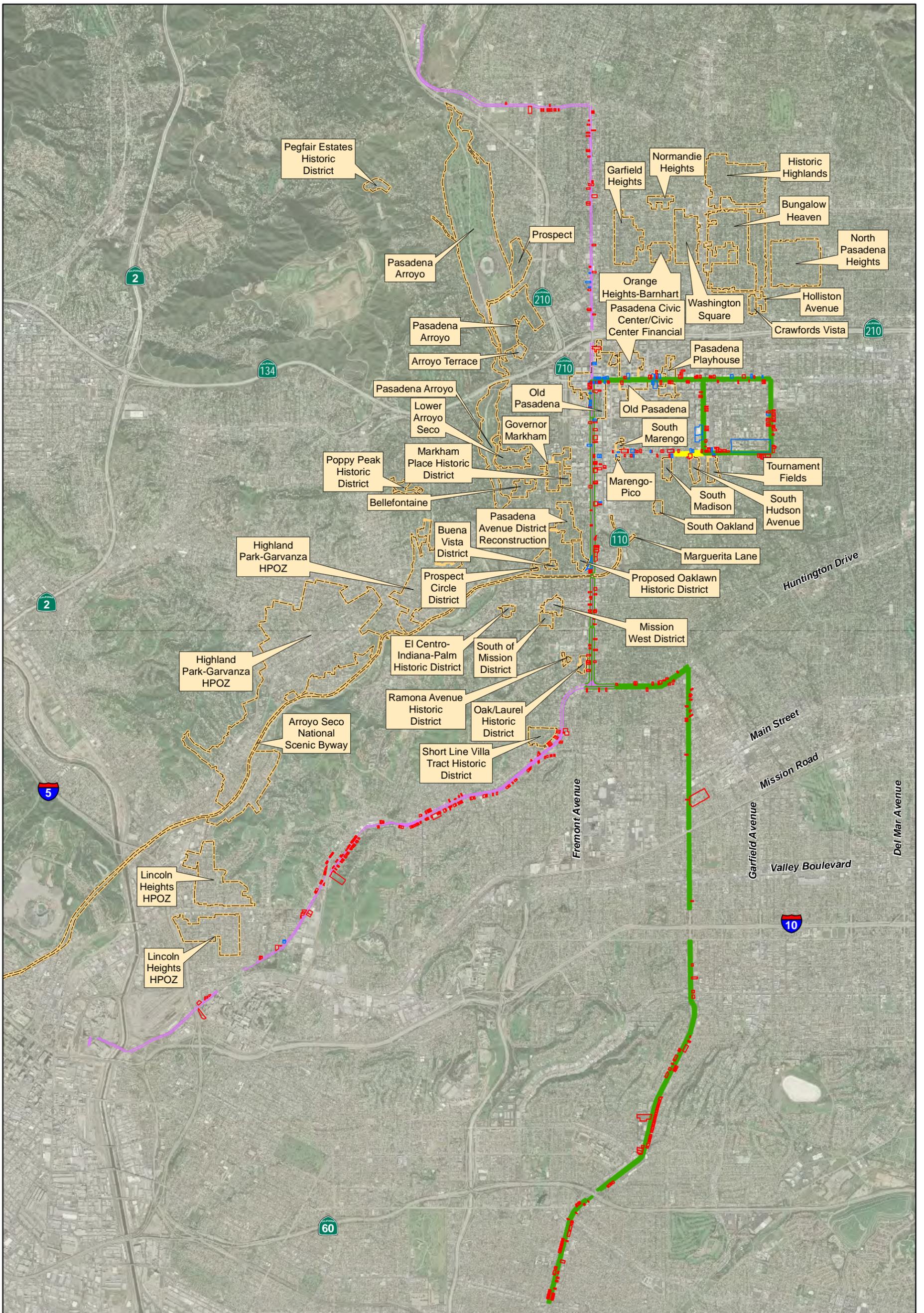
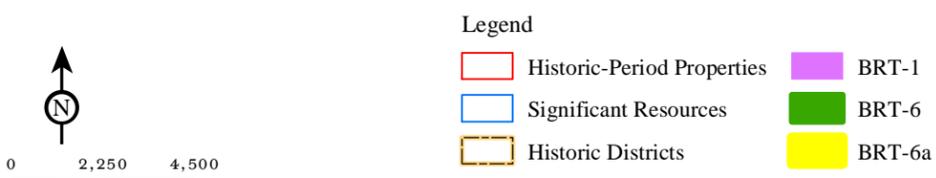


Figure 3A



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

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SR-710 Study

BRT Alternatives

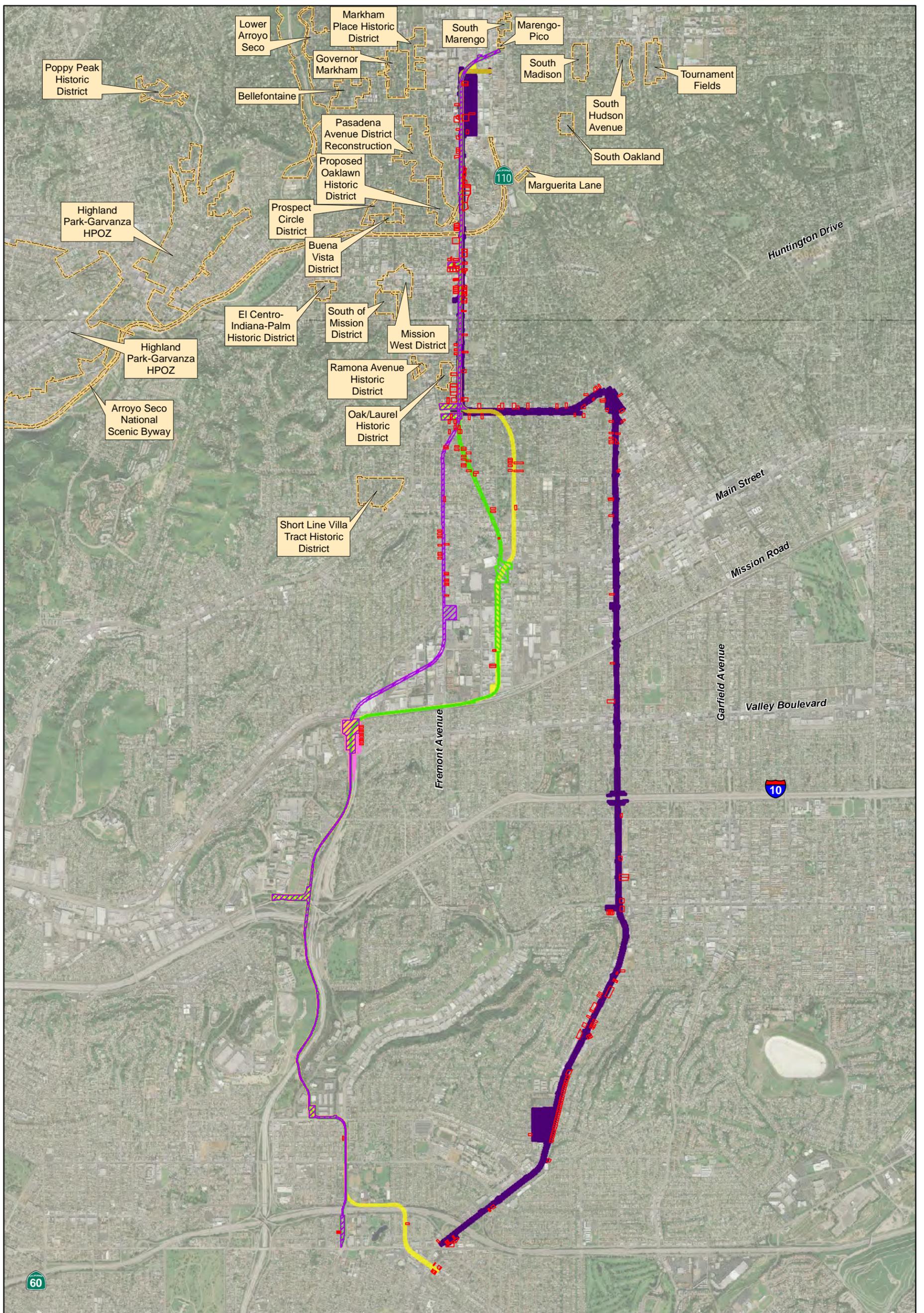
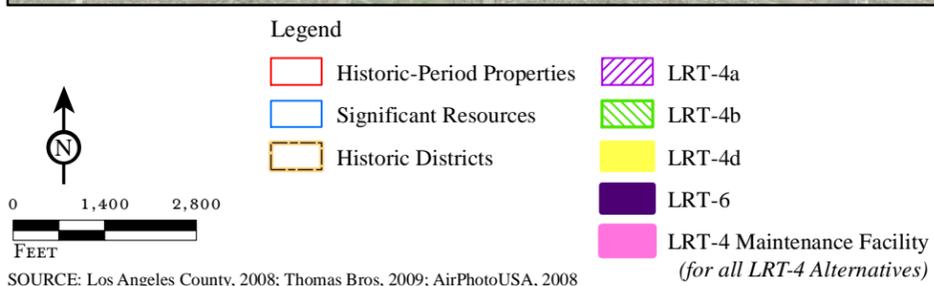


Figure 3B



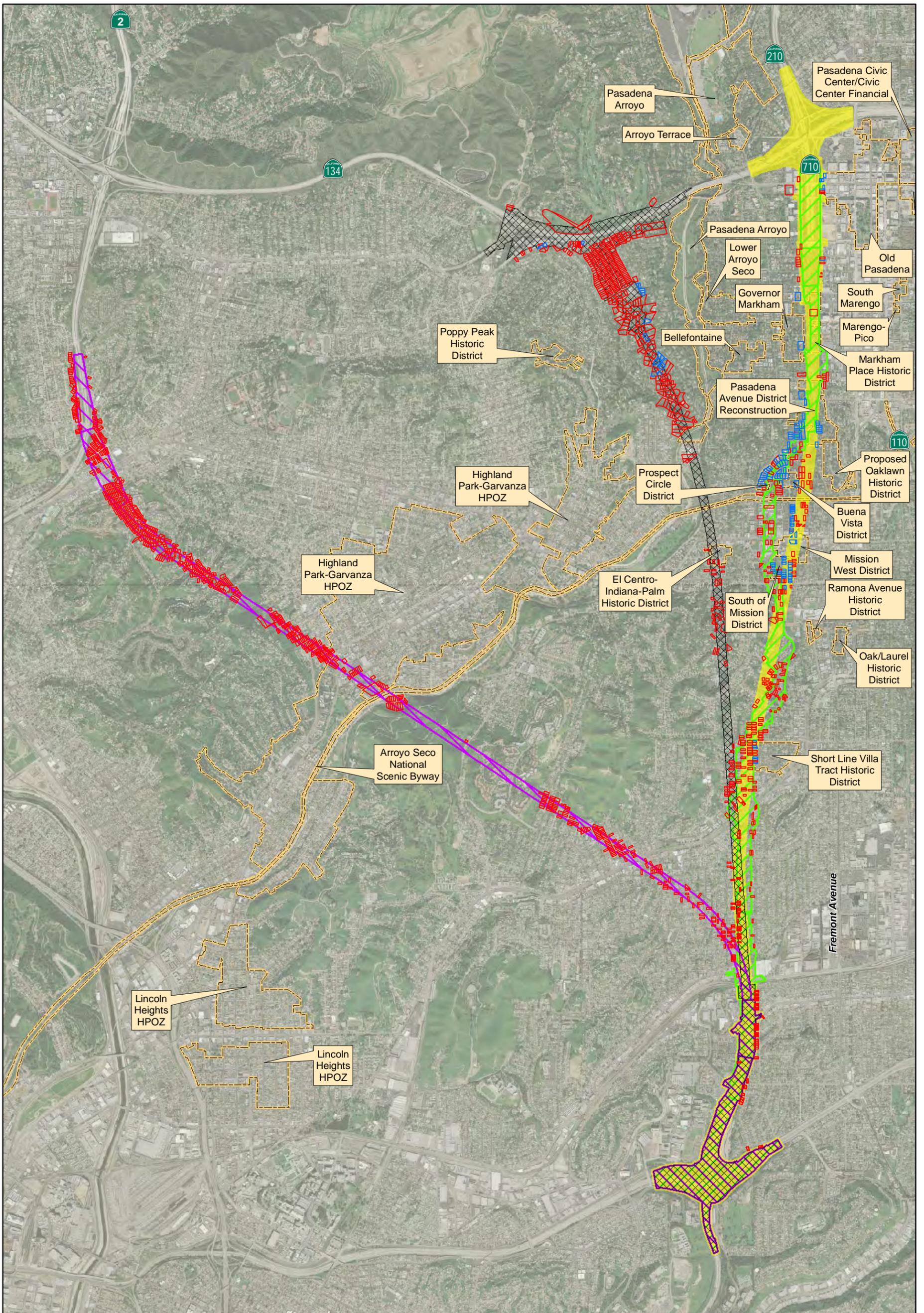
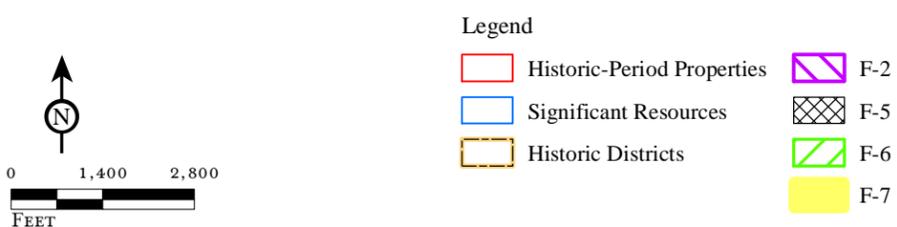


Figure 3C



SR-710 Gap Project

Freeway Alternatives

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

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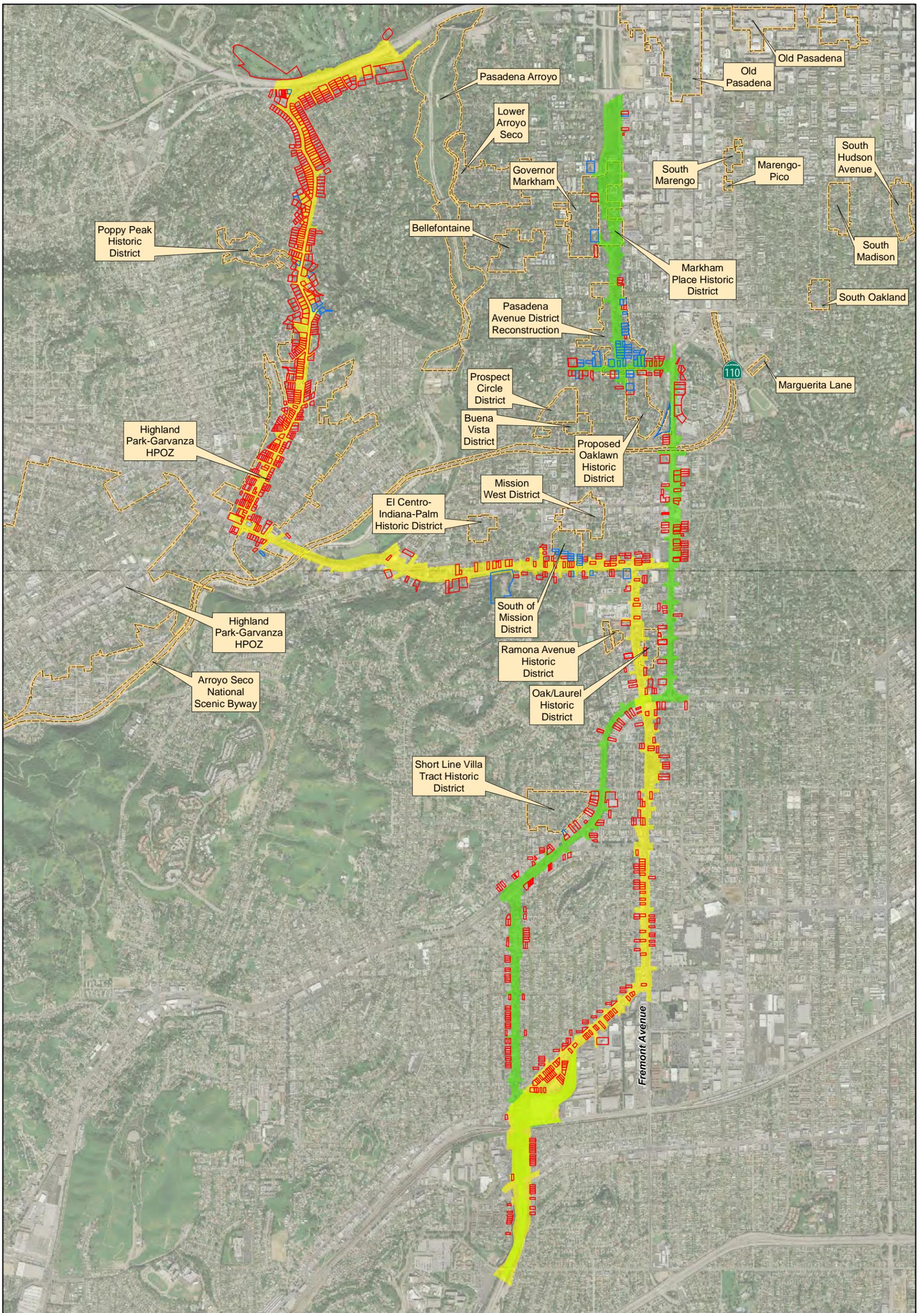
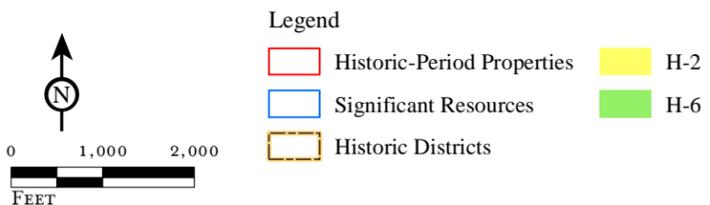


Figure 3D



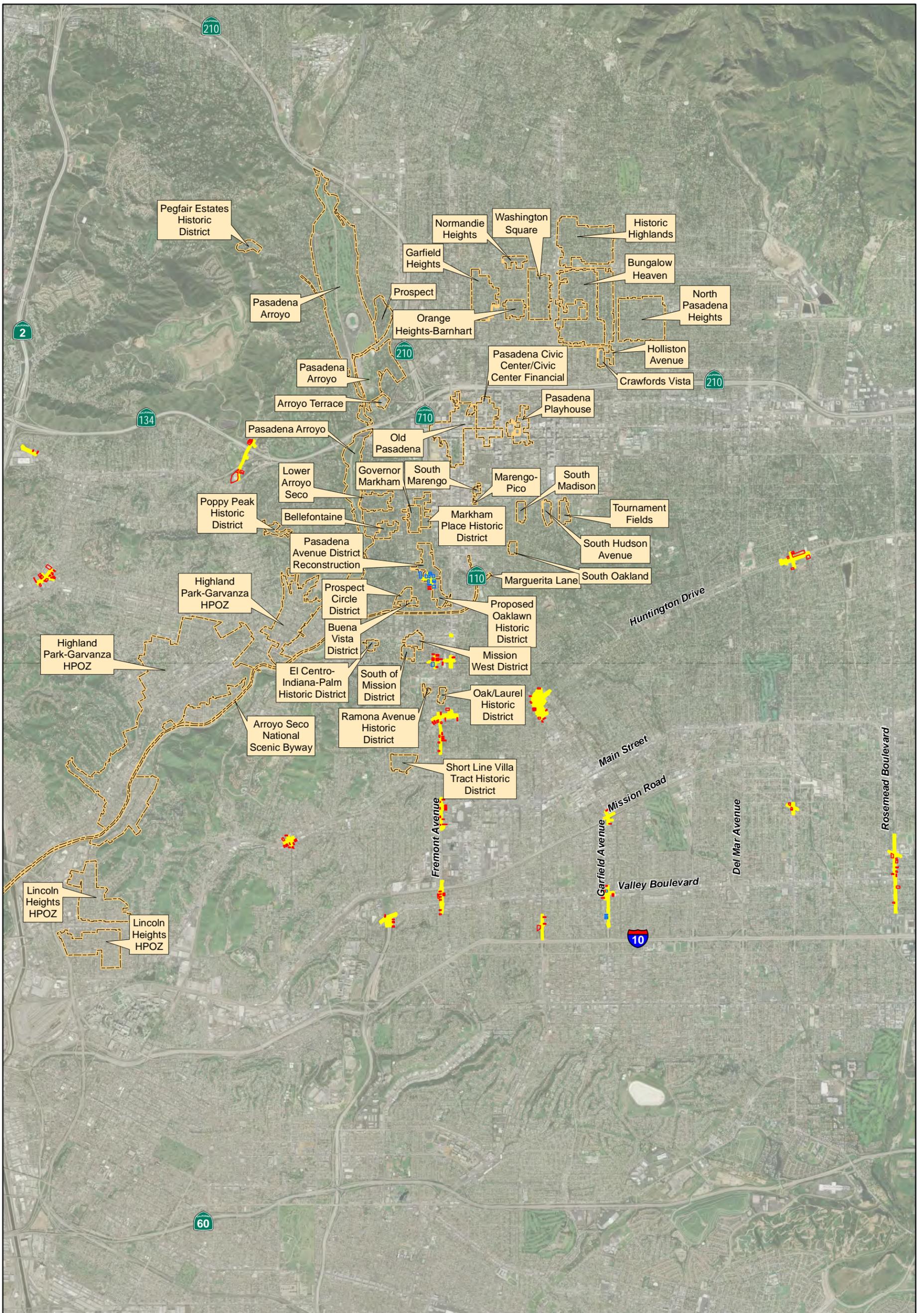
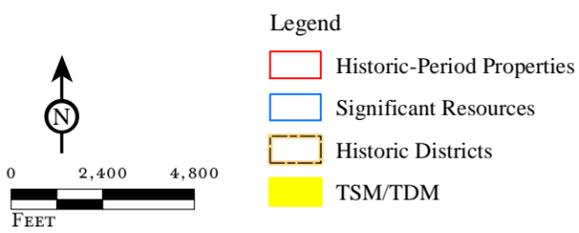


Figure 3E



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

LRT-4b

This alternative includes aerial, at-grade, excavated, and bored tunnel segments, as well as a maintenance yard. There are approximately 370 parcels in the alignment footprint and of those 66 have buildings that date to the historic-period and are anticipated to be directly impacted by this alternative. Based on research to date, it is anticipated that no previously identified significant resources will be directly impacted by this alternative.

LRT-4d

This alternative includes aerial, at-grade, cut-and-cover, and bored tunnel segments, as well as a maintenance yard. There are approximately 179 parcels in the alignment footprint and of those 78 have buildings that date to the historic-period and are anticipated to be directly impacted by this alternative.

Based on research to date, it is anticipated that this alignment will directly impact the following previously identified significant resources:

- 2 historic districts
 - Arroyo Seco National Scenic Byway
 - Oaklawn Historic District (proposed)

LRT-6

This alternative includes aerial and at-grade segments, as well as a maintenance yard. There are approximately 850 parcels in the alignment footprint and of those approximately 270 have buildings that date to the historic-period and are anticipated to be directly impacted by this alternative.

Based on research to date, it is anticipated that this alignment will directly impact the following previously identified resources:

- 2 historic districts
 - Arroyo Seco National Scenic Byway
 - Oaklawn Historic District (proposed)
- 2 National Register eligible or listed resources
 - 2 individually significant
- 1 locally eligible or designated resources
 - 1 individually significant

F-2

This alternative includes at-grade, aerial, cut-and cover, and bored tunnel. There are approximately 780 parcels in the alignment footprint and of those approximately 295 have buildings that date to the historic-period and may be directly impacted by this alternative. Based on research to date, it is anticipated that no previously identified significant resources will be directly impacted by this alternative.

F-5

This alternative includes at-grade, cut-and-cover, and bored tunnel segments. There are approximately 950 parcels in the alignment footprint and of those approximately 335 have buildings that date to the historic-period and may be directly impacted by this alternative.

Based on research to date, it is anticipated that this alignment may directly impact the following previously identified resources:

- 2 historic districts
 - Pasadena Arroyo Historic District
 - El Centro-Indiana-Palm Residential Historic District
- 1 National Register eligible or listed resource
 - 1 individually significant

- 17 locally eligible or designated resources
 - 12 district contributors
 - 5 individually significant

F-6

This alternative includes at-grade, above-grade, and depressed segments and generally follows the previous SR-710 gap closure alignment. There are approximately 780 parcels in the alignment footprint and of those approximately 530 have buildings that date to the historic-period and may be directly impacted by this alternative.

Based on research to date, it is anticipated that this alignment may directly impact the following previously identified resources:

- 9 historic districts
 - Old Pasadena Landmark District
 - Short Line Villa Historic District
 - South of Mission Historic District
 - Mission West Historic District
 - Prospect Circle Historic District
 - Buena Vista Historic District
 - Pasadena Avenue District Reconstruction
 - Markham Place/Governor Markham Historic District
 - Arroyo Seco National Scenic Byway
- 40 National Register eligible or listed resources
 - 33 district contributors
 - 7 individually significant
- 5 locally eligible or designated resources
 - 5 district contributors

F-7

This alternative includes at-grade, cut-and-cover, and bored tunnel segments. There are approximately 710 parcels in the alignment footprint and of those approximately 72 have buildings that date to the historic-period and may be directly impacted by this alternative.

Based on research to date, it is anticipated that this alignment may directly impact the following previously identified resources:

- 1 historic district
 - Old Pasadena Landmark District
- 6 National Register eligible or listed resources
 - 6 district contributors
- 1 locally eligible or designated resources
 - 1 district contributor

H-2

This is an at-grade alternative that involves arterial improvements. There are approximately 1,550 parcels in the alignment footprint and of those approximately 1,055 have buildings that date to the historic-period and may be directly impacted by this alternative.

Based on research to date, it is anticipated that this alignment will directly impact the following previously identified resources:

- 4 historic districts
 - Oak-Laurel Residential District
 - Arroyo Seco National Scenic Byway
 - South of Mission Historic District
 - Highland Park-Garvanza HPOZ
- 12 National Register eligible or listed resources
 - 9 district contributors
 - 3 individually significant
- 7 locally eligible or designated resources
 - 4 district contributors
 - 3 individually significant

H-6

This is an at-grade alternative that involves arterial. There are approximately 455 parcels in the alignment footprint and of those approximately 308 have buildings that date to the historic-period and may be directly impacted by this alternative.

Based on research to date, it is anticipated that this alignment may directly impact the following previously identified resources:

- 4 historic districts
 - Arroyo Seco National Scenic Byway
 - Pasadena Avenue District Reconstruction
 - Markham Place/Governor Markham Historic District
 - Oaklawn Historic District (proposed)
- 40 National Register eligible or listed resources
 - 36 district contributors
 - 4 individually significant
- 3 locally eligible or designated resources
 - 3 individually significant

Summary of Potential Effects to Resources

Level I Screening

Archaeology. No archaeological resources have been documented within any of the project alternatives. Therefore, there is no differentiation between the project alternatives based on impacts to archaeological resources.

Historic-Period Built Environment. In summary, of the 40 build alternatives that were analyzed:

- 21 were anticipated to directly impact 50 or less properties with historic-period buildings (LRT-1, LRT-3 aerial option, LRT-4, LRT-5, COM-RAIL-1, COM-RAIL-2, COM-RAIL-3, F-1, F-2, F-3, F-4, F-5, F-6, F-7, F-8, F-9, F-10, H-2, H-9, H-10, and H-11)
- 11 were anticipated to directly impact between 51 and 100 properties with historic-period buildings (BRT-1, BRT-2, BRT-3, BRT-4, BRT-5, BRT-6, LRT-2, LRT-3 at-grade option, H-8, H-12, and H-13)
- 8 were anticipated to directly impact more than 100 properties with historic-period buildings (TSM/TDM, BRT-7, H-1, H-2, H-4, H-5, H-6, and H-7)

Level II Screening

Archaeology. No archaeological resources have been documented within any of the project alternatives. Therefore, there is no differentiation between the project alternatives based on impacts to archaeological resources.

Historic-Period Built Environment. For the Level II Screening process, 14 build alternatives and 2 maintenance yards were considered. As previously discussed, the analysis for these alternatives was focused on determining the numbers of previously identified significant resources within the direct impact area of each alternative. Based on information gathered to date, only two alternatives (LRT-4a and LRT-4b) appear to have no direct impacts on historic-period resources, significant or otherwise.

TSM/TDM

This alternative consists of spot improvements at-grade. There are approximately 115 parcels with historic-period buildings in the area of direct impacts. It is anticipated that this alignment may directly impact 2 historic districts (one is only proposed) and 2 National Register eligible or listed resources.

BRT-1

This is an at-grade alternative. There are approximately 9 parcels with historic-period buildings in the area of direct impact. It is anticipated that that no previously identified significant resources will be directly impacted by this alternative.

BRT-6

This is an at-grade alternative. There are approximately 15 parcels with historic-period buildings in the area of direct impact. It is anticipated that this alignment may directly impact 2 National Register eligible or listed resources.

BRT-6a

This is an at-grade alternative. There are approximately 12 parcels with historic-period buildings in the area of direct impact. It is anticipated that this alignment may directly impact 1 National Register eligible or listed resource.

LRT-4a

This alternative includes aerial, at-grade, and bored tunnel segments, as well as a maintenance yard. There are approximately 56 parcels with historic-period buildings in the area of direct impact. It is anticipated that no previously identified significant resources will be directly impacted by this alternative.

LRT-4b

This alternative includes aerial, at-grade, excavated and bored tunnel segments, as well as a maintenance yard. There are approximately 66 parcels with historic-period buildings in the area of direct impact. It is anticipated that no previously identified significant resources will be directly impacted by this alternative.

LRT-4d

This alternative includes aerial, at-grade, cut-and-cover, and bored tunnel segments, as well as a maintenance yard. There are approximately 78 parcels with historic-period buildings in the area of direct impact. It is anticipated that this alignment may directly impact 2 historic districts (one is only proposed).

LRT-6

This alternative includes aerial and at-grade segments, as well as a maintenance yard. There are approximately 270 parcels with historic-period buildings in the area of direct impact. It is anticipated that this alignment may directly impact: 2 historic districts, 2 National Register eligible or listed resources, and 1 locally eligible or designated resource.

F-2

This alternative includes at-grade, aerial, cut-and-cover, and bored tunnel segments. There are approximately 295 parcels with historic-period buildings in the area of direct impact. It is anticipated that no previously identified significant resources will be directly impacted by this alternative.

F-5

This alternative includes at-grade, cut-and-cover, and bored tunnel segments. There are approximately 335 parcels with historic-period buildings in the area of direct impact. It is anticipated that this alignment may directly impact: 2 historic districts, 1 National Register eligible or listed resource, and 17 locally eligible or designated resources.

F-6

This alternative includes at-grade, above-grade, and depressed segments. There are approximately 530 parcels with historic-period buildings in the area of direct impact. It is anticipated that this alignment may directly impact: 9 historic districts, 40 National Register eligible or listed resources, and 5 locally eligible or designated resources.

F-7

This alternative includes at-grade, cut-and-cover, and bored tunnel segments. There are approximately 72 parcels with historic-period buildings in the area of direct impact. It is anticipated that this alignment may directly impact: 1 historic district, 6 National Register eligible or listed resources, and 1 locally eligible or designated resource.

H-2

This is an at-grade alternative. There are approximately 1,055 parcels with historic-period buildings in the area of direct impact. It is anticipated that this alignment will directly impact: 4 historic districts, 12 National Register eligible or listed resources, and 7 locally eligible or designated resources.

H-6

This is an at-grade alternative. There are approximately 308 parcels with historic-period buildings in the area of direct impact. It is anticipated that this alignment may directly impact: 4 historic districts, 40 National Register eligible or listed resources, and 3 locally eligible or designated resources.

Summary of Potential Effects to Resources by Alternative

The following table summarizes the potential direct impacts to previously identified resources by alternative based on the research that has been completed to date.

Resources	TSM/TDM	BRT-1	BRT-6	BRT-6A	LRT-4A	LRT-4B	LRT-4D	LRT-6	F-2	F-5	F-6	F-7	H-2	H-6
Historic-Period Properties Directly Impacted	115	9	15	12	56	66	78	270	295	335	530	72	1,055	308
Historic Districts	2	0	0	0	0	0	2	2	0	2	9	1	4	4
NR eligible/listed resources	2	0	2	1	0	0	0	2	0	1	40	6	12	40
Locally eligible/designated resources	0	0	0	0	0	0	0	1	0	17	5	1	7	3

APPENDIX A

**LEVEL II SCREENING
PREVIOUSLY IDENTIFIED HISTORIC-PERIOD PROPERTIES BY ALTERNATIVE
(EXCLUDING HISTORIC DISTRICTS)**

TSM-TDM

Street #	Direction	Street Name	City	YRBuilt*	Status Code**	AIN
1615	S	GARFIELD AVE	ALHAMBRA	1922	5D2	5357010016
1619	S	GARFIELD AVE	ALHAMBRA	1913	5D2	5357010022
1627	S	GARFIELD AVE	ALHAMBRA	1922	5D2	5357010014
1701	S	GARFIELD AVE	ALHAMBRA	1920	5D2	5357010013
145		COLUMBIA ST	PASADENA	1923	2D2	5317003019
233		COLUMBIA ST	PASADENA	1895	2D2	5317004012
161		COLUMBIA ST	PASADENA	1908	2D2	5317003024
181		COLUMBIA ST	PASADENA	1952	2D2	5317003900
203		COLUMBIA ST	PASADENA	1908	2D2	5317004031
1210	S	PASADENA AVE	PASADENA	1926	2D2	5317003022
1220	S	PASADENA AVE	PASADENA	1910	2D2	5317003027
1127		COLUMBIA ST	SO PASADENA	1908	2D2	5317012031
221		FREMONT AVE	SOUTH PASADENA	1908	2S2	5317012030
1325		MONTEREY RD	SOUTH PASADENA	1907	3S	5319028036
203		OAKLAWN AVE	SOUTH PASADENA	1912	2D	5317014015
217		OAKLAWN AVE	SOUTH PASADENA	1908	2D	5317014020
207		OAKLAWN AVE	SOUTH PASADENA	1912	2D	5317014021
227		OAKLAWN AVE	SOUTH PASADENA	1908	2D	5317014019

*Obtained from Los Angeles County Assessor's Records

**Refer to Appendix B for definitions

BRT-1

No direct impacts to previously identified historic-period properties

BRT-6

Street #	Direction	Street Name	City	YRBuilt*	Status Code**	AIN
401	S	LAKE AVE	PASADENA	1947	1S	5734031009
401	S	LAKE AVE	PASADENA	1957	1S	5734031010

*Obtained from Los Angeles County Assessor's Records

**Refer to Appendix B for definitions

BRT-6A

Street #	Direction	Street Name	City	YRBuilt*	Status Code**	AIN
180	E	CALIFORNIA BLVD	PASADENA	1927	3S	5720013002

*Obtained from Los Angeles County Assessor's Records

**Refer to Appendix B for definitions

LRT-4A, 4B, 4D

No direct impacts to previously identified historic-period properties

LRT-6

Street #	Direction	Street Name	City	YRBuilt*	Status Code**	AIN
509	N	Atlantic Blvd	ALHAMBRA	1911	3S	5338025034
959	S	RAYMOND AVE	PASADENA	1946	5S1	5720005006
435		FAIR OAKS AVE	SOUTH PASADENA	1921	2S2	5317019900

*Obtained from Los Angeles County Assessor's Records

**Refer to Appendix B for definitions

F-2

No direct impacts to previously identified historic-period properties

F-5

Street #	Direction	Street Name	City	YRBuilt*	Status Code**	AIN
1570	W	COLORADO BLVD	PASADENA	1955	5S2	5709018032
1560	W	COLORADO BLVD	PASADENA	1954	5S2	5709019010
1440	W	COLORADO BLVD	PASADENA	1952	5S2	5715001028
1049		LA LOMA	PASADENA	1952	5S2	5715021004
1035		LAGUNITA RD	PASADENA	1958	5S2	5715020009
1060		NITHSDALE RD	PASADENA	1949	5D2	5715012001
330		SAN MIGUEL RD	PASADENA	1949	5D2	5715012007
350		SAN MIGUEL RD	PASADENA	1949	5D2	5715012009
320		SAN MIGUEL RD	PASADENA	1951	5D2	5715012006
711	S	SAN RAFAEL AVE	PASADENA	1947	3S	5717020012
755	S	SAN RAFAEL AVE	PASADENA	1955	5D2	5717020011
795		SAN RAFAEL TER	PASADENA	1955	5D2	5717020009
805		SAN RAFAEL TER	PASADENA	1954	5D2	5717020008
837		SAN RAFAEL TER	PASADENA	1954	5D2	5717020006
790		SAN RAFAEL TER	PASADENA	1956	5D2	5717020002
830		SAN RAFAEL TER	PASADENA	1955	5D2	5717020005
800		SAN RAFAEL TER	PASADENA	1955	5D2	5717020003
775		SAN RAFAEL TER	PASADENA	1954	5D2	5717020010

*Obtained from Los Angeles County Assessor's Records

**Refer to Appendix B for definitions

F-6

Street #	Direction	Street Name	City	YRBuilt*	Status Code**	AIN
4423		ALPHA ST	LOS ANGELES	1911	2D2	5309021014
4431		ALPHA ST	LOS ANGELES	1913	2D2	5309021012
4437		ALPHA ST	LOS ANGELES	1909	2D2	5309021011
265		BELLEFONTAINE ST	PASADENA	1901	3D	5719003001
1210		BROOKMERE RD	PASADENA	1949	5D2	5317004021
1220		BROOKMERE RD	PASADENA	1951	5D2	5317004020
1240		BROOKMERE RD	PASADENA	1940	5D2	5317004018
1250		BROOKMERE RD	PASADENA	1940	5D2	5317004024
1260		BROOKMERE RD	PASADENA	1958	5D2	5317004025
233		COLUMBIA ST	PASADENA	1895	2D2	5317004012
269		COLUMBIA ST	PASADENA	1938	2D2	5317004015
250	W	STATE ST	PASADENA	1923	2D2	5317004002
255	W	STATE ST	PASADENA	1915	2D2	5719010068
260	W	STATE ST	PASADENA	1890	2D2	5317004001
917		BUENA VISTA ST	SOUTH PASADENA	1901	2D	5317035002
902		BUENA VISTA ST	SOUTH PASADENA	1951	2D2	5317034017
910		BUENA VISTA ST	SOUTH PASADENA	1927	2D2	5317034018
918		BUENA VISTA ST	SOUTH PASADENA	1928	2D2	5317034019
928		BUENA VISTA ST	SOUTH PASADENA	1927	3D	5317034020
919		COLUMBIA ST	SOUTH PASADENA	1885	3S	5317006004
1027		GLENDON WAY	SOUTH PASADENA	1885	2D2	5315019021
1101		GLENDON WAY	SOUTH PASADENA	1911	2D2	5315019022
1105		GLENDON WAY	SOUTH PASADENA	1907	2D2	5315019023
1111		GLENDON WAY	SOUTH PASADENA	1900	2D2	5315018028
1115		GLENDON WAY	SOUTH PASADENA	1905	2D2	5315018030
1119		GLENDON WAY	SOUTH PASADENA	1895	2D2	5315018031
1123		GLENDON WAY	SOUTH PASADENA	1923	2D2	5315018045
1126		GLENDON WAY	SOUTH PASADENA	1924	2D2	5315015045
1133		MERIDIAN AVE	SOUTH PASADENA	1908	2D2	5315015041
303		MERIDIAN AVE	SOUTH PASADENA	1927	3D	5317034001
921		MONTEREY RD	SOUTH PASADENA	1948	2S2	5315015028
930		OLIVER ST	SOUTH PASADENA	1912	2S2	5317006011
909		OLIVER ST	SOUTH PASADENA	1927	3D	5317034002
524		ORANGE GROVE AVE	SOUTH PASADENA	1924	2D2	5317036022
220		ORANGE GROVE AVE	SOUTH PASADENA	1913	2S	5317006008
300		ORANGE GROVE AVE	SOUTH PASADENA	1928	3D	5317034003
400		ORANGE GROVE AVE	SOUTH PASADENA	1926	3D	5317036014
410		PROSPECT CIR	SOUTH PASADENA	1926	2D2	5317034014

F-6

Street #	Direction	Street Name	City	YRBuilt*	Status Code**	AIN
430		PROSPECT CIR	SOUTH PASADENA	1927	2D2	5317034016
411		PROSPECT CIR	SOUTH PASADENA	1927	3D	5317034011
431		PROSPECT CIR	SOUTH PASADENA	1926	3D	5317034009
481		PROSPECT CIR	SOUTH PASADENA	1928	3D	5317036010
401		PROSPECT CIR	SOUTH PASADENA	1930	3S	5317034012
425		PROSPECT CIR	SOUTH PASADENA	1928	3S	5317034010
471		PROSPECT CIR	SOUTH PASADENA	1927	3S	5317036011

*Obtained from Los Angeles County Assessor's Records

**Refer to Appendix B for definitions

F-7

Street #	Direction	Street Name	City	YRBuilt*	Status Code**	AIN
148	W	COLORADO BLVD	PASADENA	1929	1D	5713008036
161	W	COLORADO BLVD	PASADENA	1902	1D	5713004018
163	W	COLORADO BLVD	PASADENA	1921	1D	5713004017
169	W	COLORADO BLVD	PASADENA	1917	2D	5713004016
26	S	PASADENA AVE	PASADENA	1902	2D	5713008005
372	S	PASADENA AVE	PASADENA	1914	5D2	5713034002
726		MERIDIAN AVE	SOUTH PASADENA	1911	2D2	5315013906

*Obtained from Los Angeles County Assessor's Records

**Refer to Appendix B for definitions

H-2

Street #	Direction	Street Name	City	YRBuilt*	Status Code**	AIN
400		ANITA DR	PASADENA	1959	5D2	5709025019
915		BRENTNAL RD	PASADENA	1952	5D2	5716001016
975		BURLEIGH DR	PASADENA	1950	5D2	5715027011
985		BURLEIGH DR	PASADENA	1952	5D2	5715027012
1320		MARIANNA RD	PASADENA	1949	5S2	5715026015
1480		POPPY PEAK DR	PASADENA	1962	5S2	5482017014
1123		GLENDON WAY	SOUTH PASADENA	1923	2D2	5315018045
1126		GLENDON WAY	SOUTH PASADENA	1924	2D2	5315015045
1130		MERIDIAN AVE	SOUTH PASADENA	1924	2D2	5315006044
1131		MERIDIAN AVE	SOUTH PASADENA	1914	2D2	5315015040
1133		MERIDIAN AVE	SOUTH PASADENA	1908	2D2	5315015041
1134		MERIDIAN AVE	SOUTH PASADENA	1909	2D2	5315006043
1138		MERIDIAN AVE	SOUTH PASADENA	1910	2D2	5315006042
1142		MERIDIAN AVE	SOUTH PASADENA	1910	2D2	5315006041
1146		MERIDIAN AVE	SOUTH PASADENA	1914	2D2	5315006040
921		MONTEREY RD	SOUTH PASADENA	1912	2S2	5314022005

H-2

Street #	Direction	Street Name	City	YRBuilt*	Status Code**	AIN
1325		MONTEREY RD	SOUTH PASADENA	1907	3S	5319028036
699		MONTEREY RD	SOUTH PASADENA	1905	3s	5314003083
1103		MONTEREY RD	SOUTH PASADENA	1885	5S2	5319028001

*Obtained from Los Angeles County Assessor's Records

**Refer to Appendix B for definitions

H-6

Street #	Direction	Street Name	City	YRBuilt*	Status Code**	AIN
170		ARLINGTON DR	PASADENA	1934	2D2	5719020019
1061		AVOCA AVE	PASADENA	1905	2D2	5719012011
1105		AVOCA AVE	PASADENA	1888	2D2	5719012016
1115		AVOCA AVE	PASADENA	1901	2D2	5719012017
1125		AVOCA AVE	PASADENA	1890	2D2	5719012023
1135		AVOCA AVE	PASADENA	1910	2D2	5719012019
1183		AVOCA AVE	PASADENA	1901	2D2	5317003009
1193		AVOCA AVE	PASADENA	1910	2D2	5317003008
1201		AVOCA AVE	PASADENA	1909	2D2	5317003007
1202		AVOCA AVE	PASADENA	1924	2D2	5317002001
1210		AVOCA AVE	PASADENA	1932	2D2	5317002016
1211		AVOCA AVE	PASADENA	1908	2D2	5317003006
1221		AVOCA AVE	PASADENA	1890	2D2	5317003005
265		BELLEFONTAINE ST	PASADENA	1901	3D	5719003001
1260		BROOKMERE RD	PASADENA	1958	5D2	5317004025
1261		BROOKMERE RD	PASADENA	1949	5D2	5317005008
285	W	CALIFORNIA BLVD	PASADENA	1928	3S	5713037047
95		COLUMBIA ST	PASADENA	1901	2D2	5317002018
105		COLUMBIA ST	PASADENA	1901	2D2	5317002017
123		COLUMBIA ST	PASADENA	1899	2D2	5317002015
145		COLUMBIA ST	PASADENA	1923	2D2	5317003019
161		COLUMBIA ST	PASADENA	1908	2D2	5317003024
181		COLUMBIA ST	PASADENA	1952	2D2	5317003900
203		COLUMBIA ST	PASADENA	1908	2D2	5317004031
233		COLUMBIA ST	PASADENA	1895	2D2	5317004012
269		COLUMBIA ST	PASADENA	1938	2D2	5317004015
1180	S	PASADENA AVE	PASADENA	1920	2D2	5317003025
1190	S	PASADENA AVE	PASADENA	1907	2D2	5317003903
1200	S	PASADENA AVE	PASADENA	1885	2D2	5317003902
1210	S	PASADENA AVE	PASADENA	1926	2D2	5317003022
1220	S	PASADENA AVE	PASADENA	1910	2D2	5317003027
372	S	PASADENA AVE	PASADENA	1914	5D2	5713034002

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Street #	Direction	Street Name	City	YRBuilt*	Status Code**	AIN
100	W	STATE ST	PASADENA	1909	2D2	5317002006
160	W	STATE ST	PASADENA	1940	2D2	5317003020
180	W	STATE ST	PASADENA	1912	2D2	5317003904
1127		COLUMBIA ST	SO PASADENA	1908	2D2	5317012031
919		COLUMBIA ST	SOUTH PASADENA	1885	3S	5317006004
435		FAIR OAKS AVE	SOUTH PASADENA	1921	2S2	5317019900
221		FREMONT AVE	SOUTH PASADENA	1908	2S2	5317012030
203		OAKLAWN AVE	SOUTH PASADENA	1912	2D	5317014015
207		OAKLAWN AVE	SOUTH PASADENA	1912	2D	5317014021
217		OAKLAWN AVE	SOUTH PASADENA	1908	2D	5317014020
227		OAKLAWN AVE	SOUTH PASADENA	1908	2D	5317014019

*Obtained from Los Angeles County Assessor's Records

**Refer to Appendix B for definitions

APPENDIX B

CALIFORNIA HISTORICAL RESOURCES STATUS CODES

California Historical Resource Status Codes

1 Properties listed in the National Register (NR) or the California Register (CR)

- 1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
- 1S Individual property listed in NR by the Keeper. Listed in the CR.
- 1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC.
- 1CS Listed in the CR as individual property by the SHRC.
- 1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)

- 2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
- 2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
- 2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
- 2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
- 2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
- 2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
- 2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
- 2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
- 2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
- 2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
- 2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
- 2CS Individual property determined eligible for listing in the CR by the SHRC.

3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation

- 3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
- 3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
- 3S Appears eligible for NR as an individual property through survey evaluation.
- 3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
- 3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
- 3CS Appears eligible for CR as an individual property through survey evaluation.

4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation

- 4CM Master List - State Owned Properties – PRC §5024.

5 Properties Recognized as Historically Significant by Local Government

- 5D1 Contributor to a district that is listed or designated locally.
- 5D2 Contributor to a district that is eligible for local listing or designation.
- 5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.
- 5S1 Individual property that is listed or designated locally.
- 5S2 Individual property that is eligible for local listing or designation.
- 5S3 Appears to be individually eligible for local listing or designation through survey evaluation.
- 5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

6 Not Eligible for Listing or Designation as specified

- 6C Determined ineligible for or removed from California Register by SHRC.
- 6J Landmarks or Points of Interest found ineligible for designation by SHRC.
- 6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
- 6T Determined ineligible for NR through Part I Tax Certification process.
- 6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
- 6W Removed from NR by the Keeper.
- 6X Determined ineligible for the NR by SHRC or Keeper.
- 6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
- 6Z Found ineligible for NR, CR or Local designation through survey evaluation.

7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Reevaluation

- 7J Received by OHP for evaluation or action but not yet evaluated.
- 7K Resubmitted to OHP for action but not reevaluated.
- 7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
- 7M Submitted to OHP but not evaluated - referred to NPS.
- 7N Needs to be reevaluated (Formerly NR Status Code 4)
- 7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
- 7R Identified in Reconnaissance Level Survey: Not evaluated.
- 7W Submitted to OHP for action – withdrawn.

12/8/2003