



Table 14: Measured Hourly Noise Levels at 736 Angeleno Avenue

July 19, 2011 to July 20, 2011

Hour Start Time	Leq (dBA)	Lmax (dBA)	Lmin (dBA)	L90 (dBA)	L50 (dBA)	L33 (dBA)	L10 (dBA)
4:00 PM	56	86	42	45	47	48	51
5:00 PM	52	76	42	44	47	48	53
6:00 PM	50	64	44	45	47	48	52
7:00 PM	61	87	43	45	47	49	55
8:00 PM	58	80	41	43	46	49	54
9:00 PM	47	72	40	41	43	44	47
10:00 PM	42	69	37	39	40	41	43
11:00 PM	41	60	37	38	39	40	42
12:00 AM	40	59	37	38	40	40	41
1:00 AM	46	53	36	39	45	46	49
2:00 AM	45	53	37	39	43	45	49
3:00 AM	46	54	39	41	45	47	49
4:00 AM	48	58	40	42	48	49	51
5:00 AM	50	63	44	46	49	50	52
6:00 AM	50	73	43	46	49	50	52
7:00 AM	52	68	42	45	47	49	55
8:00 AM	56	72	40	43	46	48	54
9:00 AM	50	68	40	44	48	49	52
10:00 AM	51	69	40	43	46	47	52
11:00 AM	54	69	40	45	49	51	55
12:00 PM	56	78	42	45	49	51	57
1:00 PM	57	74	42	46	52	54	60
2:00 PM	58	76	43	46	52	55	61
3:00 PM	61	77	44	48	56	59	64

Source: ATS Consulting, 2011

Appendix B: Cultural Resources Analysis



HISTORICAL/ARCHAEOLOGICAL RESOURCES SURVEY REPORT

**METRO GOLD LINE FOOTHILL EXTENSION PHASE 2A
SUPPLEMENTAL EIR NO. 2 FOR ADDITIONAL PROJECT REFINEMENTS**

**In the Cities of Azusa and Duarte and the Community of East Pasadena
Los Angeles County, California**

For Submittal to:

Metro Gold Line Foothill Extension Construction Authority
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Monrovia, CA 91016-3633

Prepared for:

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October 26, 2011
CRM TECH Contract No. 2573

NATIONAL ARCHAEOLOGICAL DATABASE INFORMATION

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Title: Historical/ Archaeological Resources Survey Report: Metro Gold Line Foothill Extension Phase 2A, Supplemental EIR No. 2 for Additional Project Refinements in the Cities of Azusa and Duarte and the Community of East Pasadena, Los Angeles County, California

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**USGS
Quadrangles:** Azusa and Mt. Wilson, Calif., 7.5' quadrangles (Rancho Azusa [Dalton], Rancho Azusa [Duarte], and Rancho Santa Anita land grants, T1N R10-11W, SBBM)

Keywords: Northern San Gabriel Valley, Los Angeles County; Phase I historical/ archaeological resources survey; Minimal Traditional-style wood-frame single-family residence, circa 1948; no "historical resources" under CEQA

MANAGEMENT SUMMARY

In 2010-2011, at the request of Hill International, Inc., CRM TECH performed a supplementary historical/archaeological resources study for the proposed Metro Gold Line Foothill Extension Phase 2A, Pasadena to Azusa (Citrus) Project. Specifically, this study addresses the proposed location for a parking facility in the City of Duarte and four alternative locations for traction power substations (TPSS) in the City of Azusa and the unincorporated community of East Pasadena, Los Angeles County, California.

The areas covered by this study represent the maximum extent of ground disturbance required for the various components of the project, located within portions of the Rancho Santa Anita, Rancho Azusa (Dalton), and Rancho Azusa (Duarte) land grants in Township 1 North, Ranges 10-11 West, San Bernardino Baseline and Meridian. A residential property in the City of Azusa that may receive indirect effect from the proposed project through increased vibration on the adjacent railroad tracks is addressed in a separate study.

Completed in support of the Metro Gold Line Foothill Extension Phase 2A, Supplemental EIR No. 2 for Additional Project Refinements, the present study is a part of the environmental review process for the project. The lead agency for the project, namely the Metro Gold Line Foothill Extension Construction Authority (MGLFECA), required the study pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to provide the MGLFECA with the necessary information and analysis to determine whether the project components addressed by the supplemental EIR would cause substantial adverse changes to any "historical resources," as defined by CEQA, that may exist in or around the project area.

The scope of the study included historical/archaeological records searches, review of existing documentation generated from previous studies, historical background research, and systematic field surveys of the various project locations. As a result of these research procedures, a historic-period residential building at 3865 Arboleda Street in East Pasadena was identified and recorded within the project area. Built in 1948 in the Minimal Traditional architectural style that was common during the 1930s-1940s era, the residence does not demonstrate the necessary historical, architectural, or aesthetic qualities to be considered eligible for listing in the California Register of Historical Resources, and does not meet CEQA's definition of a "historical resource."

Based on these findings, CRM TECH concludes that no "historical resources" exist within the project area, and accordingly recommends to the MGLFECA a conclusion of *No Impact* regarding cultural resources. No further cultural resources investigation will be necessary for the proposed project unless construction plans undergo such changes as to include areas not covered by this study. However, if buried cultural materials are encountered during earth-moving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

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INTRODUCTION

In 2010-2011, at the request of Hill International, Inc., CRM TECH performed a supplementary historical / archaeological resources study for the proposed Metro Gold Line Foothill Extension Phase 2A, Pasadena to Azusa (Citrus) Project. Specifically, this study addresses the proposed location for a parking facility in the City of Duarte and four alternative locations for traction power substations (TPSS) in the City of Azusa and the unincorporated community of East Pasadena, Los Angeles County, California (Figs. 1-4).

The areas covered by this study represent the maximum extent of ground disturbance required for the various components of the project, located within portions of the Rancho Santa Anita, Rancho Azusa (Dalton), and Rancho Azusa (Duarte) land grants in Township 1 North, Ranges 10-11 West, San Bernardino Baseline and Meridian (Figs. 2-4). More specifically, these project components and their locations are listed as follows:

- **Michillinda TPSS Alternatives A, B, and C:** These areas represent the three potential locations for the proposed TPSS near Michillinda Avenue in East Pasadena. Alternative B is located on the northwestern corner of Michillinda Avenue and Arboleda Street, Alternative A is adjacent to Alternative B and farther to the west, and Alternative C is delineated by the on- and off-ramps on eastbound Interstate 210 at Michillinda Avenue (Fig. 2).
- **Duarte Station Parking Facility:** This component consists of three options for a proposed surface parking lot, generally a 375x200-foot rectangular area that will be oriented lengthwise either north-south or east-west on the southwest corner of Highland Avenue and Business Center Drive, in the City of Duarte (Fig. 3).

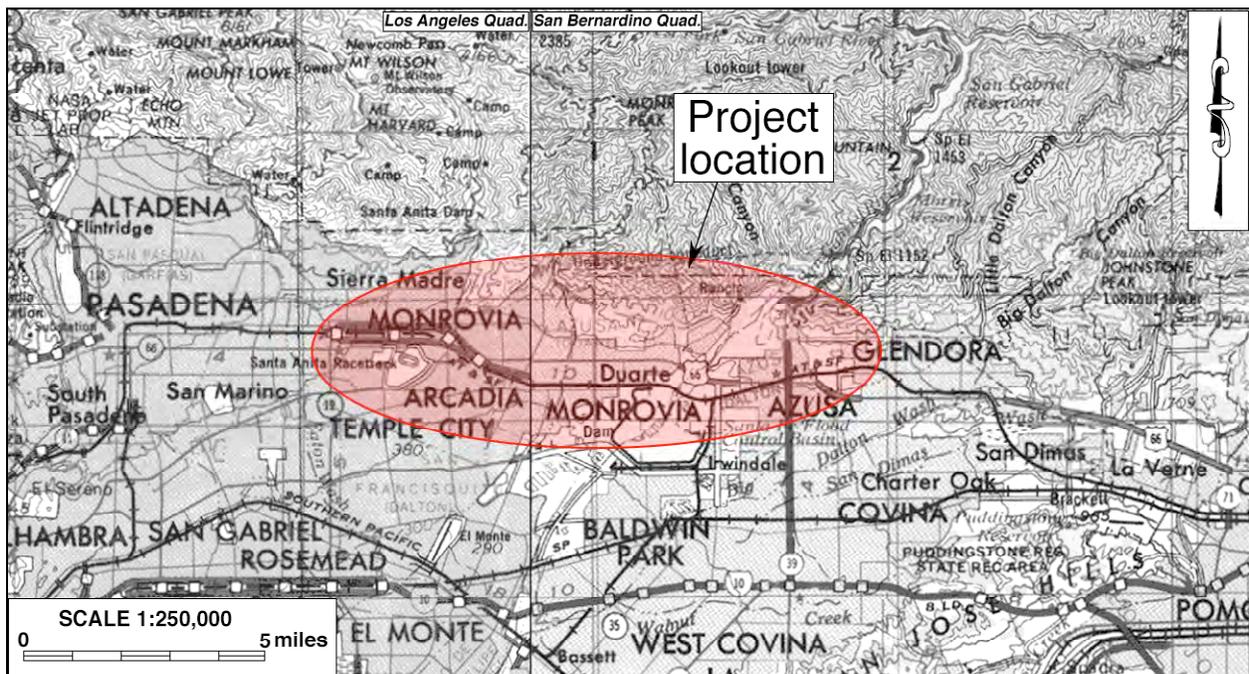


Figure 1. Project vicinity. (Based on USGS Los Angeles and San Bernardino, Calif., 1:250,000 quadrangles [USGS 1969; 1975])

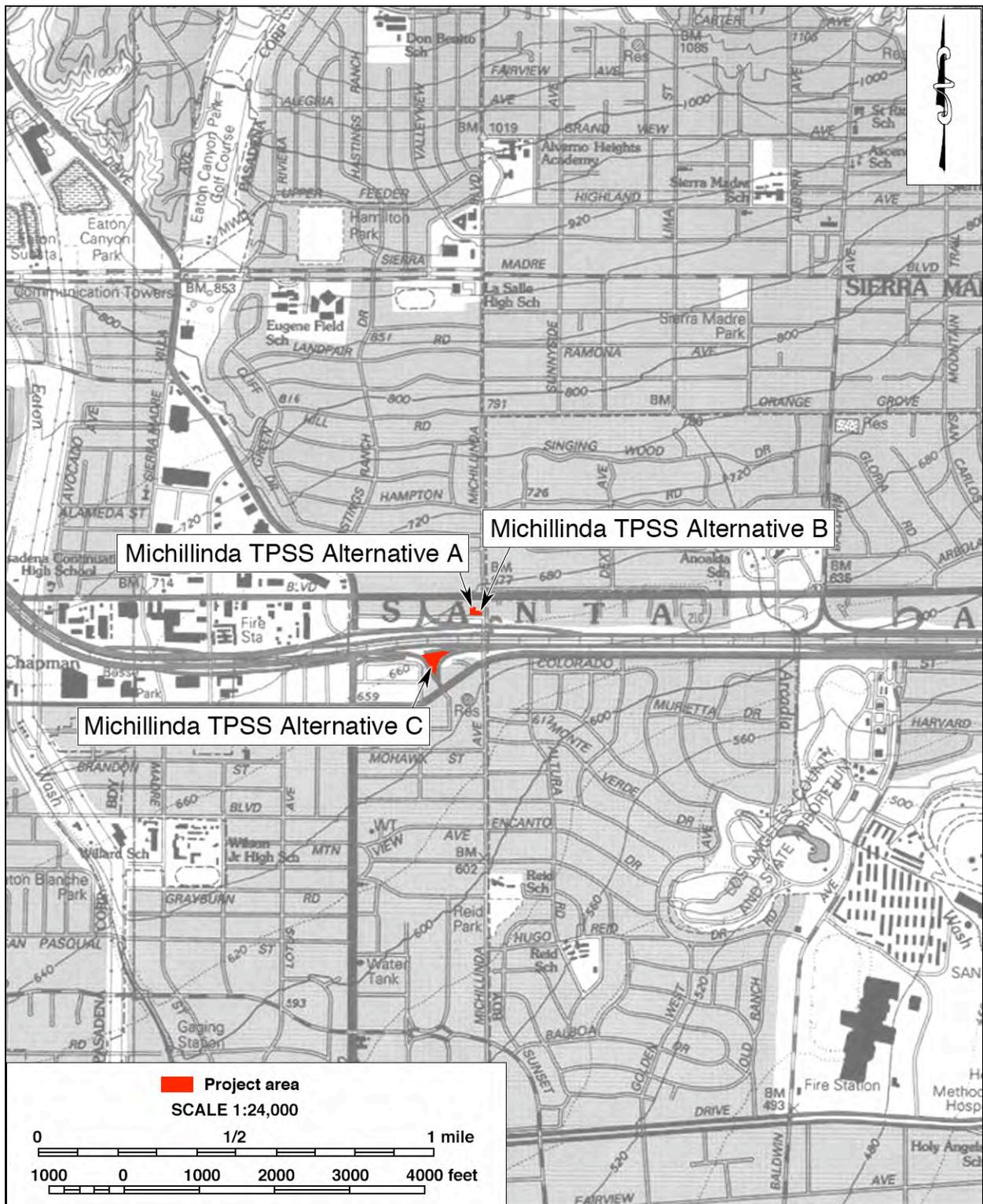


Figure 2. Michillinda TPSS Alternatives A, B, and C. (Based on USGS Mt. Wilson, Calif., 1:24,000 quadrangle [USGS 1995a])

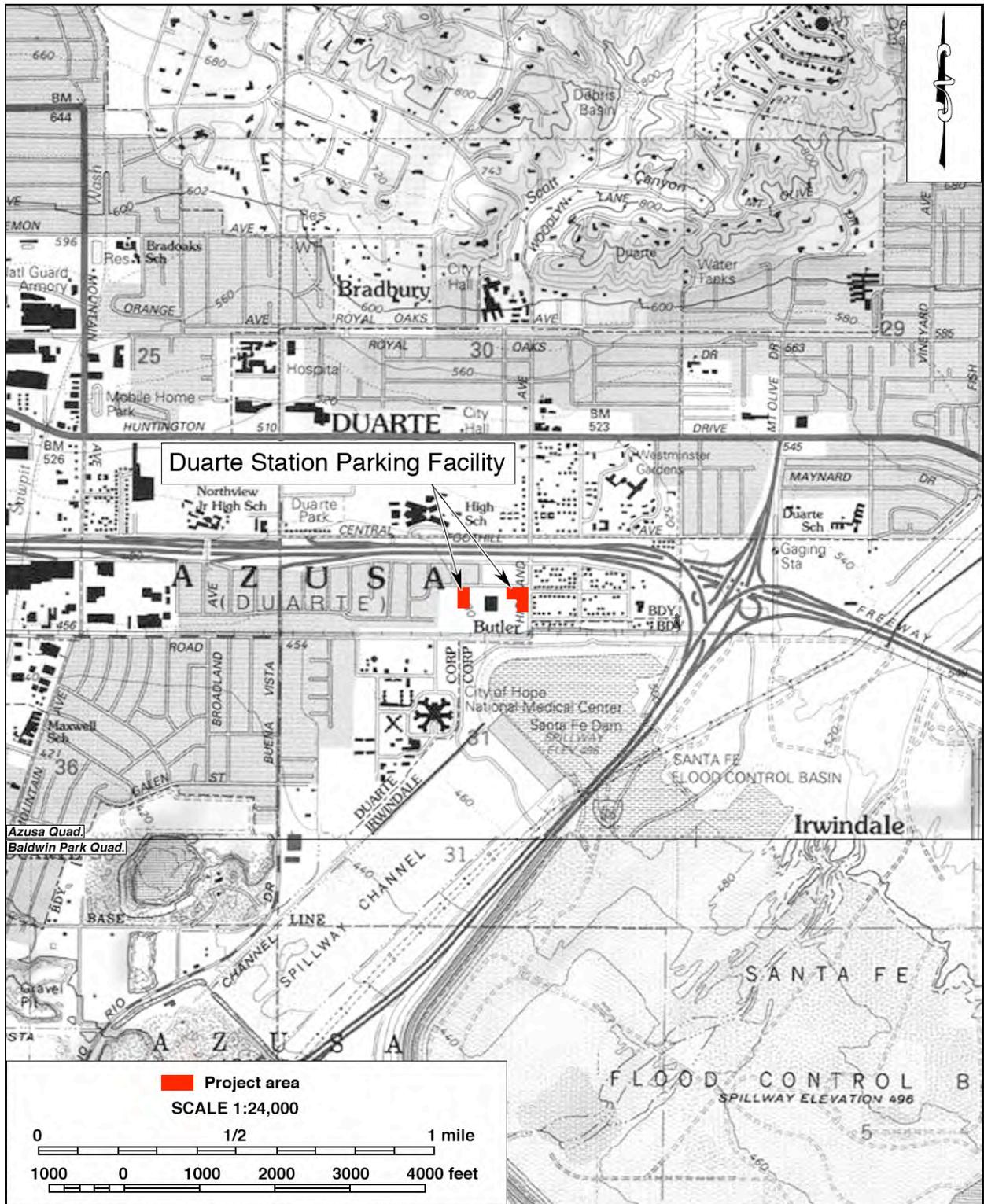


Figure 3. Duarte Station Parking Facility. (Based on USGS Azusa and Baldwin Park, Calif., 1:24,000 quadrangles [USGS 1981; 1995b])

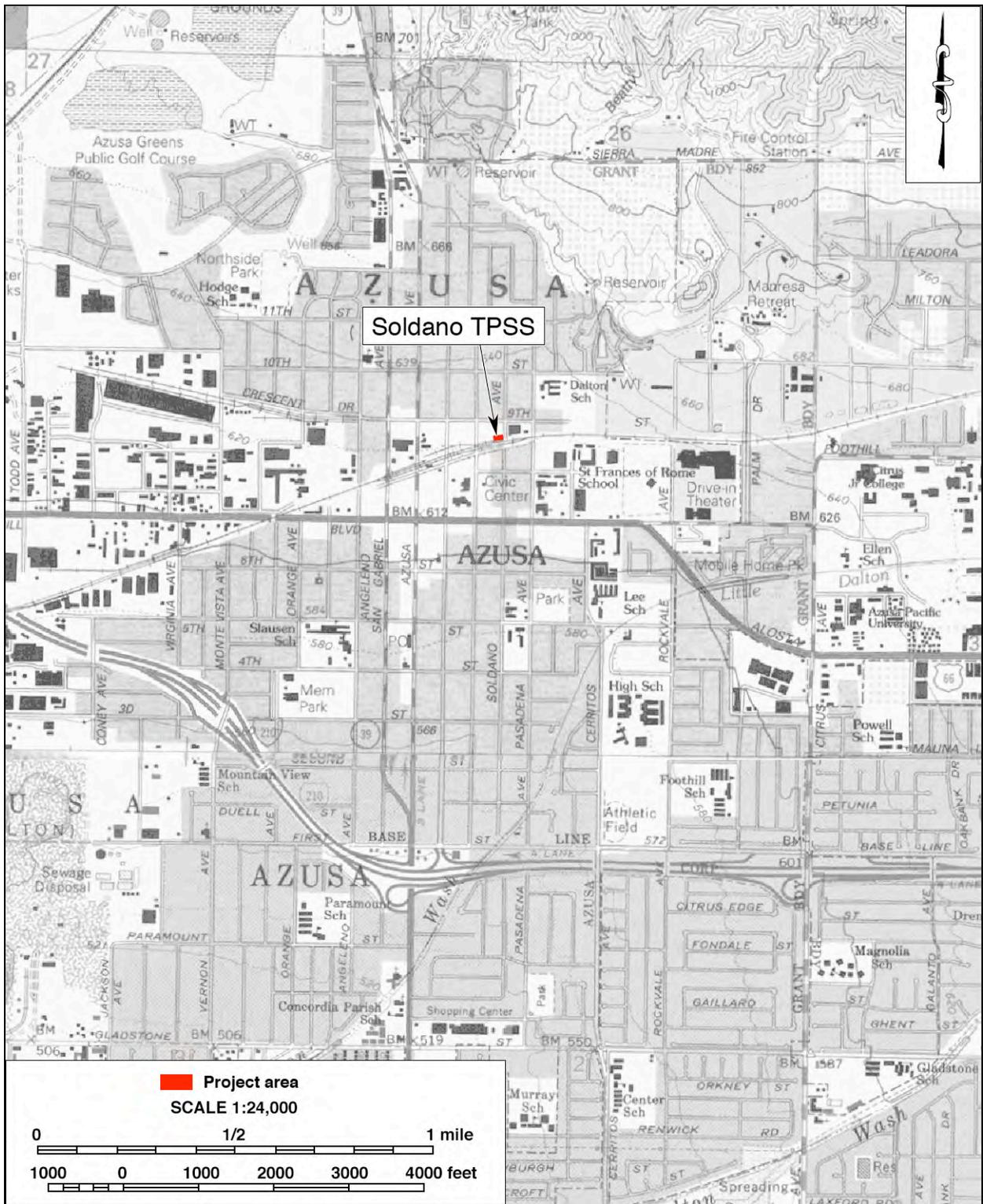


Figure 4. Soldano TPSS. (Based on USGS Azusa, Calif., 1:24,000 quadrangle [USGS 1995b])

- **Soldano TPSS:** The proposed Soldano TPSS site is somewhat trapezoidal in shape, measuring roughly 100x40 feet. It is located northwest of the intersection of the railroad tracks and Soldano Avenue, south of 9th Street, in the City of Azusa (Fig. 4).

Completed in support of the Metro Gold Line Foothill Extension Phase 2A, Supplemental EIR No. 2 for Additional Project Refinements, the present study is a part of the environmental review process for the project. The lead agency for the project, namely the Metro Gold Line Foothill Extension Construction Authority (MGLFECA), required the study pursuant to the California Environmental Quality Act (CEQA; PRC §21000, et seq.). The purpose of this study is to provide the MGLFECA with the necessary information and analysis to determine whether the project components addressed by the supplemental EIR would cause substantial adverse changes to any historical resources, as defined by CEQA, that may exist in or around the project area.

The scope of the study included historical/archaeological records searches, review of existing documentation generated from previous studies, historical background research, and systematic field surveys of the various project locations. The following report is a complete account of the methods, results, and final conclusion of the study. A residential property in the City of Azusa that may receive indirect effect from the proposed project through increased vibration on the adjacent railroad tracks is also a part of the supplemental EIR, but is addressed in a separate study (Tang et al. 2011).

RESEARCH METHODS

RECORDS SEARCHES AND REVIEW OF EXISTING DOCUMENTATION

On June 24, 2010, and February 17, 2011, CRM TECH archaeologist Nina Gallardo (see App. 1 for qualifications) conducted historical/archaeological resources records searches at the South Central Coastal Information Center (SCCIC), California State University, Fullerton. During the records searches, Gallardo checked SCCIC files and maps for previously identified historical/archaeological resources in or near the project area and existing cultural resources studies pertaining to the vicinity. Previously identified historical/archaeological resources include properties designated as California Historical Landmarks or Points of Historical Interest as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resources Inventory.

As a part of the records search process, previous studies completed by CRM TECH and other cultural resources consulting firms for the various components of the Metro Gold Line Foothill Extension Project were reviewed for pertinent materials. Copies of reports prepared by other firms were provided to CRM TECH by the MGLFECA and Hill International, Inc.

HISTORICAL RESEARCH

Historical background research for this study was conducted by CRM TECH principal investigator Bai "Tom" Tang and project historian/architectural historian Terri Jacquemain (see App. 1 for qualifications) on the basis of published literature in local and regional

history and historic maps of the San Gabriel Valley region. Among the historic maps consulted were the U.S. Geological Survey's topographic maps from the early and mid-20th century, which show cultural features in and around the project area in detail.

After the identification of a historic-period building in the project area, Terri Jacquemain pursued more specific and in-depth research on the history of the property. Sources consulted during this phase of the research included primarily the archival records of the County of Los Angeles, particularly real property tax assessment records and building safety records, and local history materials on file at the Centennial Room of the Pasadena Public Library, Central Branch.

FIELD SURVEYS

Field survey of Alternatives B and C for the Michilinda TPSS, which are currently vacant, was carried out on June 11 and September 2, 2011, by CRM TECH principal investigator Michael Hogan and project archaeologist Daniel Ballester (see App. 1 for qualifications), respectively. Alternative A, which is occupied by a residential building that appeared to date to the historic period (i.e., more than 45 years of age), was surveyed by Terri Jacquemain on August 10, 2011. The Duarte Station Parking Facility site was surveyed by Bai "Tom" Tang on July 21, 2011. The Soldano TPSS location was included in a larger survey completed on June 25-26, 2010, by Daniel Ballester.

The field surveys were conducted on foot at each of these locations. Parallel transects at 5- to 15-meter (approx. 15- to 50-foot) intervals were implemented during the survey when necessary. A more cursory inspection was applied to locations that have been heavily disturbed in the past and are very low in archaeological sensitivity.

SUMMARY OF FINDINGS

MICHILLINDA TPSS

Records Search

According to SCCIC records, none of the three alternative locations for the Michillinda TPSS was previously surveyed for cultural resources. Within a one-mile radius, a large area on the east side of Michillinda Avenue was included in an overview study for the City of Arcadia General Plan, and 13 other previous studies were identified in the SCCIC records, all of them covering small parcels of land, such as sites of bridges and telecommunication towers, or linear features, including the Interstate 210 right-of-way.

As a result of these and other similar studies, six cultural resources dating to the historic period were previously recorded within the one-mile scope of the records search. Three of these were single-family residences, one was a multilevel strip mall, and one represented the Santa Fe Railway depot at Santa Anita, which has been moved to the Los Angeles County Arboretum in Arcadia and designated a California Point of Historical Interest. The sixth site was a National Register-eligible complex known as Anoakia, formerly a private residence but in use as a pre-school and elementary school when recorded in 1977.

None of these six sites was found in the immediate vicinity of the project area, and thus none of them requires any further consideration during this study. No prehistoric—i.e., Native American—sites were previously identified within the scope of the records search, nor were there any historic-period archaeological sites recorded.

Field Survey

During the field survey, it was observed that the ground surface at Alternatives B and C were highly disturbed and showed no evidence of any cultural resources. Alternative B, in fact, occupies the southern portion of a paved parking lot (Fig. 5). Alternative C consists of a small, roughly triangular piece of land surrounded by freeway on- and off-ramps and covered by landscaping plants that were presumably introduced as a result of the freeway construction (Fig. 6). Neither location exhibits any remnants of the native landscape, and both appears to be very low in sensitivity for archaeological remains dating to either the prehistoric or the historic period.

Alternative A comprises a residential lot at 3865 Arboleda Street (Assessor's Parcel No. 5757-025-015), and is occupied by a single-family residence of apparently historical origin, as mentioned above. The wood-framed, one-story residence, facing south, is L-shaped in plan and is surmounted by a medium-pitched hip roof sheathed with brown composition shingles (Fig. 7). The roof ends in narrow eaves with exposed rafter tails. At the interior corner of the L, the roof extends to shelter a centered entry porch housing the west-facing main entrance. The entrance, accessed via two concrete steps, is filled with an unglazed wood door and an aluminum screen door. A single square wooden post anchored in the concrete platform supports the porch roof.

The exterior walls are clad in stucco, painted off-white with brown trim. Fenestration on the house today consists of recently installed sliding windows with white aluminum frames, which replaced the apparently original wood-framed double-hungs observed in June 2011, but the window openings, wood trim around the sashes, and lug sills remain unchanged (Figs. 7, 8). A small diamond-shaped window, placed near the middle of the primary façade and slightly inset, is filled with amber-colored glass. The overall appearance of the house is typical of the moderate, Minimal Traditional-style residences from the 1930s-1940s.



Figure 5. Location of Michillinda TPSS Alternative B, view to the north. (Photo taken on June 11, 2011)

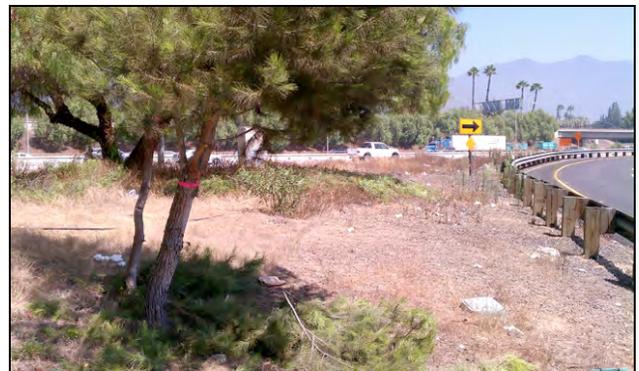


Figure 6. Location of Michillinda TPSS Alternative C, view to the northeast. (Photo taken on September 2, 2011)



Figure 7. House at Michillinda TPSS Alternative A, view to the northeast. (Photo taken on August 10, 2011).

Behind the house on the northwest side, a wood-framed garage of similar construction is accessed by a wooden double garage door that opens to the alley behind. Another entrance on the south side of the garage, facing the house, is filled with a paneled wood door. An aluminum-framed sliding window is located on the east side of the garage, around the corner from the entrance. The rest of the backyard is occupied by a swimming pool. A rear entrance to the house is located near the northwestern corner, featuring a paneled wood door.



Figure 8. Windows prior to replacement: west side of the house, left; front of the house, near primary entry, right. (Photos taken on June 11, 2011).

Historical Research

Historical sources indicate that Eldridge G. and Jennie E. Cole, formerly of 3360 East Colorado Street, secured a permit to build a residence and a garage at 3865 Arboleda Street in 1948 (County of Los Angeles 1948; Directory 1949). Prior to that, no building is known to have been present at this location (USGS 1941).

Eldridge Cole was a salesman at the time, but by 1953 he had entered real estate sales and the couple were again living on Colorado Street (Directory 1949; 1953). Lewis R. and June M. Grant, proprietors of Grant's Texaco service station at 320 East Washington Street, acquired the house sometime between 1949 and 1953 (Directory 1953). By 1956, June Grant, now widowed, was the sole owner of the property (Directory 1956-1958).

From circa 1959 to 1961, Harold A. Ford, a sales manager at Sears, Roebuck and Company, and his wife Louise were listed in local directories as residents at this address, after which it apparently stood vacant for at least two years (Directory 1959-1963). In 1964-1969, Henry A. Gorman, a foreman at the National Lead Company, and his wife Antoinette lived in the house (Directory 1964-1969).

Barbara Wyma became the property owner around 1970 (Directory 1970). In 1963, Wyma was a salesperson at House of Nine, a women's apparel store, and by 1970 she had become a store manager (Directory 1963; 1970). The property evidently remained in the Wyma family through at least 1978, when a permit to install the pool and a spa was issued to Gary Wyma (County of Los Angeles 1978).

SOLDANO TPSS

Records Search

SCCIC records indicate that the Soldano TPSS location was not included in any previous cultural resources studies, although nearly 20 previous studies have been reported within a one-mile radius, most of them also involving relatively small parcels of land. Five historical/archaeological sites were previously recorded within the one-mile scope of the records search, all of which dated to the historic period. Among them were two small refuse scatters on vacant lots, the remnants of the 1843 Covina Ditch and the 1880s-1890s Azusa Ditch, and the Azusa Civic Center complex at 213 Foothill Boulevard, which is now listed in the National Register of Historic Places. None of these sites was found in the immediate vicinity of the project area, the nearest being the Azusa Civic Center.

Field Survey

The field survey produced completely negative results. No potential cultural resources nor any undisturbed native soils were observed on the property.

DUARTE STATION PARKING FACILITY

Records Search and Document Review

The proposed locations of the Duarte Station Parking Facility were included in a series of previous studies for the Metro Gold Line Foothill Extension Project. As part of the present

study, the existing documentation was systematically reviewed to determine whether the project sites were adequately investigated for cultural resources. These documents included the draft EIS/EIR (MGLFECA 2004) for the project and a supplemental historic properties survey and effects report (Frank/Jones & Stokes and Applied Earthworks 2005).

Although the previous studies apparently did not include an archaeological field survey of the area around this location, record searches were completed for the area, building surveys were conducted, and no previously recorded archaeological resources was encountered. The Federal Transit Administration and the California State Historic Preservation Officer previously determined, in 2004, that the project would not result in an adverse effect on historic properties. Since the newly proposed parking facility sites are located within the area covered by the previous studies, that determination is not expected to change.

Field Survey

The field survey confirms that all three options for the proposed Duarte Station Parking Facility are located in an existing parking lot serving an industrial park (Fig. 9). The entire parking lot is paved with asphalt, and no native soils are visible. No buildings, structures, objects, sites, features, or artifacts more than 50 years of age were encountered within or adjacent to the project area.



Figure 9. Location of the Duarte Station Parking Facility, view to the southeast. (Photo taken on July 21, 2011)

DISCUSSION

The purpose of this study is to identify any cultural resources within or adjacent to the project area, and to assist the MGLFECA in determining whether such resources meet the official definition of "historical resources," as provided in the California Public Resources Code, in particular CEQA.

DEFINITION

According to PRC §5020.1(j), "'historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency (Title 14 CCR §15064.5(a)(1)-(3)).