Architectural
Resources Group

Architecture
Planning
Conservation

Historic Report on the 710 Displacement

Task 1: Historical Background and Data

Prepared for

City of Pasadena
City Manager's Office

Prepared by

Architectural Resources Group

July 2025

Opporite: Aerial view of Pasadena looking east in 1945; Colorado Boulevard can be seen at center, Green Street to the right (Photo courtesy of Pasadena Public Library)

Table of Contents

Introduction

Introduction. 3

Project Overview 3

Document Organization. 3

Project Team 7

Research Methodology and Sources 9

Notes on Language 11

Part I: Historical Background and Setting

Pasadena's Early History 17

Freeway Development at the State & National Levels. 24

History of Freeway Construction in Pasadena 41

Part II: Historical Data

Overview 71

The Property Acquisition Process 71

Types of Property Acquisition 71

Property Acquisition Process for the 710 76

Effects of Displacement and Freeway Construction in Pasadena 79

Existing Communities in the Path of the Freeway 79

The Process of Displacement 82

Aftermath of Displacement and Its Impacts 84

Details of Displacement: Building Counts 86

Conclusion

Conclusion 88

For Further Reading 88

Bibliography

Bibliography 90

Appendices

Appendix A: Division of Highways Right of Way Maps

Appendix B: Right of Way Map Listings

Appendix C: City of Pasadena City Directory Listings, 1966-1968

Appendix D: Sanborn Fire Insurance Maps

this page was intentionally left blank

Introduction

Opposite: Construction of the Foothill Freeway (Interstate 210) near Devil's Gate Dam, 1955 (Photo courtesy of University of Southern California)

Project Overview

This report was prepared for the City of Pasadena as part of the Historic Portion of the Reconnecting Pasadena 710 Master Plan process, which will develop a master plan for the State Route (SR) 710 Freeway relinquishment area, also known as the 710 Stub. The information herein will serve as background for the master plan. For the purposes of this report, the study area is defined as Walnut Street on the north, Pasadena Avenue on the east, California Boulevard on the south, and St. John Avenue/Havendale Drive on the west as well as the parcels cleared immediately south of Bellefontaine Street on either side of S. Pasadena Avenue). It also includes the area bounded by St. John Avenue, Walnut Avenue, and what would have been Holly Street and Terrace Drive prior to their removal for the 710 Freeway. In addition, it includes non-contiguous parcels bounded by Bellefontaine Street, South St. John Avenue, Barclay Alley, and South Pasadena Avenue.[1] (See maps below.) The report provides an overview of the history of, and the displacement related to, the construction of the SR-710 Freeway (also known as the Long Beach Freeway) in the City of Pasadena. It explores how the history of freeway construction was influenced by earlier planning practices and intersected with racism, discrimination, segregation, and exclusion to systematically marginalize and displace communities of color.

The history of planning and land use in the twentieth century, including the creation of the nation's freeway system, is fundamentally intertwined with then-prevailing ideas of race, class, and ethnicity. Land use policies in the first half of the twentieth century were influenced by these attitudes, entrenching and then reinforcing unequal access to wealth, privilege, and decision making. A host of public and private mechanisms were used to this end, eventually influencing the siting of freeways in the post-World War II period. During this period, freeway construction became one of the driving forces in urban planning, and decision-making related to freeway construction continued to privilege the voices and neighborhoods of affluent White residents over working class neighborhoods and communities of color. This same pattern would negatively impact the communities of color in Pasadena in the 1960s and 1970s during the planning and construction of the 710 Freeway.

Document Organization

This report provides a detailed examination of the history of the construction of the 710 Freeway in Pasadena, the impacts of its construction, and the community that was lost as a result. It includes details on the residents and businesses displaced as a result (full list of property owners found in Appendix B and list of occupants found in Appendix C). The list of property owners includes name, street or location, and the type of property acquisition used.[2] Details on name, address, and building type are included in the list of occupants. The report does not include detailed information on property values in the displacement area at the time properties were acquired by Caltrans or discussion of any relocation assistance provided to area residents (no evidence was found).

Part I provides a brief overview of events nationally and regionally before focusing on Pasadena specifically. Sections include: Pasadena's Early History, Highway and Freeway Development at the State and National Levels, and the History of Freeway Construction in

[1] The study area examined in this report is larger than the Relinquishment Area delineated in the 710 Master Plan. It encompasses parcels affected by the construction of the 710 Freeway.

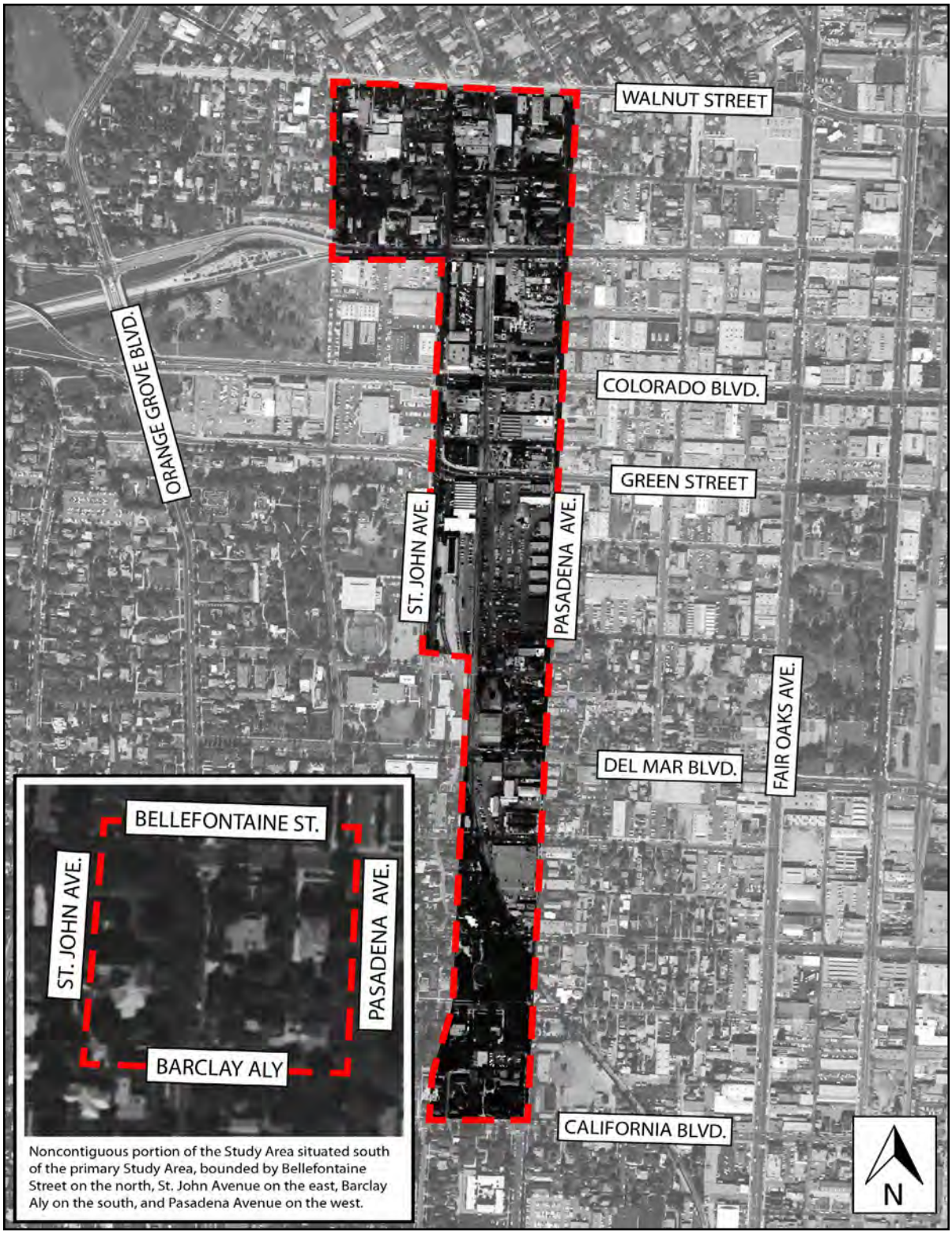
[2] For an explanation of property acquisition and the different types, see Part II.

Pasadena. The sections on freeway history and development provide national and state context to the occurrences in the City of Pasadena.

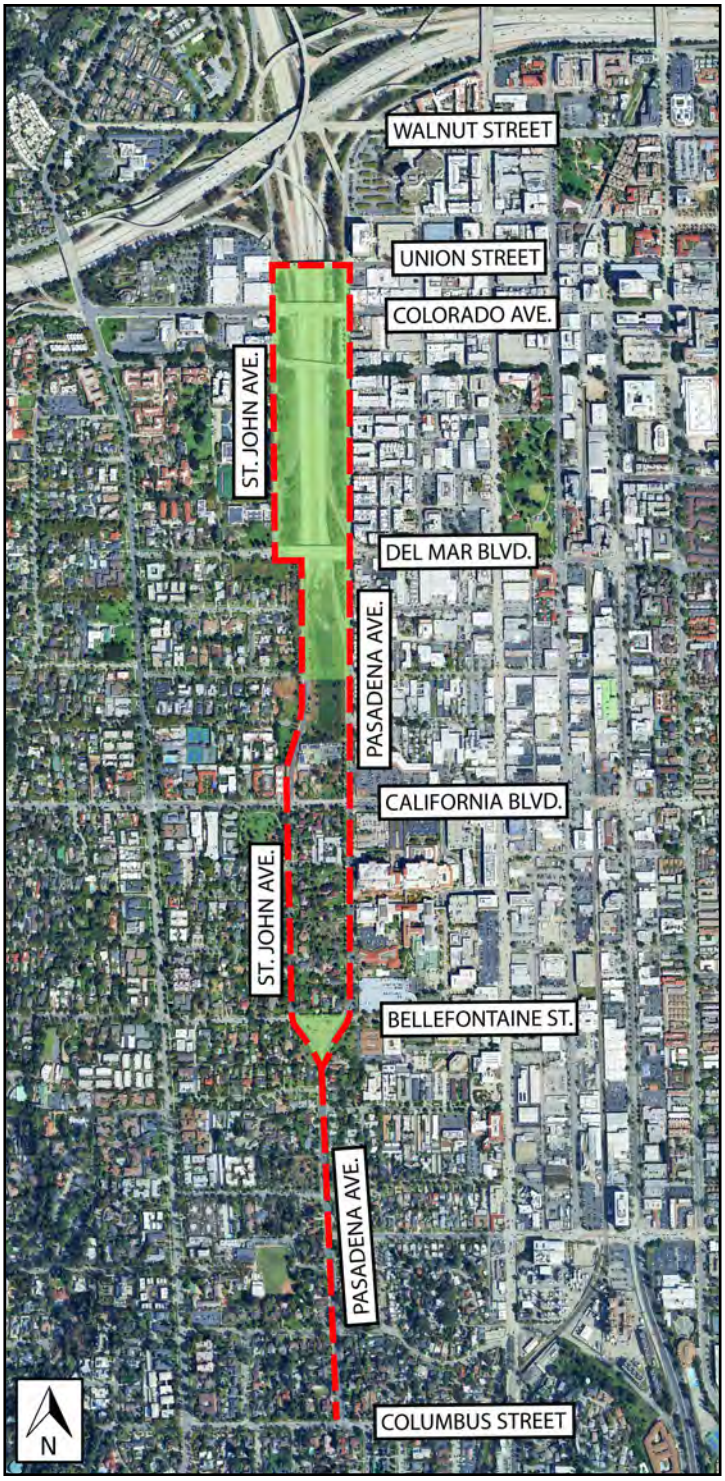
Part II of this report provides an overview of the property acquisition process and those affected by the construction of the 710 Freeway. It includes a breakdown of the individuals, businesses, and institutions displaced by the 710 Freeway, as well as numerical counts of buildings demolished in the study area. It concludes with a discussion of the effects of freeway construction on Pasadena's communities of color.

A breakdown of the contents of the report and their location is as follows:

Part I	History of freeway construction
	History of segregation and displacement
	Freeway construction in Pasadena
	Freeway opposition in Pasadena
Part II	Property acquisition
	Property acquisition process
	Effects of freeway construction
	Study Area building counts
Appendix A	Property acquisition maps
Appendix B	List of property owners
Appendix C	List of occupants and building types
Appendix D	Sanborn Fire Insurance Maps



Map of the project study area on a 1967 aerial (Map base courtesy of University of Santa Barbara Frame Finder)



Map of the relinquishment area (Courtesy of City of Pasadena)

Project Team

The project team included Architectural Resources Group (ARG) staff Katie Horak, Principal; Elysha Paluszek, Senior Associate; Brannon Smithwick; Sydney Landers; and Kiara Hosseinion, as well as subject-matter experts Becky Nicolaides, Ph.D.; Eric Avila, Ph.D.; William Deverell, Ph.D.; Elizabeth Logan, JD/Ph.D.; and Danielle Wiggins, Ph.D. Research support was provided by ARG intern Tyler Dahlgren.

Katie Horak is a Principal Architectural Historian at ARG. She has extensive experience related to preservation planning and the built environment in Southern California. Ms. Horak has managed and contributed to numerous projects documenting the history and built environment of Los Angeles, including sections of the *Los Angeles Citywide Historic Context Statement* and SurveyLA, the historic resources survey of the City of Los Angeles. Elysha Paluszek is a Senior Associate Architectural Historian and Preservation Planner at ARG. Her specialties include the preparation of historic context statements and historic resources surveys; her work has included researching and writing about the history of communities in Southern California, including Los Angeles. She has completed multiple projects related to communities of color and marginalized communities in California, including the Los Angeles Historical Housing and Land Use Study, West Hollywood Historical Context Study, African Americans in California Multiple Property Documentation Form, and Historic-Cultural Monument Nominations for the Los Angeles African American Historic Places Project.

Brannon is an Architectural Historian and Preservation Planner at ARG. She has a dual degree in historic preservation and urban planning from the University of Southern California. Her professional experience in historic preservation consulting includes conducting historic research and oral history interviews, site documentation and fieldwork, California Environmental Quality Act (CEQA) documentation, and drafting historic context statements and landmark nominations.

Sydney is an Architectural Historian and Preservation Planner at ARG. Her work includes conducting historic resources surveys, HABS/HALS documentation, 508 compliance, historic context statements, cultural landscape reports, historic resource assessments, and producing technical reports for compliance with Section 106 of the National Historic Preservation Act. Sydney received her Master of Science in Historic Preservation from the University of Texas at Austin, where her research centered on affordable housing, adaptive reuse, and university housing cooperatives.

The project team relied on the expertise of several project advisors who have worked extensively on the history of Southern California, the urban and suburban environment, and the West. They reviewed the draft report and lent their expertise to the project.

Dr. Eric Avila is a professor in the departments of History and Chicana/o Studies at UCLA. He also holds a courtesy appointment in the Department of Urban Planning. He teaches courses on the history of the Los Angeles, the history of American cities, and the history of Mexican Americans, California, and the West. His research has won various awards and prizes, including the recent inclusion of his article, "Popular Culture in the Age of the White Flight: Film Noir Disneyland, and the Cold War (Sub) Urban Imaginary" published in the *Journal of Urban History*, within a new publication by the Organization of American Historians featuring the ten best articles in American history written between the summers of 2004 and 2005. He is the author of the books *The Folklore of the Freeway: A Race and Revolt in the Modernist City* and *Popular Culture in the Age of White Flight: Fear and Fantasy in Suburban Los Angeles*.

Dr. William Deverell is a historian of the nineteenth and twentieth century American West and the director of the Huntington-USC Institute on California and the West, a collaborative research and teaching entity between USC's College of Letters, Arts, and Sciences and the Huntington Library. He has published numerous books and papers on the history of California and the American West. His work includes *Whitewashed Adobe: The Rise of Los Angeles and the Remaking of its Mexican Past*, and he is the co-author of *Water and Los Angeles: A Tale of Three Rivers* with Tom Sitton. He is the co-editor of *Land of Sunshine: An Environmental History of Metropolitan Los Angeles* and the *Blackwell Companion to Los Angeles* and *Blackwell Companion to California*. Professor Deverell's other research focuses on the aftermath of the Civil War in the American West.

Dr. Elizabeth Logan is a legal historian specializing at the intersection of landscape and community culture throughout California and the American West. As Co-Director of the Huntington-USC Institute on California and the West (ICW), she blends her skills in historical analysis and strategic management. She provides critical content and program coordination for ICW's Chinatown History Project – focusing on the neighborhood razed for the Union Station terminal – and the West on Fire Project. Her work involves blending archival analysis, creation of new archives through oral histories, and community engagement in service of public-facing history projects rooted in academic research.

Dr. Danielle Wiggins is an assistant professor of history at Caltech. She is currently working on a book manuscript preliminarily entitled *The Politics of Black Excellence: Atlanta and the Making of Modern Black Liberalism* which examines the evolution of racial uplift in the post-civil rights era and the intersections between black politics and the rightward-shifting Democratic Party between the early 1970s and the early 1990s. Dr. Wiggins' work has been supported by the Institute for Citizens and Scholars, the American Council of Learned Societies, and the Jefferson Scholars Foundation at the University of Virginia. Her writing has been published in the *Journal of Urban History*, the *Journal of African American History*, the *Journal of Southern History*, *Black Perspectives*, and *Atlanta Studies*. At Caltech, she teaches courses on radical Black movements, modern African American history, and United States history with a focus on the recent past.

Dr. Becky Nicolaides is a historian specializing in the history of cities, suburbs, and Los Angeles. Her books include *The New Suburbia* (2024), *My Blue Heaven* (2002), and *The Suburb Reader*, edited with Andrew Wiese (2016), and her writing has appeared in academic journals, *New York Times*, *Los Angeles Times*, and other outlets. She was a member of Los Angeles Mayor Eric Garcetti's Civic Memory Working Group and is currently working on Pasadena All Saints Church's "Telling the Whole Story Project," which focuses on reparative justice for the Tongva people. She has given numerous public lectures to community groups in and around Pasadena about the history of local race relations and segregation. Working with Stephen Berrey who heads the national Sundown Project, she is developing a "Suburb Toolkit" to help suburban communities create more inclusive, welcoming communities for all people. She has taught at UCSD, UCLA, and Pitzer College, and is currently a research scholar at the Huntington-USC Institute on California and the West.

Research Methodology and Sources

While this document is not meant to be an exhaustive history of freeway construction and displacement in Southern California, it serves as an introductory overview of the topic as well as an examination of how this history affected Pasadena and its communities of color.

The project team consulted a variety of primary and secondary source materials to inform the history of freeway construction. These included:

- Sources related to the history of freeway construction, such as the "Historical Context and Methodology for Evaluating Trails, Roads, and Highways in California," published by the California Department of Transportation (Caltrans), "The Implications of Freeway Siting in California" from the Pacific Southwest Region University Transportation Center, and articles published by the Federal Highway Administration (FHWA).
- Sources on the history of Pasadena, such as *The New Suburbia* by Becky Nicolaides, which provided background on the history of Pasadena during the post-World War II period and the complex racial dynamics that existed in the city at the time.
- Sources on the history of freeways and their displacement in Los Angeles included Eric Avila's *Folklore of the Freeway: Race and Revolt in the Modernist City* and *Popular Culture in the Age of White Flight: Fear and Fantasy in Suburban Los Angeles*, as well as Gilbert Estrada's "If You Build It, They Will Move: The Los Angeles Freeway System and the Displacement of Mexican East Los Angeles" in *Southern California Quarterly*.
- Newspaper archives. Newspapers were also key in documenting the history of freeway construction in Pasadena and its effects on the community. Newspapers consulted included the *Los Angeles Times*, *Pasadena Star News*, *Pasadena Independent*, *South Pasadenan*, *Los Angeles Sentinel*, *El Sereno Star*, and others. Researchers also consulted sources at the City of Pasadena City Clerk's office, Pasadena Museum of History, and Pasadena Public Library.

For the completion of Part II, sources included:

- Right-of-way (ROW) maps produced by the California Department of Transportation (then the Division of Highways). The project team used ROW maps to obtain the names of property owners from whom land was purchased for the 710 Freeway in the late 1960s and early 1970s. The maps include the names of property owners from whom land was purchased for the construction of the 710 Freeway, in this case, and other transportation projects. They also include parcel outlines, the type of acquisition used, date of purchase, and the amount of land area purchased for each parcel or ROW take. The maps for Caltrans District 7 are available online here through the Office of Right of Way Engineering library. The maps that cover the study area are included in Appendix A.
- Caltrans Archives. Acquisition records were sent to the Caltrans library in Sacramento. Acquisition records related to property purchasing before a final property transaction are not public because they contain personal property owner information. Grant deeds

related to the purchase of property by the state are available and contain largely the same information as the ROW maps. They do not include information related to property values.

- California Department of Transportation manuals. These included documentation on right-of-way and property acquisition procedures.
- Los Angeles County Assessor records. The ARG team checked select ROW map lists against Los Angeles County Assessor records, which are archived in the City of Pasadena permit center, to confirm that the information in the ROW maps matches that on record with the Assessor.
- City directories published between 1966 and 1968. The ARG team used city directories to obtain the names of residents and businesses located in the study area, as property owners and tenants/residents were not always the same. These years were selected because they are the listings closest in time to when the Division of Highways purchased the land in the study area for the construction of the 710 Freeway.
- Sanborn Fire Insurance Maps. The project team used the Sanborn maps to cross check addresses and to obtain building counts to the extent possible. The latest Sanborn map available for Pasadena was produced in 1951, so it does not necessarily reflect exact building counts from the late 1960s and early 1970s. City directory listings, which include address and information about the residents and business at each address, were used to supplement the Sanborn maps and obtain more information to inform the building counts.

In addition to reviewing primary repositories and known resources, ARG undertook an extensive and deliberate search for property acquisition data related to the Caltrans-owned homes within the study area. This multi-pronged effort included the following steps, none of which yielded the sought-after information:

- A records request was submitted to Caltrans in October 2024 to obtain information on the property values at the time of acquisition for properties in the study area. In addition, ARG contacted Caltrans staff to inquire about any correspondence or records on file related to contact with property owners in the study area. Caltrans staff informed ARG that there are no such records on file with the District 7 office. Acquisition records were sent to Caltrans headquarters in Sacramento but that any transactions before the final transaction are not public records because they would have included private property owner information and is thus confidential.[3] Caltrans staff also informed ARG that records older than 30 years of age are not typically kept in their archives.
- ARG conducted research at the Pasadena Museum of History, specifically related to individuals and/or businesses located in the study area and displaced by the construction of the I-710 Freeway. Museum staff informed ARG that no lists of individuals and/or businesses displaced by the I-710 Freeway are on file in their archives.

[3] Phone conversation with Fatima Choudhury, Caltrans District 7, July 26, 2024.

ARG also conducted research on Garfield Elementary School, located adjacent to the study area (no longer extant). A records request was submitted on March 7, 2025, to the Pasadena Unified School District to inquire about records on file related to Garfield Elementary School enrollment records, including enrollment numbers and the names of students. The response to the request stated, "The District does not maintain enrollment records for the time period requested. The District asked the California Department of Education if it maintained records for this time period and learned that the CDE only possesses records by county, rather than by school site or district between 1948-1980. Additionally, the District's archive of board meetings and agendas only extends to 2004."[4]

For a full list of sources, please see the bibliography.

Notes on Language

The terms used to refer to individuals and groups of people carry meaning and power. They can convey positive or negative attitudes towards people or a group of people. Racism and discrimination influence the language used both in the past and today when referring to groups of people, especially those who have been historically disenfranchised.

This document endeavors to talk about difficult topics, including race, ethnicity, displacement, and disempowerment, with inclusivity and respect. Several sources related to the usage of inclusive and sensitive language were consulted, including the American Psychological Association's style guide on race and ethnic identity (which can also be found online at APA Style Guide and in the APA Publication Manual, Seventh Edition), the Diversity Style Guide online, and the Racial Equity Tools glossary online. The authors also consulted the National Archives' "Statement on Potentially Harmful Content", which provides guidance on the presentation of materials or sources that reflect outdated, biased, or offensive views and opinions.

Since this report addresses issues of race, ethnicity, and inequity, as well as historic attitudes towards race and ethnicity, sensitive terminology does appear. This includes language utilized in the past but now regarded as derogatory and offensive, particularly in primary source materials. If such language is used, it is included in quotation marks, either on its own if necessary to provide context or *in situ* within a primary source quotation. It is not included to perpetuate or excuse it, but to honestly convey historic attitudes towards race and ethnicity.

The APA notes that while care must be taken to avoid perpetuating biases and demeaning attitudes about people, at the same time, "historians and scholars writing analyses of past events or times or of historical figures must be careful not to misrepresent the ideas of the past in an effort to avoid language bias." Alterations to language may result in changes to the ideas conveyed in a primary source, and "the best approach is to retain the original language and to comment on it in the discussion. Quotations should not be changed to accommodate current sensibilities."[5]

Below is a discussion of the terms used related to race and ethnicity in this document. This

[4] Pasadena Unified School District Office of Communications, "RE: Public Records Request dated March 7, 2025 #25-074," March 17, 2025.

[5] American Psychological Association, "Historical Context," accessed October 19, 2022, https://apastyle.apa.org/style-grammar-guidelines/bias-free-language/historical-context.

is not necessarily a comprehensive list. Race refers to the "physical differences that groups or cultures consider socially significant" (for example, Black or African American, Asian, etc.). It is a social construct that is not universal and has changed over time. Some groups that are considered "White" in the United States today were considered "non-White" in previous eras, in U.S. Census data and in mass media and popular culture (for example, Irish, Italian, and Jewish people). Ethnicity, on the other hand, refers to "shared cultural characteristics such as language, ancestry, practices, and beliefs" (for example, Latino).[6] Terms for racial and ethnic groups are proper nouns and are therefore capitalized. Please note that terminology is highly personal and not uniform across a particular group of people. There are a variety of reasons that people may prefer one identifier over the other.

- African American and Black: Refers to people in the United States whose lineage traces directly or indirectly back to Africa. The terms do not necessarily mean the same thing. Black tends to be a broader term because it encompasses those of African descent who do not identify as American or are not from America. According to the APA, some American people of African ancestry prefer "Black," and others prefer "African American." Both are acceptable, and some individuals may prefer one or the other. In this document, the group referred to are generally of African descent and born in America, though it is recognized that this is a generalization. Both terms are used in this report.
- Asian and Asian American: The term Asian refers to people of Asian ancestry from Asia. The term Asian American is appropriate for people of Asian descent from the United States. According to the APA, they are not to be used synonymously, as doing so "reinforces the idea that Asian Americans are perpetual foreigners." In this document, when both terms are used, it is done to encompass both groups. Its intent is to recognize that historically, both groups existed side by side, not to lump them together as one group. When a specific group is discussed (for example, Japanese or Japanese Americans), that moniker is used.
- BIPOC: A term referring to "Black and/or Indigenous People of Color." People of Color (POC) is often used as well. BIPOC explicitly leads with Black and Indigenous identities, which helps to counter anti-Black racism and the erasure of Native communities.
- Hispanic and Latino: The usage of the terms Hispanic and Latino is evolving. Neither is all encompassing, and each has a different connotation. The term Latino may be preferred by people from Latin America. Some use the term Hispanic to refer to Spanish-speaking people, though not all people from Latin America speak Spanish. Various groups use and advocate for different identifiers. This document uses the term Latino, except in data tables containing information taken from the U.S. Census, or when referring to a more specific group of people.

[6] American Psychological Association, "Race and Ethnicity," accessed October 19, 2022, https://apastyle.apa.org/style-grammar-guidelines/bias-free-language/racial-ethnic-minorities.

- Indigenous Peoples: Terminology related to Native people can vary from person to person and nation to nation. Some Native nations operate with names that they did not choose for themselves but were instead selected by others. As with any group, it is best to consult members of that group for their preference. Therefore, sources written by Native Americans were consulted on the appropriate terminology to use.[7]
- People of Color: Often the preferred collective term for referring to non-White racial groups. Racial justice advocates have been using the term "people of color" (not to be confused with the pejorative "colored people") since the late 1970s as an inclusive and unifying frame across different racial groups that are not White, to address racial inequities.
- White: This document uses the term "White" for people of European ancestry. The APA notes that "the use of the term Caucasian as an alternative to White or European is discouraged because it originated as a way of classifying White people as a race to be favorably compared with other races." Therefore, this document avoids the use of the term Caucasian unless it is from a primary source quote.

Many media outlets and inclusive language guides now capitalize terms when referring to a race, including both Black and White, though this is not universal and may change. It must also be recognized that language evolves over time and continues to do so. Terms that are regarded as acceptable and inclusive as of the completion of this document may not necessarily remain so in the future.

Additional terms used in this document include:

- Discrimination: the unequal treatment of members of various groups based on race, gender, social class, sexual orientation, physical ability, religion, and other categories.
- Freeway: a divided arterial highway with full control of access and with grade separations at intersections.[8]
- General Plan: a California city or county's outline for the overall pattern of future development; a collection of the goals and policies which a municipality will base their land use decisions; each General Plan must include seven elements – land use, circulation, housing, conservation, open-space, noise, and safety – but each municipality may adopt additional elements.
- Highway: a public right of way for the purpose of travel or transportation; an arterial highway is defined as a highway primarily for through travel usually on a continuous route; a divided highway is defined as one with separated roadbeds for traffic traveling in opposing directions.[9]

[7] For more on appropriate language when referring to Native people, please see the Native Governance Center's guide "How to Talk about Native Nations," here https://nativegov.org/resources/how-to-talk-about-native-nations/.

[8] California Department of Transportation, Chapter 60: Nomenclature, Highway Design Manual, December 2020, 60-5. These are current definitions. Historic definitions are included in the report below.

[9] California Department of Transportation, Chapter 60: Nomenclature, Highway Design Manual, December 2020, 60-5.

- Parkway: an arterial highway for noncommercial vehicles, for full or partial control of access, which is typically located within a park or a ribbon park-like development.[10]
- Racism: different from racial prejudice, hatred, or discrimination. Racism involves one group having the power to carry out systematic discrimination through the institutional policies and practices of the society and by shaping the cultural beliefs and values that support those racist policies and practices.
- Redlining: a discriminatory practice that puts services (financial services, i.e. loans, or otherwise) out of reach for residents of certain areas based on race or ethnicity. The term "redlining" originated in the 1930s, when a government-sponsored corporation (the Home Owners' Loan Corporation, or HOLC) assessed and categorized neighborhoods occupied by ethnic groups and people of color as "declining" or "hazardous" and therefore viewed them as investment risks; the policy discouraged investment in these neighborhoods, the legacy of which is felt to this day.
- Restrictive covenant: a clause in a deed or lease that restricts the free use or occupancy of property by forbidding certain uses, types of buildings, or owners/occupants based on race and ethnicity.
- Right-of-way: the land over which a public road is constructed, land occupied by a railroad, or land used by a public utility (such as transmission line).
- Segregation: "the separation or isolation of a race, class, or ethnic group by enforced or voluntary residence in a restricted area, by barriers to social intercourse, by separate educational facilities, or by other discriminatory means."[11]
- "Slum": a derogatory term used to describe areas or neighborhoods containing substandard housing, unsanitary conditions, and often overcrowding; historically, the term was often associated with neighborhoods in which communities of color lived.
- Suburb: the residential area on the outskirts of a city or large town; a smaller community adjacent to or within commuting distance of a city.
- Urban renewal: the process of seizing and demolishing a large swath of public and private property for the purposes of "modernizing" and "improving" what was regarded as aging infrastructure.
- Zoning: the process by which a municipality organizes land into areas, or zones, and regulates the allowable uses in each zone; it typically establishes development standards such as lot size, building size, setback, and other features in a particular zone.[12]

[10] California Department of Transportation, Chapter 60: Nomenclature, Highway Design Manual, December 2020, 60-5.

[11] Merriam-Webster Dictionary, "Segregation," accessed June 12, 2024, https://www.merriam-webster.com/dictionary/segregation.

[12] For more on terms related to planning, see "A Citizen's Guide to Planning," prepared by the Governor's Office of Planning and Research, State of California, January 2001.

Part I

Historical Background and Setting

Opposite: The Pasadena Freeway (Arroyo Seco Parkway/110 Freeway), circa 1940 (Photo courtesy of Pasadena Public Library)

Pasadena's Early History

Indigenous People in Pasadena

The displacement of disempowered groups of people has a long history in the United States, and Pasadena is no exception. The land that is occupied today by the City of Pasadena was first inhabited by Indigenous people who are known as the Gabrieleño and Tongva. The Indigenous people of Southern California were descended from the Uto-Aztecan peoples, who entered the area between 2,000 B.C.E. and 700 C.E. By 1500, dozens of Indigenous villages had been established in what is now Los Angeles County. Each village operated as an independent unit with distinct leadership and governance, but they remained interconnected by interpersonal ties and alliances.[13] The name Gabrieleño was given to the local Indigenous people by the Spanish when they arrived in the area in the eighteenth century. The name is derived from the nearby Mission San Gabriel.

The name Tongva has been introduced as a substitute for Gabrieleño, though usage of this name is not universal. The name was introduced in the early twentieth century by an anthropologist interviewing an Indigenous woman and was based on the name of the village in which she lived. The name was incorrectly interpreted as the name of her entire tribe. The Indigenous people of the region derived their identity primarily from their associated villages and did not have a central, unifying tribal identity the way that the name Gabrieleño suggests.[14]

Some argue that a more accurate name is Kizh (pronounced Keech).[15] This was what the Indigenous people in the Whittier Narrows area called themselves and may be "the closest thing to a pan-tribal name" that exists today.[16]

The Tongva lived in what is today the southern portion of Los Angeles County, northern portion of Orange County, and western portions of San Bernardino and Riverside counties.[17] The region was known as Tovaangar and included the land from what is now Palos Verdes to San Bernardino, and between Saddleback Mountain and the San Fernando Valley. Scholars estimate that the Indigenous population of the area numbered approximately 5,000 before 1770.[18] They lived in about 100 villages, each of which was an independent entity that was interconnected to those surrounding it.[19]

---

[13] Geosnytec, Olin, and Gehry Partners LLP, L.A. River Master Plan, prepared for Los Angeles County and Los Angeles County Public Works, June 2022, 74.

[14] E. Gary Stickel, "Why the Original Indian Tribe of the Greater Los Angeles Area is Called Kizh Not Tongva," Gabrieleño Band of Mission Indians Tribal Government, February 2022, 3, accessed May 13, 2024, https://gabrielenoindians.org/2022/08/09/kizh-not-tongva/.

[15] E. Gary Stickel, "Why the Original Indian Tribe of the Greater Los Angeles Area is Called Kizh Not Tongva," Gabrieleño Band of Mission Indians Tribal Government, February 2022, 3, accessed May 13, 2024, https://gabrielenoindians.org/2022/08/09/kizh-not-tongva/. Anthropologist A.L. Kroeber referred to the group as Gabrieliños in 1925 in the first published compendium about California's Native Americans. Earlier anthropological works referred to them as the Kizh or Kij.

[16] E. Gary Stickel, "Why the Original Indian Tribe of the Greater Los Angeles Area is Called Kizh Not Tongva," Gabrieleño Band of Mission Indians Tribal Government, February 2022, 3, accessed August 25, 2022, https://gabrielenoindians.org/2022/08/09/kizh-not-tongva/.

[17] Los Angeles Almanac, "Original People of Los Angeles County, accessed August 25, 2022, http://www.laalmanac.com/history/hi05.php.

[18] William McCawley, *The First Angelinos: The Gabrielino Indians of Los Angeles County* (Banning, CA: Malki Museum Press, 1996), 25.

[19] Sean Greene and Thomas Curwen, "Mapping the Tongva Villages of L.A.'s Past," *Los Angeles Times*, May 9, 2019, accessed August 25, 2022, https://www.latimes.com/

The Tongva built "a complex society of significant economic power and cultural influence" due to their location between other Indigenous groups and the natural resources available in the region.[20] The largest village in the area was Yaanga (or Yanga), which was located in what is now downtown Los Angeles. What is today the City of Pasadena is located near what was the villages of Hahamogna and Hahamog-na, which take their names from the local Tongva band named Hahamog'na. The Hahamog'na lived in the Arroyo Seco between that is now the Los Angeles River, Glendale, Highland Park, South Pasadena, Pasadena, and part of Altadena.[21] Hahamogna itself was one of the largest Tongva villages in the San Fernando Valley area.

The Spanish and Mexican Periods

Following the arrival of the Spanish in North America, the lives of the area's Indigenous people changed dramatically. In 1769, Captain Gaspar de Portolá and Father Junípero Serra led an expedition from Baja (in what is today Mexico) to the area they called Alta California. They traveled through the Los Angeles Basin in the summer of 1769 as they made their way north. On the heels of this expedition, the Spanish founded a system of missions with the purpose of converting the Native Americans to Christianity and, by extension it was believed, into loyal subjects of Spain.

The colonization of land in North American was legitimized by the Doctrine of Discovery, which was the result of a series of Papal Bulls (or formal statements from the Pope) issued by the Vatican between 1452 and 1514. The documents played a central role in Spain's colonization of the Americas. The Doctrine of Discovery gave Spain and other European nations exclusive territorial rights to the lands of the Americas. It stated that any land not inhabited by Christians was available to be "discovered" and claimed by Christian rulers. According to the document, the lands' inhabitants should be converted to Christianity and their lands claimed by Christian rulers.[22] Spain applied this principal in the Americas, Africa, and Asia, and other European nations followed suit. Using the Doctrine of Discovery as justification, Spain colonized the land in Southern California and forcibly removed the area's Indigenous population that had been living there for centuries.

The colonization of Alta California was accomplished by a three-pronged approach, part of which was the establishment of the mission system. Spain intended to create a self-sufficient regional colony that was both protected from foreign incursions and would help maintain the country's foothold in the region.[23] The missions (including the San Gabriel Mission, founded in 1771) became the most important part of this system, for they helped sustain the region economically.[24] This economic success relied on the exploitation of the region's Indigenous people, who were forced to work in the missions' agricultural fields and in other capacities.[25]

projects/la-me-tongva-map/.

[20] McCawley, 9.

[21] PSC SoCal, "Hahamog'na: Native Tongva People," October 4, 2010, https://www.pbssocal.org/shows/departures/hahamogna-native-tongva-people.

[22] Gilder Lehrman Institute of American History, "The Doctrine of Discovery, 1493," accessed May 13, 2024, https://www.gilderlehrman.org/history-resources/spotlight-primary-source/doctrine-discovery-1493. The Vatican formally repudiated the Doctrine of Discovery in 2023.

[23] Spain also established pueblos, or towns, and presidios, or military settlement created to protect Alta California from attack by other countries.

[24] Daniel Prosser, "Spanish Colonial and Mexican Era Settlement, 1781-1849," *Los Angeles Citywide Historic Context Statement*, prepared for the City of Los Angeles department of City Planning, February 2016, 2-3.

[25] Prosser, "Spanish Colonial and Mexican Era Settlement," 5.

Missionaries believed that the Indigenous population was in need of improvement through conversion to a more "settled" way of life (i.e. agriculture and the domestication of animals).[26] The missionaries "considered agricultural land use a way to cultivate civilization and Christianity among Indigenous peoples."[27] The missions themselves became the places in which Indigenous people were forced to convert to Christianity, work, and live in adherence to a Spanish "civilized" way of life.[28] Many of the area's Indigenous people were forcibly relocated to land in proximity to the missions. Not all of the area's Indigenous people were forced onto mission lands or converted to Christianity. Those that did not convert and move to mission lands instead lived in or near the pueblo of Los Angeles (in what is today downtown Los Angeles) and worked in the pueblo or on privately owned Spanish ranchos.[29]

In 1821, Mexico gained its independence from Spain, and in the 1830s, the new Mexican government secularized the missions. The new government believed that it would be more beneficial for both the Indigenous people and the land itself to be removed from the oversight of the mission's fathers.[30] The land previously held by the missions was supposed to revert to the ownership of the area's Indigenous inhabitants and the missions would serve as parish churches for local Indigenous communities. In reality, few Indigenous people gained land following the secularization of the missions, and those that did were unable to maintain possession for long. The majority of mission land became ranchos and were owned by local governments and in turn, members of the local ruling class. Indigenous people continued to be subjugated and were "categorically deemed nonwhite, politically disenfranchised, and ruthlessly segregated from European Americans" after California was admitted to the United States in 1850.[31] The people who once called the land that is now Pasadena home were systematically displaced from their homes to make way for European settlement and development driven by incoming European colonizers, a pattern that would be repeated in the twentieth century as communities of color were forcibly removed from their homes to make way for the SR-710 and I-210 Freeways.

During the period of Mexican governance, the area which now makes up the City of Pasadena became part of Rancho San Pasqual, Rancho Santa Anita, and Rancho San Rafael. The Mexican government granted Rancho San Pasqual to the Juan Marine family in 1827. Following Marine's death, the land was acquired by Jose Perez and Enrique Sepulveda, and in 1843, Manual Garfias acquired part of the rancho. By 1860, John S. Griffin and Benjamin Wilson had acquired the land, parts of which they subdivided and sold.[32] Rancho Santa Anita, located east of Rancho San Pasqual, the western portion of which eventually became part of a ranch owned by Leonard Rose named Lamanda Park, which was

[26] Yvette J. Saavedra, *Pasadena Before the Roses: Race, Identity, and Land Use in Southern California, 1771-1890* (Tucson: University of Arizona Press, 2018), 51.
[27] Saavedra, 51.
[28] Saavedra, 52.
[29] William McCawley, *The First Angelinos: The Gabrielino Indians of Los Angeles County* (Banning, CA: Malki Museum Press, 1996), 200. For more on Indigenous life in the nineteenth century, see *The First Angelinos*.
[30] Prosser, "Spanish Colonial and Mexican Era Settlement," 18.
[31] Tomás Almaguer, *Racial Fault Lines: The Historical Origins of White Supremacy in California* (Berkeley: University of California Press, 1994, repr 2009), 5.
[32] Pamela O'Connor and Urban Conservation Section, City of Pasadena Planning Division, "Architectural/Historical Development of the City of Pasadena Historic Context/ Property Type Report," January 1993, 10.

View of early Pasadena, looking northeast from Valley and Pasadena Avenues, 1885 (Photo courtesy of the Pasadena Public Library

later annexed by the City of Pasadena in 1906. Rancho San Rafael, located west of Rancho San Pasqual, was acquired by Jose Maria Verdugo in 1784. Later, portions of it were purchased by a series of individuals, including Prudent Beaudry and Benjamin Dreyfus. This would become the foundation for what was later Pasadena.

Early Pasadena

In the 1870s, a group of farmers from Indianapolis formed the Indiana Colony to purchase land in a warmer location. Though the economic panic of 1873 postponed the endeavor and forced many of the original investors to withdraw, a subsequent organization, the San Gabriel Orange Grove Association, purchased land belonging to Rancho San Pasqual. The land was subdivided in 1874 and residential construction began over the next two years. The new community was named Pasadena. A commercial center developed near the intersection of Fair Oaks Avenue and Colorado Boulevard.[33] The new community's economy was based in agriculture, specifically citrus cultivation.

Following the completion of the transcontinental railroad in 1886, California became more accessible to the rest of the country and began to grow in earnest. This included Pasadena. The downtown commercial area developed steadily along Colorado Boulevard, Fair Oaks Avenue, and Raymond Avenue.[34] Soon, new hotels were also constructed to accommodate the increasing number of residents and tourists, a trend which would continue into the next century. The City of Pasadena was incorporated in 1886. The new

[33] O'Connor, 12-13.

[34] O'Connor, 16.

city's economy was based heavily in tourism, with boosters promoting the area's "healthful," mild climate that doctors believed could help cure, or at least lessen the effects of, tuberculosis and other diseases.[35] Through the promotion of the new city, it grew quickly into a desirable tourist destination. Tourists tended to stay for the winter and return to their homes in the East or Midwest for the summer. By the mid-1890s, tourists began to purchase land and construct permanent homes rather than make use of the resort hotels that had sprung up in Pasadena.[36]

By the late nineteenth and early twentieth centuries, Pasadena had a growing multi-ethnic and multi-racial population. They initially were primarily domestic workers who came with their employers or were middle-class people who traveled to Pasadena on their own. Many of these domestic workers lived along South Vernon Avenue (now South St. John Avenue)[37] early on, leading to the area becoming one of the city's primary neighborhoods for residents of color.[38] Later groups were more "economically and occupationally diverse" and may have been encouraged by accounts from families and friends who had already moved there.[39] By 1919, the city had a population of approximately 3,000 immigrants representing 24 nationalities.[40] The city's population had dramatic divisions along class and racial lines – a wealthy White upper class on one hand, and a working class population of color who worked in the service industry for its White residents on the other.[41]

In the first half of the twentieth century, Pasadena residents of color primarily lived west of Fair Oaks Avenue. This included Northwest Pasadena and the aforementioned neighborhood surrounding South Vernon and South Raymond Avenues south of Colorado Boulevard (to the west of Fair Oaks Avenue). These multi-ethnic neighborhoods included African American, Asian, Latino, and European immigrant residents.[42]

Northwest Pasadena became a core of Pasadena's African American community, as did the South Vernon Avenue area (South Vernon Avenue from Colorado Boulevard on the north and Del Mar Avenue on the south).[43] A commercial area of Black-owned businesses and institutions developed along North Fair Oaks Avenue in Northwest Pasadena and along Dayton Avenue to the east of the area that would later be cleared for the SR-710 Freeway. Community institutions included First AME Church on South Vernon Street (founded in 1886), Friendship Baptist Church on Dayton Avenue (founded in 1893), and the Scattergood Settlement on North Fair Oaks Avenue run by Black Pasadenans (which provided after school programs for school children). Scott Methodist Episcopal Church was founded in 1903 and eventually had a church on Mary Street, completed in 1930, which was a major architectural landmark for the city's African American community.[44] There were also newspapers, social groups, and clubs run by and for people of color. The Pasadena chapter of the National Association of the Advancement of Colored People (NAACP, founded in 1919) was active in local affairs, as were other civic organizations such as the Afro-American State Council.[45] The Black population increased at

[35] O'Connor, 17.

[36] O'Connor, 20.

[37] Vernon Avenue was renamed St. John Avenue circa 1970. No mentions of Vernon Avenue are found in area newspapers after 1970. However, a precise date or reason for the change was not found.

[38] Lynn M. Hudson, *West of Jim Crow: The Fight Against California's Color Line* (Chicago: University of Illinois Press, 2020).

[39] Carson Anderson, "Ethnic History Research Report," 3.

[40] Anderson, 5.

[41] Andy Weise, *Places of Their Own*, 35.

[42] Anderson, 6. For more, please see the "Ethnic History Research Report."

[43] Anderson, 20.

[44] Anderson, 23.

[45] Anderson, 21.

Scott Methodist Episcopal Church at 55 Mary Street, 1929
(Photo courtesy of Pasadena Public Library)

Meiji Laundry at 244 W. Colorado Boulevard, unk. date
(Photo courtesy of Pasadena Public Library)

a more rapid pace than other populations of color in Pasadena. By 1920, Pasadena's African American population was approximately 1,094, and by 1930, it had nearly doubled to more than 3,000.[46] Among the population were domestic workers and other working-class professionals, as well as doctors, lawyers, and builders/real estate developers.[47] By the late 1940s, Pasadena's African American population was approximately 6,500, as people moved to California cities in search of work during the Great Depression and World War II.[48]

Pasadena also had populations of Latino and Asian residents that were present in smaller numbers in the early twentieth century. The city's Latino population initially lived primarily in the area around South Raymond Avenue and Broadway (now Arroyo Parkway).[49] By 1910, Latinos also began moving to northwest Pasadena in the vicinity of Washington Boulevard and an area known as Titleyville to the east.[50]

Pasadena's Asian community, which was smaller than the African American and Latino populations well into the twentieth century due to exclusionary immigration policies, lived initially near South Raymond Avenue and then also in the northwest Pasadena by the 1920s. Some Asian residents lived and had businesses in the city's central business district on or near Colorado Boulevard and Fair Oaks Avenue.[51] The city's Asian population was majority working-class during the first two decades of the twentieth century, but also included small business owners. Several churches, including a Japanese Union Church on Mary Street (1913), opened during

[46] Anderson, 22-24.
[47] Anderson, 24.
[48] Anderson, 28.
[49] Anderson, 5.
[50] Anderson, 6.
[51] Anderson, 2.

this time.[52] The Chinese population, targeted by harsh anti-Chinese sentiment at the end of the nineteenth century, was prohibited from living outside a proscribed area south of South Raymond Avenue and California Boulevard (to the south of the study area).[53] Japanese-owned businesses tended to be located in this same vicinity, while Japanese residents lived in small pockets in northwest Pasadena, the Lincoln Triangle, and Brenner Park.[54] Several Japanese nurseries were located to the east and south of the study area as well as in northwest Pasadena. The Japanese School and Cultural Center, established in 1910, served the city's Japanese and Japanese American community.[55]

Garfield Grammar School, located at the corner of South Pasadena Avenue and California Boulevard (demolished), served a diverse student body composed of students from the wealthier Orange Grove Avenue area to the west and the working-class area along South Vernon and South Raymond Avenues to the east.[56]

In the early twentieth century, Pasadena actively segregated people of color into specific areas, and city leaders enacted legislation early in Pasadena's history to ensure continued racial segregation. As will be discussed in the next section, city leaders and community members used multiple tools to ensure the segregation of people of color from White neighborhoods. These included city legislation, restrictive covenants, homeowners associations, and intimidation and violence.[57] Willa Mae Robinson, sister of baseball player Jackie Robinson, recalled: "North Fair Oaks [Avenue], that was the dividing line between Blacks and Whites, […] We lived over there on the Black side … and the we couldn't even cross to this side, the White side."[58] These well-established neighborhoods – among the only areas Pasadena residents of color could live for decades – would be targeted for redevelopment and removal in the post-World War II period.

[52] Anderson, 49.
[53] Anderson, 36.
[54] Anderson, 50.
[55] Anderson, 50-51.
[56] Anderson, 8.
[57] Nicolaides, *The New Suburbia*, 151.
[58] Andy Weise, *Places of Their Own*, 35.

Freeway Development at the State and National Levels

Highway Development at the National and State Levels Before World War II

Though it was not until the mid-twentieth century that a nationwide interstate highway system was established in the United States, efforts to develop regional connections via a network of roads and highways date to the early nineteenth century.[59] In the earliest years of American nation-building, roads were largely unpaved, providing local access for the passage of people and goods by wagon to complement an extensive waterway transportation system along the East Coast.[60] As American settlement expanded westward and the country began to urbanize in response to industrialization, political authorities and private landowners recognized the need to unify the young nation by improving its roadways to accommodate more regional access across state lines.[61] The government took advantage of westward migration as a means by which to improve road construction by selling federal land holdings to settlers who in turn built roads with government generated revenue, thus contributing to the overall expansion and maintenance of America's earliest roadways.[62]

Government- and privately-funded roads continued to develop in a piecemeal fashion across the Northeast and Midwest at the turn of the nineteenth century, but as Americans began moving west at an increasing rate, the need for a trans-Appalachian roadway became increasingly apparent.[63] This resulted in the construction of the Cumberland Road, later renamed the National Road, in 1811.[64] The National Road, which ran between Maryland and Illinois, was technically America's first federally funded interstate highway, laying the foundation for the U.S. federal highway system to come in the following century. Its popularity would only be surpassed in the mid-nineteenth century by the ever-expanding transcontinental railroad network, which quickly became faster and more efficient than road travel.[65]

In California, the earliest roads served as supply chains for the missions that has been established between San Diego and San Francsico. Mission roads played an essential role in maintaining political stability for the Spanish and Mexican governments in the eighteenth and nineteenth centuries and formed the foundation upon which California's modern highway system evolved over the course of the next two hundred years.[66] The

[59] The term "highway" was not used widely until the 1910s. Prior to this, the most commonly used term was "road." The term "freeway" came into usage in the postwar period and was often used interchangeably with "expressway."
[60] National Research Council, Committee on Ecological Impacts of Road Density, "Assessing and Managing the Ecological Impacts of Paved Roads," United States: National Academies Press, 2005, 38-39.
[61] California Department of Transportation (Caltrans), "A Historical Context and Methodology for Evaluating Trails, Roads, and Highways in California," prepared for the Cultural Studies Office, Division of Environmental Analysis, California Department of Transportation, California: Sacramento, 2016, 51; Kathy Alexander, "The National Road – First Highway in America," *Legends of America* (blog), updated March 2024, accessed May 2024, https://www.legendsofamerica.com/ah-nationalroad/.
[62] National Research Council, "Assessing and Managing the Ecological Impacts of Paved Roads," 39.
[63] Alexander, "The National Road – First Highway in America."
[64] National Research Council, "Assessing and Managing," 39; Alexander, "The National Road – First Highway in America."
[65] Caltrans, "A Historical Context and Methodology for Evaluating Trails, Roads, and Highways in California," 51; Alexander, "The National Road."
[66] Caltrans, "A Historical Context," 35, 51-54, 75, 144.

first mission road in the state that embodied characteristics of an interconnected highway was the El Camino Real (or the "Royal Road"). Constructed in sections between 1769 and 1833 and spanning a total of 600 miles, the unpaved trail was developed by Spanish colonizers for *carreta* (cart) and pack mule transport. The purpose of El Camino Real evolved over time, transitioning slowly from a commerce trail to an automobile highway in the twentieth century.[67]

Following an economic recession in the late 1830s, federally funded road construction halted, and road development fell to local governments and often relied on private funding.[68] This practice continued until the 1880s when the country again began to prosper and the Progressive Era took hold. California was one of the first states to seriously expand its roadbuilding capacity during this period. Its population rapidly increased, and the need for adequate roads rapidly became apparent. Despite various road improvements, its roads and early highways were spotty and noncontiguous, and transportation was difficult due to the state's variable terrain.[69] Despite these challenges, westward bound trails from the Southwest were converted to roads, and hundreds of new wagon and stage roads were built to support the state's economic growth in fields like agriculture, industry, and technology between the 1850s and the 1890s. As the state's population grew, so did its appeal as a tourist destination. Increases in tourism reinforced California's need for better road capabilities.

By the late nineteenth century, the United States had become an industrial nation, spurring economic growth and social problems in its cities. Policymakers and activists responded with reform efforts, coalescing around the Progressive Movement, which worked to alleviate the ill effects of rampant industrial capitalist growth while supporting the interests of middle-class Americans. Their efforts coincided with the advent of new transportation technologies such as the internal combustion engine, which emerged in the 1890s and led to production of America's first gas and electric motorized vehicles.

Among the myriad of Progressive campaigns was the "Good Roads Movement," which sought to improve local and regional roads in the 1880s and 1890s as transportation had become a crucial driver of social and economic growth and middle class leisure time was on the rise.[70] Various chapters of the Good Roads Association developed across the nation to address the poor conditions of the nation's roadways.[71] Coupled with the "Back to Nature Movement," which encouraged Americans to explore the outdoors away from overpopulated urban environments, the demand for new and better roads was at an all-time high.[72] The Good Roads Association, composed predominately of bicyclists and wealthy automobile owners, made hard surfaced roads the organization's primary goal. It lobbied Congress and state governments to provide increased federal funding for roadbuilding and maintenance.[73]

During the Progressive Era, California

[67] Caltrans, "A Historical Context," 52, 57.

[68] National Research Council, "Assessing and Managing," 15-16; Alexander, "The National Road."

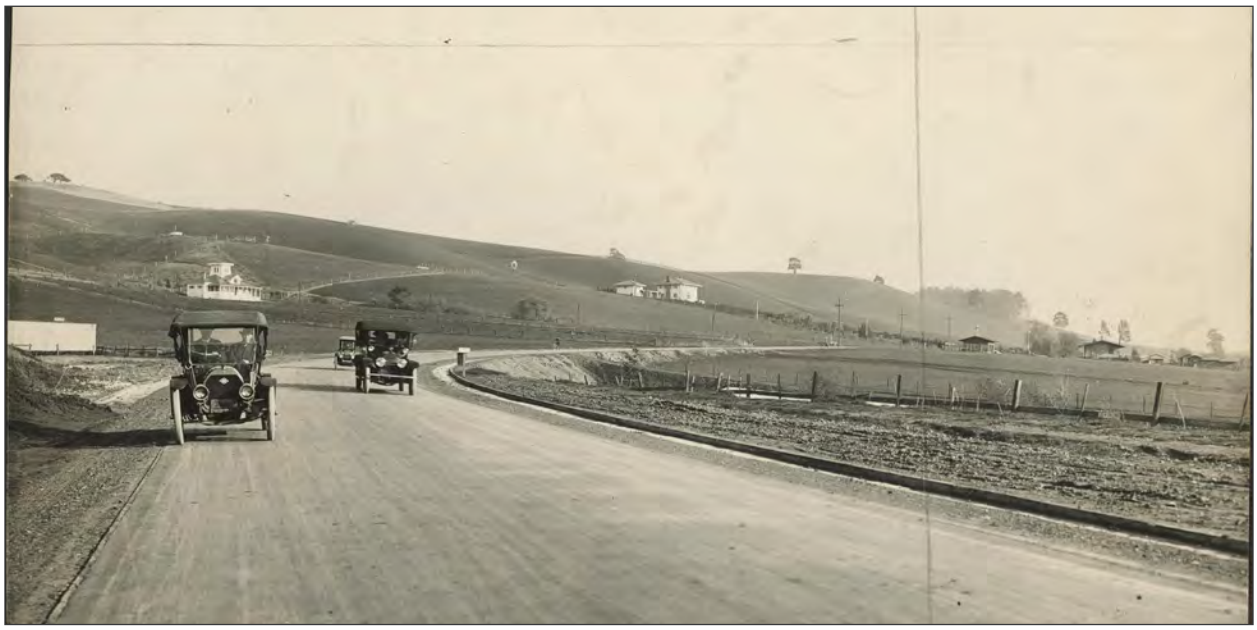
[69] Caltrans, "A Historical Context," 51-54, 57.

[70] Caltrans, "A Historical Context," 54, 64-67.

[71] Carol Roland et. al., Mead & Hunt, Inc., "U.S. Highway 66 in California," National Register of Historic Places Multiple Property Documentation Inventory/Nomination Form, prepared for the U.S. Department of the Interior, National Park Service. 2011, E-4.

[72] Caltrans, "A Historical Context," 54, 64-67.

[73] Roland et. al., "U.S. Highway 66 in California," E-5.



The Lincoln Highway (now Foothill Boulevard) near Hayward, CA, unk. date (Photo courtesy of University of Michigan Library Special Collections)

roadbuilding accelerated with the rise of automobile production and subsequent pressure and private funding from local chapters of interest groups like the Good Roads Association, American Automobile Association (AAA), and the Automobile Club of California (ACC, established 1901), the latter of which played an influential role in helping to develop the El Camino Real into a modern thoroughfare for motorized vehicles in the first decade of the twentieth century.[74] In 1895, the state established the California State Bureau of Highways (Bureau) to centralize highway and road development. Policymakers solidified state-regulated highway construction by adopting a constitutional amendment that authorized the creation of a single highway system in 1902. This was the first time the California legislature made a budgetary appropriation of funding specifically for state roads, which would establish more statewide government oversight rather than relying on local governments and privatized spending to propel highway development.[75] Subsequent legislation continued this trend of financing road construction and maintenance by the state.

By the early 1900s, both public and private forces backed the creation of a transcontinental highway system. Middle-class motorists played a key role, especially as they became voracious consumers of automobiles with the introduction of the Ford

[74] Caltrans, "A Historical Context," 64-67; 70-72.

[75] Caltrans, "A Historical Context," 85-87, 114; Roland et. al., "U.S. Highway 66 in California," E-7 and E-8; "Caltrans History," California Department of Transportation, accessed May 2024, https://dot.ca.gov/programs/public-affairs/caltrans-history. In 1907, the Department of Highways was reorganized under the State Department of Engineering until the Department of Public Works was established in 1921.

Model T in 1908. Most road legislation passed in the early twentieth century was galvanized by grassroots initiatives led by automobile owners and clubs, local politicians, business leaders, and other local actors.[76] While these stakeholders pushed for better local and regional roads, other organizations emerged to promote the construction of interstate or transcontinental highways to compete with railroad transportation nationwide. One of the most influential of these was the Lincoln Highway Association (LHA), which created the Lincoln Highway between 1913 and 1928. It ran from New York City to San Francsico with support from local communities and minimal financial support from the federal government. The Lincoln Highway became popular with motorists and highway advocates who used it as a public relations tool to promote transcontinental interstate construction. In 1919, a young Dwight D. Eisenhower helped lead the first convoy of military trucks over 3,000 miles along the Lincoln Highway from Washington D.C. to Oakland, the first trip of its kind that spurred the use of trucks to transport goods long distances across the Lincoln Highway beginning in the early 1920s.[77]

Several other transcontinental highways sprung up across the U.S. in the in the first two decades of the twentieth century. These were essentially sections of local and state roads that were cobbled together and developed with funding from private benefactors and booster clubs in partnership with municipal and state governments. Perhaps the most famous of these was Route 66 (now U.S. 66). Later referred to as the "Main Street of America," it spanned 2,448 miles running from Chicago, Illinois through Missouri, Kansas, Oklahoma, Texas, New Mexico, and Arizona before ending in Los Angeles. Route 66 remained a primary route for westward travelers and helped facilitate auto-centric commercial tourism across the American West for over fifty years.[78]

The success of the Lincoln Highway and its contemporaries incentivized the federal government to become more involved in improving highway systems overall by the late 1910s.[79] At the time, most roads and highway systems were still mostly privately funded and varied in quality between states and municipalities. Most lacked signage and suffered from poor maintenance and infrastructure. For example, many transcontinental highway bridges that had been constructed prior to highway alignment were unable to bear the weight of trucks carrying freight cargo, and thus were at risk of collapsing as traffic increased.[80] To address these issues and provide financial support to state and local governments for ongoing highway development, the federal government passed a series of legislative acts in the following decades. The first of these was the Federal Aid Road Act of 1916, which created the Federal-Aid Highway Program and provided a framework for which states could receive federal funding for highway construction. The Federal Aid Highway Program remains the basis for which federal support of highways is administered today.[81]

[76] Caltrans, "A Historical Context," 77.

[77] Caltrans, "A Historical Context," 80-82. Today, the Lincoln Highway comprises U.S. Route 30 from Pennsylvania to Wyoming. Other former alignments of the Lincoln Highway were replaced by Interstate 80 in the 1950s as the primary east-to west route from the New York City area to San Francisco.

[78] Roland et. al., "U.S. Highway 66 in California," Section E; Caltrans, "A Historical Context," 144-46; Kathy Alexander, "Route 66 Information & History," *Legends of America* (blog), updated April 2024, accessed May 2024, https://www.legendsofamerica.com/66-info/.

[79] Caltrans, "A Historical Context," 77, 87.

[80] Caltrans, "A Historical Context," 80-82, 109.

[81] National Research Council, "Assessing and Managing," 39-40; Roland et. al., "U.S. Highway 66 in California," E-9; Richard F. Weingroff, "Federal Aid Road Act of 1916:

Subsequent legislation in the 1920s incentivized states to construct paved, two-lane highways to accommodate automobile travel that resembled the earliest iteration of American interstates.[82]

California created the Division of Highways in the 1920s. It worked with the California Highway Commission to administer federal funding and oversee highway development. By the mid-1920s, thirteen of the seventy State Highways that had been previously designated in California were incorporated into the new U.S. Highway System, including U.S. Highway 66 and U.S. Highway 101.[83] By 1937 State Route 1, also known as the Pacific Coast Highway, linked Northern and Southern California as the state's first complete north-south highway.[84]

During the Depression years of the 1930s, highway development continued, but was heavily bolstered by New Deal programs and other sources of federal relief that provided road construction jobs for unemployed American workers. The California Division of Highways used New Deal federal funding to create jobs for road and highway construction throughout the state. Many of California's projects centered around highway beautification, improving road conditions, and relieving traffic. California's roads were especially prone to traffic congestion as a result of the state's steadily increasing population and rising rates of automobile ownership, which were among the highest in the nation. In 1934, the California state highway code was revised to allow the Division of Highways to build highways in urban areas like Los Angeles using reapportioned gas-tax revenues.[85] These were the first organized efforts to allocate state and federal funding toward the specific construction of freeways.[86]

Simultaneously, planning was underway for a new national system of high-speed expressways to address increasing traffic issues caused by the everyday usage of automobiles, which by this point were owned by almost every household in America. Planning suddenly halted in 1941 when the United States prepared to enter World War II after the attack on Pearl Harbor, and it was not until after the war that roadbuilding efforts resumed and plans for the new nationwide system began to formalize.[87] Similarly, it was

Building the Foundation," *Public Roads* 60, No. 1 (Summer 1996), accessed May 2024, https://highways.dot.gov/public-roads/summer-1996/federal-aid-road-act-1916-building-foundation; Federal Highway Administration, "America's Highways 1776-1976: A History of the Federal-Aid Program," prepared for the U.S. Department of Transportation, Federal Highway Administration, 1977, 86-88.

[82] Roland et. al., "U.S. Highway 66 in California," E-9 and E-10; Federal Highway Administration, "America's Highways 1776-1976," 108-09.

[83] Caltrans, "A Historical Context," 89-91; Roland et. al., "U.S. Highway 66 in California," E-7, E-8, and E-11. After 1927, the California Highway Commission's powers were limited in favor of the California Division of Highways yet not altogether dissolved. It remained a policymaking body rather than an oversight organization as it had been in the years prior. The CHC was now responsible for routing highways, funding some projects, designating roads within the state highway system, and condemning properties for new routes, rather than designing, constructing, and maintaining highways, which was now the role of the Division of Highways. The Division of Highways remained the primary governing agency for highway construction until 1973 when it became the California Department of Transportation (Caltrans).

[84] "Caltrans History."

[85] Caltrans, "A Historical Context," 94.

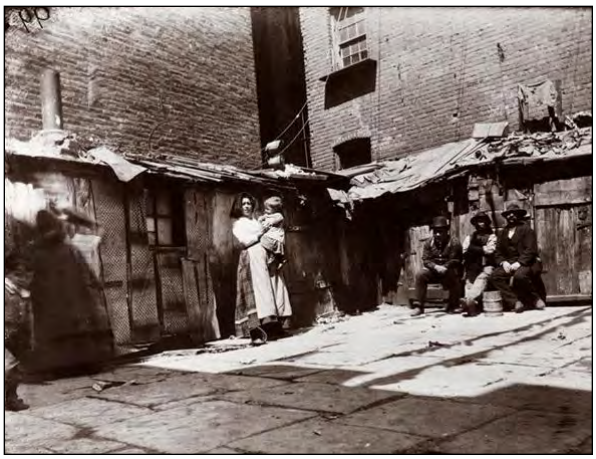
[86] Roland et. al., "U.S. Highway 66 in California," E-11.

[87] National Research Council, "Assessing and Managing," 40; Caltrans, "A Historical Context," 94, 110-11; Roland et. al., "U.S. Highway 66 in California," E-11 and E-12; David E. Kyvig, *Daily Life in the United States, 1920-1940: How Americans Lived through the 'Roaring Twenties' and the Great Depression* (Chicago: Ivan R. Dee Publishing, 2002), 27.

not until after World War II that a coordinated effort to plan for the future of automobile transportation in California took hold, despite an aggressive campaign for transportation planning that began a decade earlier.[88]

Land Use Policies and Housing Practices Before World War II

The use of zoning, which involves the division of a municipality's land in areas (or zones) as well as the regulation of land use, building density and scale, and population in each zone, dates to the early twentieth century.[89] City planning in the United States originally reflected the values of the Progressive Movement at the beginning of the twentieth century, and began as a "search for order" in a rapidly industrializing world.[90] Officials began to use city planning as a way to organize a city into distinct areas for industry, residences for different classes, commercial activity, and other uses. Practitioners believed that city planning would improve quality of life by reducing the spread of disease, regulating the flow of traffic, designating open space for leisure, and preventing homes' exposure to environmental toxins, among other things. To accomplish these goals, city planners tended to organize urban land into specific land use districts – commercial, industrial, institutional, residential, and mixed. The desire to separate so-called noxious uses from residential areas would underly the goals of early planning efforts.



Urban planners sought to avoid the conditions found in places like the tenements of New York's Lower East Side, as documented by urban reformer Jacob Riis. Photo circa 1890. (Photo courtesy of the Museum of the City of New York)

However, what began as a desire for civic improvement soon also became "a mechanism for protecting property values and excluding the undesirables."[91] Early planning principals became embedded with then prevailing ideas about racial and class hierarchies. At this time, city officials often viewed communities of color and the working class through a racist lens that inaccurately equated them with immorality, disease, and inferiority. White residents often blamed people of color and immigrants for problems like overcrowding and unsanitary conditions that plagued newly industrialized cities in the East and Midwest – issues that people of color and the working class suffered, but for which they were not responsible. Cities often failed to invest in municipal services and modern

[88] Caltrans, "A Historical Context," 75, 87, 94-95; Roland et. al., "U.S. Highway 66 in California," E-11 and E-12.

[89] The regulation of what were originally called nuisances, or "noxious" uses, date further back to both North America and Europe when cities used them to regulate land use until the creation of modern zoning laws. Source: Sonia Hirt, "Home, Sweet Home: American Residential Zoning in Comparative Perspective," *Journal of Planning Education and Research* 20 (1), 2013, 3.

[90] Robert H. Wiebe, *The Search for Order, 1877-1920* (New York: Hill and Wang, 1967).

[91] Christopher Silver, "The Racial Origins of Zoning in American Cities," Manning Thomas, June and Marsha Ritzdorf eds. *Urban Planning and the African American Community: In the Shadows.* Thousand Oaks, CA: Sage Publications, 1997.

amenities such as proper sewage, sanitation, electricity, and paved roads in working class communities and communities of color. As a result, conditions in these neighborhoods were often worse than in neighborhoods occupied by White residents. In seeking solutions to the problems associated with industrialization, some city leaders concluded that keeping people of color out of White residential areas would help solve these issues. This eventually evolved into a belief which historian Carl Nightingale has called the "racial theory of property values," or the idea that residents of color represented a threat to real estate values and thus must be kept out of certain neighborhoods.[92] Planner Frederick Law Olmsted, Jr., who had been among the first to promote the use of comprehensive zoning ordinances, admitted in 1918 that divisions by social class were "more or less coincident with racial divisions."[93]

Early legislation separated people of color from White residents. In cities across the American South, Jim Crow era zoning ordinances designated separate areas for White and African American residents. In numerous California cities, Chinese immigrants were impacted by legislation confining laundries to certain areas; in the late nineteenth century, laundries were often equated with the Chinese population. Even after the use of explicitly racial zoning ordinances were struck down by the Supreme Court, cities found ways to use zoning as a means of segregation through the control of land uses. For example, multi-family residences were typically associated with people of color and working-class White residents. So, following the prevailing racial logic, municipal leaders believed that allowing multi-family residences would threaten property values in single-family neighborhoods. Thereafter, the use of zoning to separate land uses, building densities, and population groups became a common way to keep people of color out of certain neighborhoods. Along with zoning, an array of private sector tools worked to racially segregate American cities, including violence, intimidation, racial steering,[94] and restrictive covenants.

Restrictive covenants were one of the most effective of these tools, used widely in cities around the country between 1900 and 1948. Restrictive covenants were legal clauses written into a property deed, which specified that the owner could only sell or rent the property to "Caucasians," otherwise the owner could be sued or lose the property. Many covenants listed the excluded racial groups by name, such as "Negroes," Mexicans, Japanese, Chinese, or Jews, among others.[95] Covenants predated zoning as a form of land use regulation. They were intended to run with the land, despite future transfers in ownership, and typically lasted twenty to thirty years, and sometimes in perpetuity.[96] One African American resident of Los Angeles described the impact of these covenants this way: they created "invisible walls of steel. The whites surrounded us and made it impossible for us to go beyond these walls."[97]

---

[92] Carl H. Nightingale, *Segregation: A Global History of Divided Cities* (University of Chicago Press, 2012), 305.

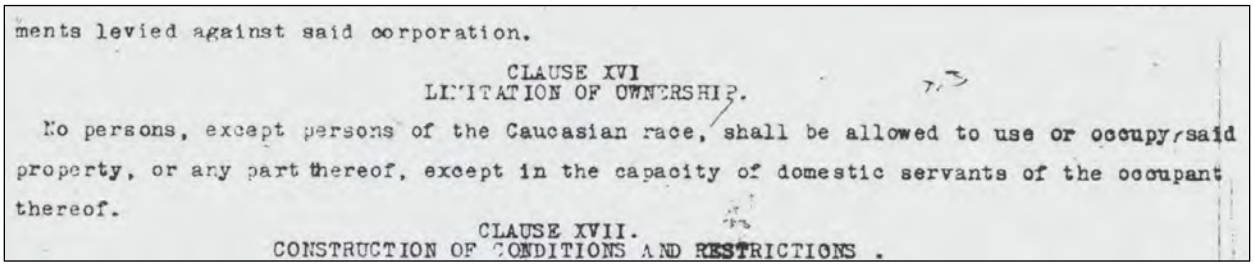
[93] Nightingale, *Segregation*, 323.

[94] Racial steering refers to the practice of guiding prospective buyers towards or away from certain neighborhoods based on their race.

[95] Wendy Plotkin, "Restrictive Covenants," in David Goldfield, ed., *Encyclopedia of American Urban History*, vol. 2 (Thousand Oaks: Sage, 2007), 681; Flamming, 69; Laura Redford, "Intertwined History," 308.

[96] Plotkin, "Restrictive Covenants," 679; Flamming, 69; Lawrence B. de Graaf, Kevin Mulroy, and Quintard Taylor, eds., *Seeking El Dorado: African Americans in California* (Seattle: University of Washington Press, 2001; and Autry Museum), 25.

[97] Quintard Taylor, *In search of the racial frontier: African Americans in the American West, 1528-1990* (New York:



ments levied against said corporation.

CLAUSE XVI
LIMITATION OF OWNERSHIP.

No persons, except persons of the Caucasian race, shall be allowed to use or occupy said property, or any part thereof, except in the capacity of domestic servants of the occupant thereof.

CLAUSE XVII.
CONSTRUCTION OF CONDITIONS AND RESTRICTIONS .

(k) Until January 1, 1999, no lot in said tract shall at any time be lived upon by a person whose blood is not entirely that of the Caucasian Race, and for the purpose of this paragraph, no Japanese, Chinese, Mexican, Hindu, or any person of the Ethiopian, Indian, or Mongolian Races shall be deemed to be a Caucasian, but if persons not of the Caucasian Race be kept thereon by a Caucasian occupant strictly in the capacity of servants or employees of such occupant, such circumstances shall not constitute a violation of this condition.

Text from restrictive covenants for properties in Los Angeles County (Courtesy of LA County Registrar Recorder)

After the U.S. Supreme Court ruled explicitly racial zoning unconstitutional, restrictive covenants became one of the few enforceable mechanisms of maintaining discriminatory housing policies in this era. In 1919, the California Supreme Court upheld their use. It ruled that restrictive covenants, while they could not prevent people of color from buying a home, they could prevent them from living in it.[98] Restrictive covenants were widely used across Southern California. By 1941, about sixty percent of Pasadena's residential parcels included restrictive covenants.[99]

The real estate industry also played a pivotal role in reinforcing segregation by codifying and enforcing racist norms within the profession, at both the regional and national levels. In 1924, the National Association of Real Estate Boards (NAREB) established a code of ethics that prohibited realtors from selling property to "members of any race or nationality" where they would threaten property values.[100] If a real estate agent violated these rules, he could lose his license. The code of ethics would stay in effect until the late 1950s.[101] These professional pressures spurred the practice of steering among realtors. A statewide survey conducted by the all-White California Real Estate Association (CREA) revealed strong support of racial restrictions by realtors and described their own efforts to prevent people of color from moving into White neighborhoods. Survey takers deemed African Americans the greatest threat to White neighborhoods, compared to other racial groups.[102]

By the onset of the Great Depression in 1929, which devastated the American economy in general and the housing market in particular, these public and private sector forces had segregated people of color into certain areas in cities for decades. Between 1925 and 1933, housing construction in the United States fell 90 percent.[103] In 1933 alone, fourteen million

Norton, 1998), 235.

[98] The case was Los Angeles Investment Co. v. Gary (1919). Douglas Flamming, *Bound for Freedom*, 156.

[99] Nicolaides, *The New Suburbia*, 151.

[100] Code of ethics quoted in Hirsch, "With or Without Jim Crow," 75.

[101] Sides, *L.A. City Limits*, 106.

[102] Flamming, *Bound for Freedom*, 219-221; Andrea Gibbons, *City of Segregation: One Hundred Years of Struggle for Housing in Los Angeles* (New York: Verso Books, 2018), 25-27.

[103] Peter G. Rowe, *Modernity and Housing* (Boston: The MIT Press, 1993), 103.

Americans were unemployed and nearly 275,000 families lost their homes to mortgage foreclosure.[104] In response, the state and federal government sought to address the housing problem, which resulted in a number of initiatives and funding programs. This was the first time the federal government intervened in the private housing market in such a concerted way, and it put in place policies that reinforced segregation and inequality into the future.

The federal government's intervention in the housing market took the form of two new departments – the Home Owners Loan Corporation (HOLC) and Federal Housing Administration (FHA). Part of President Franklin D. Roosevelt's New Deal, the HOLC and FHA were intended to provide emergency relief for home indebtedness and make homeownership financing more attainable to Americans, thus providing a much-needed boost to the housing market. The HOLC developed a system of rating neighborhoods as security risks for home loans that were influenced by the racial assumptions of the time. The HOLC system would influence the longer-lived FHA.[105]

The HOLC appraisal system assigned a rating to every neighborhood across the U.S., including Pasadena, where the survey was completed in 1939.[106] This system used racial considerations, among others, to rate the financial security of a neighborhood and whether it was considered a risk. The ratings were: A-green, B-blue, C-yellow, or D-red. Areas that were White, middle-class, zoned residential, and low density received the highest ratings (green and blue). Neighborhoods that were non-White, higher density, in proximity to industrial uses, and had combined land uses were rated lower (yellow and red). This practice has become known as "redlining." Often race was the most determining factor in a neighborhood's grade, regardless of other factors. The presence of African Americans in a neighborhood had a more negative impact on HOLC ratings than other ethnic groups or communities of color. The redlining of these areas reinforced the idea that these neighborhoods were unworthy of investment.

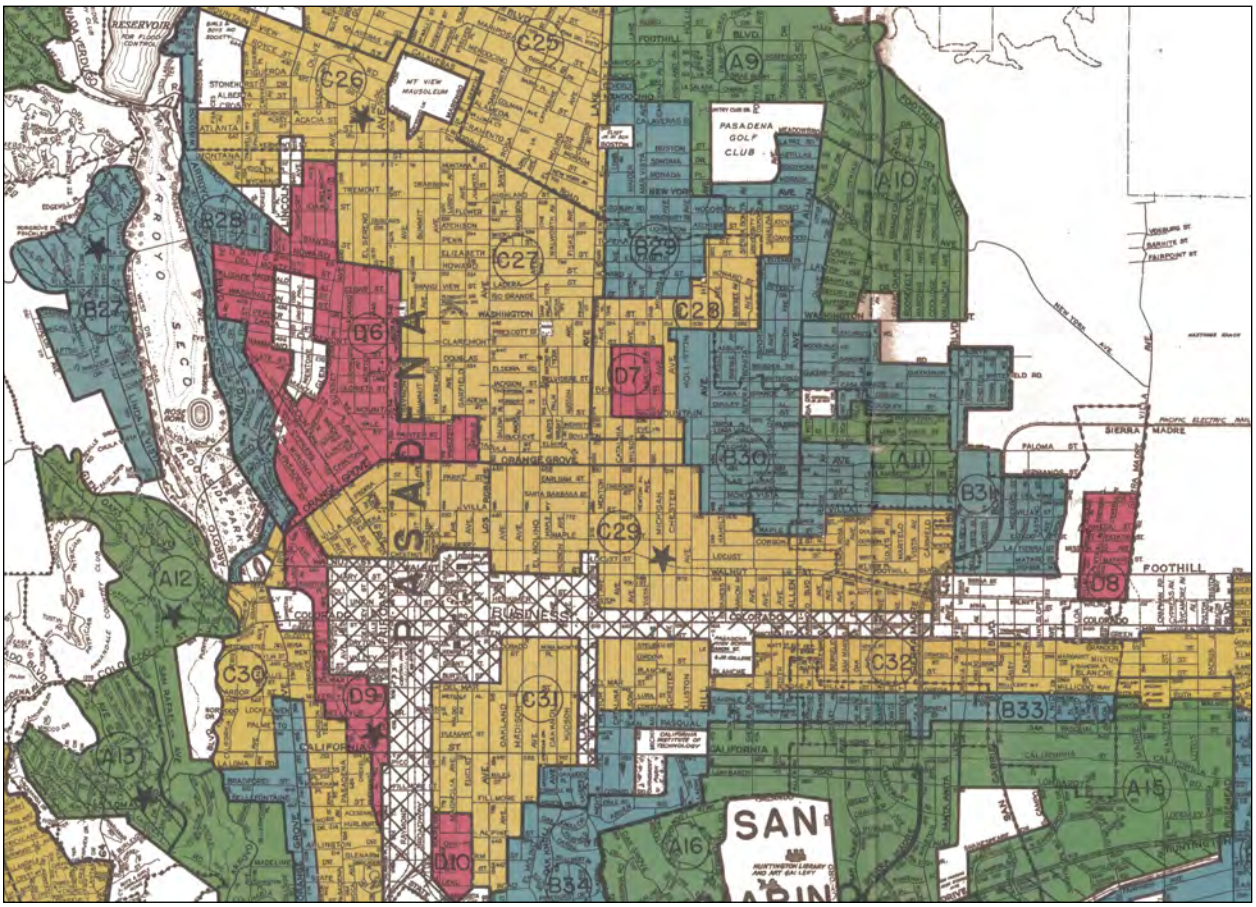
The HOLC ratings for Pasadena varied, revealing the contours of segregation and racialized settlement in the city. The areas to the east of where the SR-710 Freeway now runs were generally rated yellow, while the areas through which it passed were rated red. Area C27, for example, was given a yellow grade. Deed restrictions, the rating sheet noted, had expired but "racial restrictions in many cases are still in force." It went on:

> Zoning is mixed: 5/8 single-family residential; 2/8 permits duplexes; and 1/8 commercial. Regardless of zoning, however, [the] area is preponderantly single-family residential and [this] pattern is definitely established. Conveniences are all readily available. This section was subdivided many years ago and was a very popular district 20 years ago and is still highly regarded. Many of the large old residences are still occupied by original owners, who are people of means. Construction is generally super standard and quality of maintenance is excellent. In fact, this is a chief

[104] Gertrude S. Fish, "Housing Policy during the Great Depression," in *The Story of Housing* (New York: Macmillan Publishers, 1979), 196.

[105] Kenneth T. Jackson, "Race, Ethnicity, and Real Estate Appraisal: The Home Owners' Loan Corporation and the Federal Housing Administration," *Journal of Urban History* 6 (August 1980), 419-452; Jackson, *Crabgrass Frontier*, ch. 11.

[106] Pasadena, University of Richmond, "Mapping Inequality: Redlining in New Deal America," accessed June 10, 2024, https://dsl.richmond.edu/panorama/redlining/map/CA/LosAngeles/area_descriptions.



A portion of the HOLC map for Pasadena, 1939 (Image courtesy of University of Richmond's "Mapping Inequality" project).

> characteristic of the area. … Population is generally substantial, although not altogether homogeneous in character.[107]

The yellow rating for area C29 appears to have been a result of a high rate of rental units rather than ownership, the fact that many of the residences had been converted to multi-family units, the presence of working-class residents, and its proximity to the central business district along Colorado Boulevard.[108]

In contrast, areas D9, which included South Vernon Avenue south of Orange Grove Boulevard, was described as the "'melting pot' area of Pasadena." The sheet noted that

> while [it was] zoned for business and industry, [it] is honeycombed with poorly constructed cottages and shacks. That portion of area which is graded is residential 4th grade and is almost wholly given over to single family structures, but the adjacent business and industrial section is also infiltrated with similar structures, which are occupied by Negroes, Mexicans and Japanese. … This area is thoroughly blighted and a slum clearance project is under discussion.[109]

Area D6 (the northwest portion of Pasadena where the 210 Freeway would later be constructed) was said to have mixed zoning with single-family, multi-family, and commercial all included. The sheet stated:

> This old unrestricted area has long been inhabited by the servant class who were employed by wealthy families in the higher grade areas to the west and south. This district was originally much smaller but constant infiltration into other sections as deed restrictions expired has created a real menace which is greatly concerning property owners of Pasadena and Altadena. Population, improvements and maintenance are all highly heterogeneous. Many parts of the area zoned for business are honeycombed with single family dwellings, many of them of the 'shack' variety, which are occupied by Negroes and other subversive racial elements. The adjoining blue area to the west is protected from the subversive elements by deed restrictions. The area is blighted and its future is a matter of concern and doubt. A movement is on foot to re-restrict in perpetuity adjacent areas which are not as yet affected.[110]

This is in notable contrast to later personal recollections of the area. When asked about northwest Pasadena, one former resident who lived there just before the construction of the 210 Freeway said it was home to a "close-knit neighborhood" and "beautiful old houses."[111]

[107] Pasadena Area C27, University of Richmond, "Mapping Inequality: Redlining in New Deal America," accessed June 10, 2024, https://dsl.richmond.edu/panorama/redlining/map/CA/LosAngeles/area_descriptions.

[108] Pasadena Area C29, University of Richmond, "Mapping Inequality: Redlining in New Deal America," accessed June 10, 2024, https://dsl.richmond.edu/panorama/redlining/map/CA/LosAngeles/area_descriptions.

[109] Pasadena Area D9, University of Richmond, "Mapping Inequality: Redlining in New Deal America," accessed June 10, 2024, https://dsl.richmond.edu/panorama/redlining/map/CA/LosAngeles/area_descriptions.

[110] Pasadena Area D6, University of Richmond, "Mapping Inequality: Redlining in New Deal America," accessed June 10, 2024, https://dsl.richmond.edu/panorama/redlining/map/CA/LosAngeles/area_descriptions.

[111] Bob Gonzalez oral history interview, qtd. in Lloyd, 9-10.

The policies of the HOLC significantly influenced the practices of the FHA, which became the most important program for homeownership in the country. The FHA's mortgage insurance program guaranteed loans granted by private lenders, including low-interest loans to homeowners and construction loans to builders. As part of the stipulations of a construction loan, the FHA established construction guidelines that regulated lot size, building setback, materials, and other features. These standards by their very nature favored new single-family suburban development and disqualified most existing urban residential areas from loan eligibility.[112] Areas that were zoned for homogeneous land uses (namely single-family residential construction) and which kept out "incompatible" land uses were the most likely to meet FHA standards. Areas which included mixed land uses, on the other hand, did not meet FHA standards and were thus ineligible for these loans. In addition, the FHA supported the use of restrictive covenants until 1948 and was reluctant to guarantee home construction loans in areas without them. The FHA *Underwriting Manual* noted, "If a neighborhood is to retain stability, it is necessary that properties shall continue to be occupied by the same social and racial classes."[113] The *Manual* emphasized that restrictive covenants "provide[d] the surest protection against undesirable encroachment and inharmonious use."[114]

The HOLC's appraisal system significantly influenced the lending practices of private banks, which were resultant to provide loans for properties in redlined areas. Both public and private investment in older, mixed-use areas of cities decreased, leading to disinvestment and neighborhood decline over time. Historian Ryan Reft summarized the impacts of redlining in Southern California:

> Redlined communities struggled to receive federally backed home loans, making property ownership much more difficult for residents. Moreover, it made getting loans for home improvements – maintenance, upkeep and renovation – though not impossible, very unlikely. Neighborhoods fell into a vicious circle of decline: the inability to access capital led to disrepair and the physical decline of a community's housing stock, which in turn reinforced the redline designation. That redlining became equated with race and class led to the naturalization of segregation. […] Redlined communities also sat closer to industrial areas, vice districts, and environmentally compromised settings, exposing residents to health risks and crime.[115]

Due to the policies and practices outlined above, Pasadena in the first half of the twentieth century was highly segregated. African Americans tended to live adjacent to the mansions on Orange Grove Boulevard, where they worked. As the African American population grew, people settled in northwest Pasadena, where they could buy land and build homes, though municipal services were sparse.[116] By 1935, the city's communities of color were largely concentrated on the west

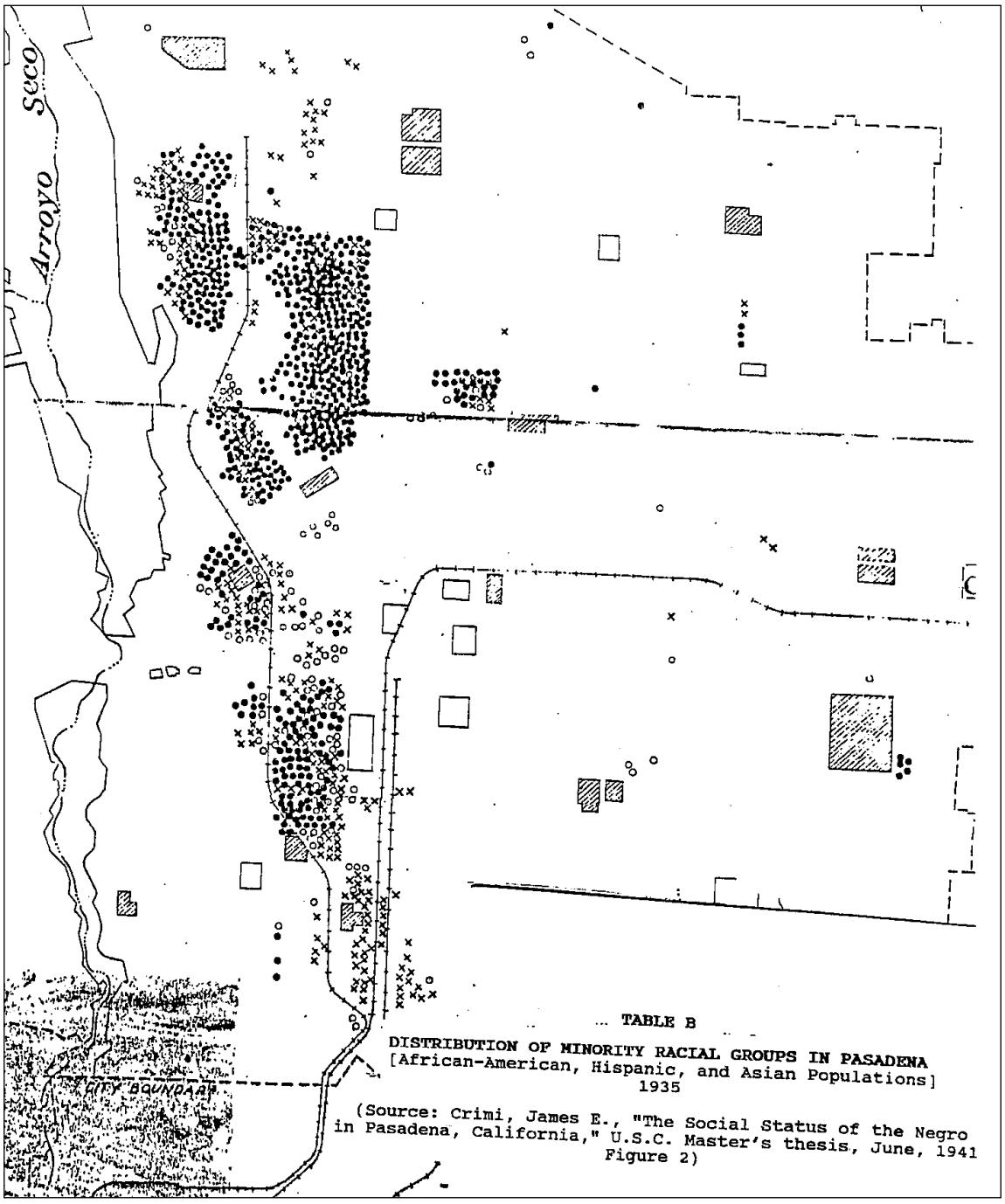
[112] Becky Nicolaides and Andrew Wiese, "Suburbanization in the United States after 1945," April 26, 2017, accessed June 10, 2024, https://doi.org/10.1093/acrefore/9780199329175.013.64.

[113] Jackson, *Crabgrass Frontier,* 208.

[114] Federal Housing Administration, *Underwriting Manual: Underwriting and Valuation Procedure under Title II of the National Housing Act*, Washington, D.C., rev. 1938, 980 (1).

[115] Ryan Reft, "Segregation in the City of Angels: A 1939 Map of Housing Inequality in L.A.," for Lost LA, KCET, November 14, 2017, https://www.kcet.org/shows/lost-la/segregation-in-the-city-of-angels-a-1939-map-of-housing-inequality-in-l-a.

[116] Nicolaides, *The New Suburbia*, 148.



Map of the racial distribution of racial and etchnic groups in Pasadena in 1935 (Source: James Crimi).

side of Pasadena. The policies put in place in the first half of the twentieth century would continue to be influential in the post-World War II period, as redlined communities became vulnerable to redevelopment (discussed further below).

Highway Development at the National and State Levels After World War II

Though the country had been moving towards the creation of a unified highway system since the first half of the twentieth century, it was not until the post-World War II period that this effort reached full fruition. Following World War II, funding again became available for the maintenance and construction of freeways, which had been deferred during the war. Significant funding for the construction of urban highways, as opposed to those in rural areas, accelerated in this period.[117] In 1944, the federal government established a national system of interstate highways, which was intended to connect major metropolitan areas, cities, and industrial centers in addition to serving national defense purposes.

After World War II, the United States entered a period of economic prosperity and experienced a development boom. In places like Southern California, residential construction occurred at a rapid pace to meet demand, and vast tracts of single-family housing were built on the urban fringes. In response, transportation infrastructure expanded rapidly and extensively. It quickly became evident that the country's existing transportation network was not sufficient.

Some states, including California, passed legislation to address these issues and provide additional funding for freeway construction. In 1947, California passed the Collier-Burns Act, which consolidated county road administration efforts and increased state fuel taxes and other fees to aid in developing intra- and intercity freeway networks. The goal of the Act was to reduce traffic congestion overall in the state. Though it increased funding for highway construction and improvement, the flow of revenue for that purpose remained slow.[118] The passage of the Collier-Burns Act redistributed state highway funds more equally between the northern and southern parts of the state, making it possible to embark on an aggressive freeway construction campaign in the Los Angeles area.[119] In 1949, the state of California passed a freeway law that gave "the state broad powers of land acquisition for the construction [and financing] of freeways."[120] This would be instrumental in the construction of freeways in the postwar period.

At the federal level, politicians linked the development of an interstate highway system with the nation's economic health, which, in turn, would justify funding for the construction of additional highways. Highways were seen as key to the expansion of American commerce and the creation of jobs.[121] A report to Congress on the state of the nation's highway system argued:

> We are indeed a nation on wheels and we cannot permit these wheels to slow down… We have been able to disperse our factories, our stores, our people; in short, to create a revolution in living habits. Our cities have spread into suburbs, depending on the automobile for their existence. The automobile has restored a way of life in which the individual may live in a friendly neighborhood, it has brought city and country closer together, it has made us

[117] Roland et. al., "U.S. Highway 66 in California," E-14.

[118] "Planning for Cars in Cities," 24.

[119] Roland et. al., "U.S. Highway 66 in California," E-15.

[120] California Highways, "Interstate 710," accessed May 23, 2024, https://cahighways.org/ROUTE710.html.

[121] Weingroff, "Original Intent: The Purpose of the Interstate System, 1954-1956," 2.

> one country and a united people. But America continues to grow. Our highway plant must similarly grow if we are to maintain and increase our standard of living…[122]

President Eisenhower pushed for improvement of the nation's highway system in the 1950s. A series of federal aid highway acts in the 1950s set up a funding mechanism for an interstate highway system. The Federal-Aid Highway Act of 1956 (also known as the National Interstate and Defense Highway Act) was the final push in establishing the infrastructure for an interstate highway system. It resulted in changes to the ways highways were connected in the U.S. and the ways they were financed. It increased taxes on gasoline and automobiles and created the Highway Trust Fund to funnel revenue directly toward constructing highways; funding jumped from $79 million in 1956 to $1.125 billion in 1960 in urban areas.[123] This funding provided 90 percent of the capital cost of freeway construction "in exchange for states keeping highways toll-free, meeting certain design criteria, paying for operation and maintenance costs, and accepting responsibility for the finished freeways."[124] The 1956 Act paved the way for today's intestate system and restructured the way goods and services are transported around the country.[125] It unified the nation's transportation system, provided evacuation routes for cities during the Cold War, and provided Americans free access to urban areas all over the country.[126] It also shifted the control over freeway development from local officials and urban planners to state highway engineers.[127] It has been argued by some scholars that these officials largely examined the issue of freeway construction through a theoretical and economic lens, while failing to consider the impact of freeways on cities and neighborhoods. It also took most of the decision-making power out of the hands of local planners, who had more extensive knowledge of the neighborhoods which these freeways would traverse and who would have been able to make more informed decisions about how freeways would dovetail into local land use and infrastructure planning.[128]

The 1950s and 1960s saw a frenzy of freeway construction in California. In 1959, the state created the California Freeway and Expressway System, which facilitated the construction of new freeways to replace the earlier U.S. highway system.[129] The 1962 Federal-Aid Highway Act created a federal mandate for urban transportation planning in areas with populations of 50,000 or more, driving further freeway development. This coincided with urban areas increasingly planning for interstate highways.[130] In California, Governor Edmund G. "Pat" Brown backed the initiation of statewide

[122] Weingroff, "Original Intent: The Purpose of the Interstate System, 1954-1956," 4.

[123] Eric Avila, *The Folklore of the Freeway: Race and Revolt in the Modernist City.* Minneapolis: University of Minnesota Press, 2014, 23.

[124] Wasserman, J. L, Garrett, et al., 41.

[125] U.S. Department of Transportation, "Celebrating 50 Years: The Eisenhower Interstate Highway System," accessed May 23, 2024, https://www.transportation.gov/testimony/celebrating-50-years-eisenhower-interstate-highway-system; Caltrans, "Historical Context," 109.

[126] Caltrans, "Historical Context," 111.

[127] Wasserman, J. L, Garrett, et al., 41.

[128] Loukaitou-Sideris et al., 18. For more on this, see Jeffrey R. Brown, Eric A. Morris, and Brian D. Taylor, "Paved with Good Intensions: Fiscal Politics, Freeways and the 20th Century American City," *ACCESS Magazine*, Fall 2009, and Cliff Ellis, "Interstate Highways, Regional Planning and the Reshaping of Metropolitan America," *Planning Practice & Research* 16 nos. 3-4 (2001).

[129] Roland et. al., "U.S. Highway 66 in California," E-15 – E-16.

[130] Caltrans, "Historical Context," 95.

traffic surveys to assist with freeway planning, and an ambitious state freeway construction plan commenced.[131] This freeway construction in turn fueled residential expansion into suburban areas, which in turn increased the need for freeways – a continuous cycle. Many of these new freeways bypassed or cut around major urban areas, though in some cases, such as Los Angeles, they cut directly through to connect different parts of the city.[132]

During this period, freeways became synonymous with economic prosperity and home ownership.[133] By the 1960s, interstate highway system emerged as a symbol of "individuality, freedom, and opportunities," though this largely applied to White Americans.[134] However, only certain segments of the American population had access to this suburban dream and the benefits that went along with it. An oil embargo in the 1970s affected automobile transit, slowing freeway construction and turning planners' attention towards mass transit.[135] By this time, both officials and the public increasingly examined the impacts of freeways on public health, the urban fabric, city development, and other aspects of life that had not been widely considered in previous decades.

Freeway Construction, Urban Renewal, and Displacement in the Postwar Period

The post-World War II period saw a boom in construction and development in response to the need for housing and facilities as the population exploded. As part of this effort, many cities adopted a strategy of redevelopment, which essentially entailed wiping out older, poorer neighborhoods to bring in newer housing, businesses, and commerce. In California, legislators passed the Community Redevelopment Act in 1945 to facilitate this process. The law was based on the idea that so-called "blighted" (economically depressed) areas contributed to social problems and typical land use controls such as zoning and building codes were not enough to combat it; this became a rationale for clearing away these neighborhoods for more economically lucrative uses. This view was gaining traction around the country by the mid-1940s.

California's law created community redevelopment agencies (CRAs) in cities around the state. It gave CRAs the ability to acquire property (through eminent domain if necessary) and develop that property and it gave them the authority to impose development and land use controls.[136] Though one of the goals of the CRA to create affordable housing, this did not come to fruition in many cases.[137] It was only later that "it became obvious to the housing movement's progressives that slum clearance was a form of racial discrimination that had the opposite effect of its intentions: it actually made affordable housing more scarce."[138] Neighborhoods with significant populations of people of color became targets for urban renewal in the postwar period.

[131] Caltrans, "Historical Context," 105-107; Wasserman, J. L, Garrett, et al., 41.
[132] Caltrans, "Historical Context," 112.
[133] Caltrans, "Historical Context," 112.
[134] Caltrans, "Historical Context," 112.
[135] Caltrans, "Historical Context," 107.

[136] Mara A. Marks, "The Rise and Fall of the Community Redevelopment Agency," *Southern California Quarterly* 86, No. 3 (Fall 2004), 245.
[137] Later laws in 1975 and 1976 would require that CRAs replace housing for low- and moderate-income residents destroyed by redevelopment and some of the housing constructed in redevelopment areas be made affordable for low- and moderate-income residents. Source: Marks, 245.
[138] Cuff, *The Provisional City*, 216 qtd. in Architectural Resources Group, "Garden Apartments of Los Angeles Historic Context Statement," 18.

This period also saw the usage of freeway construction as a means of "slum clearance" and urban renewal in cities around the country. Highway planners often recommended the placement of freeway routes in areas that had been redlined in the 1930s. Some highway planners saw the chance to coordinate urban renewal and highway construction; it was a chance to get rid of "the mean clutter of narrow streets" and "decaying slum areas" that prevented the efficient movement of automobile traffic.[139] City officials at the time "welcomed freeways to their cities, seeing them as job creators, slum destroyers, and all-around growth generators."[140] While the construction of freeways brought jobs to millions of Americans, increased the scale of American life and the urban environment, and bolstered the American economy, it devastated those low-income and immigrant communities targeted for removal to make way for the freeways. Between 1956 and 1966, approximately 37,000 units of urban housing in California were demolished for the construction of freeways, displacing untold thousands of people, the majority of them low-income or people of color.[141] Though publications on highway planning did not include an overt discussion of race, scholar Eric Avila notes that the racialized bias was inherent, for planning thought at the time equated poverty and "blight" with racially and ethnically mixed urban neighborhoods.[142] Such areas, where redlining had suppressed property values and made land cheaper for the state to seize via eminent domain, became vulnerable to yet a new threat during this era of freeway construction.

One powerful example of this bias in freeway planning was East Los Angeles. Early sections of the Santa Ana Freeway (Interstate 5) opened beginning in 1947 in East Los Angeles; so-called "substandard housing" was cleared to make way for the freeway in this community, while the existing railroad tracks running along the river remained untouched.[143] As Gilbert Estrada writes of the clearing of housing for the Santa Ana Freeway in 1948, "two hundred ten families were cleared in what the state claimed was their best effort to route the freeway with the least amount of disturbance, but the least amount of disturbance for whom?"[144] In East Los Angeles alone, 1,171 buildings had been demolished for the construction of the Santa Ana Freeway by 1953.[145] The subsequent construction of the Long Beach Freeway and others eventually displaced nearly 11,000 residents in East Los Angeles, taking more than seven percent of the area's total land.[146] Resident Bob Eula recalled his neighborhood was home to numerous Japanese gardens before the arrival of the Long Beach Freeway. He recalled receiving no warning from officials. He first learned about the freeway when he saw construction crews working on freeway bridges in the area. Initially, he was not alarmed, but after "three or four major streets [of] homes were gone," he and his neighbors became increasingly upset but had no recourse.[147] Despite the cost to residents' homes, communities, and livelihoods, freeway construction throughout the region continued.

[139] Avila, *Folklore of the Freeway*, 39.

[140] Avila, 18.

[141] Avila, 30; Caltrans, "Historical Context," 104.

[142] Avila, *Folklore of the Freeway*, 40-41.

[143] Gilbert Estrada, "If You Build It, They Will Move: The Los Angeles Freeway System and the Displacement of Mexican East Los Angeles, 1944-1972," *Southern California Quarterly* 87, No. 3 (Fall 2005), 294.

[144] Estrada, 296.

[145] Estrada, 296.

[146] "The 710 Long Beach Freeway," PSC So Cal, accessed June 4, 2024, https://www.pbssocal.org/shows/departures/the-710-long-beach-freeway-a-history-of-americas-most-important-freeway.

[147] "The 710 Long Beach Freeway," PSC So Cal, accessed June 4, 2024, https://www.pbssocal.org/shows/departures/the-710-long-beach-freeway-a-history-of-americas-most-important-freeway.

History of Freeway Construction in Pasadena

Highway Development in the Greater LA Area and Pasadena Before World War II

Southern California was particularly well-positioned to emerge as a leader of highway development at the turn of the twentieth century. Beginning in the 1880s, the region's population exploded because of the burgeoning real estate and oil markets, and it grew at a faster rate than any other part of the state. The arrival of the Southern Pacific and Santa Fe Railroads propelled an already-growing agriculture industry and gave rise to tourism, driving settlers westward to reap the benefits of Southern California's emerging economic opportunities and mild weather.[1] Pasadena was no exception, quickly establishing itself as a resort town for part-time tourists, health seekers, and wealthy families from the East Coast and Midwest.[2]

By 1900, Los Angeles was the most populous and prosperous city in Southern California. The Pacific Electric interurban rail and local system of streetcars bolstered the area's sprawl, making it easier for residents to spread out beyond the urban core and settle in suburbs like Pasadena. Residential pockets grew around interurban rail stops, and rural surroundings created prime locations for residents to settle as access to automobiles became increasingly attainable.[3] By 1910, Route 66 traversed several different paths from Pasadena to Los Angeles, including along Huntington Drive through South Pasadena and into the El Sereno area before terminating in Downtown Los Angeles.[4]

The region's development occurred alongside the rising popularity of the automobile, shaping it in fundamental ways. In 1910, less than 20,000 residents of Los Angeles County owned automobiles. By 1920, that number had increased to over 100,000 car owners, due in large part to the mass production of the highly economical Ford Model T. Now the dominant mode of travel in Southern California, the rise in automobile consumption forced Los Angeles area policymakers and planners to address the worsening problem of automobile traffic congestion. They faced mounting pressure from community leaders, private automobile owners, and the Automobile Club of Southern California (ACSC), which was established as the LA area's local chapter of the American Automobile Association (AAA). In its early years, the ACSC played an instrumental role in helping pass Los Angeles County's first successful bond measure for urban road improvements.[5]

In 1922, the Los Angeles County Board of Supervisors created the Los Angeles County Regional Planning Commission. One of its roles was to study how the county's street and highway systems could further be improved to accommodate automobile travel. One of its top priorities was developing a preliminary plan for a comprehensive network of highways to connect downtown Los Angeles with growing

[1] Roland et. al., "U.S. Highway 66 in California," E-12; Glenn Dumke, "The Boom of the 1880s in Southern California," *Southern California Quarterly* 76, no, 1 (1994): 99-114.

[2] Roland et. al., "U.S. Highway 66 in California," E-59, E-60, and E-61; Thomas D. Carpenter, *Pasadena: Resort Hotels and Paradise* (Azusa, CA: March Sheldon Publishing, 1984), 147-169.

[3] Daniel Prosser, "SurveyLA Los Angeles Citywide Historic Context Statement, Context: Commercial Development, 1850-1980, Theme: Commercial Development and the Automobile, 1910-1970," prepared for the City of Los Angeles Department of City Planning, Office of Historic Resources, August 2016, 4-5.

[4] Later in 1931, the alignment was moved to the west side of the Arroyo Seco riverbed along Figueroa Street and through the Highland Park neighborhood. Source: Roland et. al., "U.S. Highway 66 in California," E-18.

[5] Roland et. al., "U.S. Highway 66 in California," E-5.

suburban communities like Pasadena.[6] To accomplish their goals, the County and City of Los Angeles jointly hired landscape architect and urban planner Frederick Law Olmsted Jr.'s firm to prepare a survey of conditions and make recommendations for improving the area's roads in 1924. Influenced by City Beautiful[7] concepts, the report, titled *A Major Traffic Street Plan for Los Angeles*, focused primarily on upgrades for local and arterial streets throughout Los Angeles. Several recommendations were also made to improve access between Los Angeles and suburbs like Pasadena via widened thoroughfares with landscaped parkways. The city began implementing the suggestions in the *Traffic Street Plan* to reconfigure arterial and local roads into major distribution streets in the years immediately following, though it would take over a decade of planning before highspeed connections to Pasadena and other LA area suburbs would commence.[8]

The Great Depression caused a general halt in road and highway construction throughout the county, though it did not stop legislators from enacting policies to utilize federal funds for future projects. In addition, efforts to chart what would soon become known as "freeways" began to ramp up.[9] Beginning in the mid-1930s, a series of policies and studies laid the foundation for tangible freeway planning in the years to follow. By 1935, the City of Pasadena had implemented its first *Master Plan of Highways*, adopted jointly by the City and County of Los Angeles.[10] A study by the ACSC titled *Traffic Survey, Los Angeles Area* (1937) found that the only feasible solution to solve Los Angeles' ever-increasing traffic issues was to create a network of automobile-exclusive routes that barred the crossing of pedestrians and non-motorized vehicles and restricted other land use activities that would interfere with the flow of traffic. Their report became the basis on which a countywide freeway plan was developed, and together these policies and findings incentivized the Regional Planning Commission to begin preparing for an expansive system of high-speed freeways in Los Angeles County.[11] By 1941, a comprehensive *Master Plan of Highways* outlining the need for "express highways" in the county had been codified and was underway.[12]

[6] Caltrans, "A Historical Context," 98; Prosser, "Commercial Development, 1850-1980," 5-6.

[7] The City Beautiful Movement was a movement led by architects, landscape architects, and urban reformers that emphasized the idea that beautiful public spaces and an organized, aesthetically pleasing urban environment would lead to social harmony and civic pride. As a result of the rapid industrialization of cities in the late nineteenth century, conditions in cities worsened, giving rise to inadequate and unsanitary housing conditions, overcrowding, and deteriorating urban environments. The City Beautiful Movement arose following the Chicago World's Fair in 1893 and was popular between the 1890s and 1920s. Source: "City Beautiful Movement" Britannica Encyclopedia, accessed June 11, 2024, https://www.britannica.com/topic/City-Beautiful-movement.

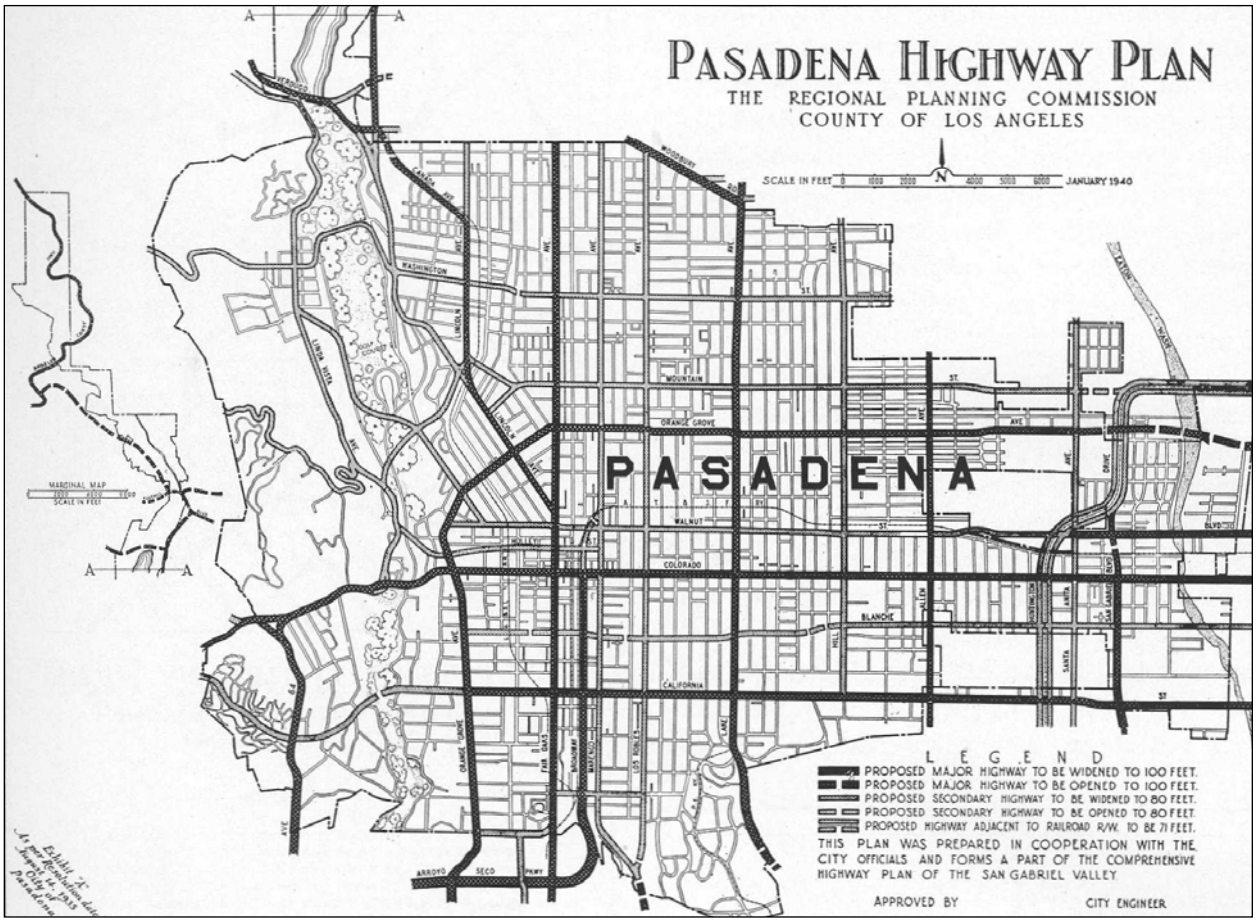
[8] Prosser, "Commercial Development, 1850-1980," 6-7; Roland et. al., "U.S. Highway 66 in California," E-12 and E-13; Frederick Law Olmsted, Harlan Bartholomew and Charles Henry Cheney, *A Major Traffic Street Plan for Los Angeles*, prepared for the Committee on Los Angeles Plan on Major Highways of the Traffic Commission of the City and County of Los Angeles (Los Angeles: Traffic Commission of the City and County of Los Angeles, 1924), 28-29, 34.

[9] Prosser, "Commercial Development, 1850-1980," 15.

[10] Pasadena Planning Commission, *1962 General Plan, City of Pasadena, California*, prepared for the City of Pasadena, 1962, 40-45.

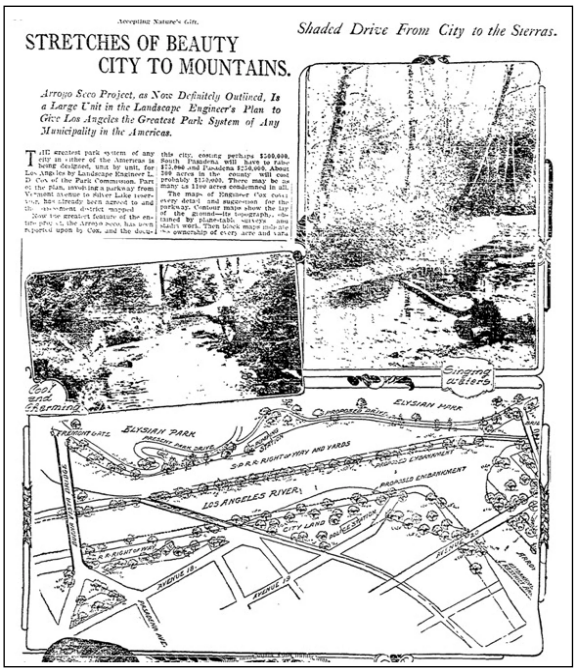
[11] Prosser, "Commercial Development, 1850-1980," 15-16; Roland et. al., "U.S. Highway 66 in California," E-13.

[12] Prosser, "Commercial Development, 1850-1980," 15; Pasadena Planning Commission, *1962 General Plan,* 48.



The proposed highway plan for Pasadena in the 1941 *Master Plan of Highways* by the Los Angeles Regional Planning Commission.

The first major effort to construct a freeway in Los Angeles County involved the Arroyo Seco Parkway, now known as the Pasadena Freeway. Plans to widen Arroyo Seco Boulevard into a freeway that would connect Pasadena and South Pasadena to Los Angeles stemmed from the 1924 *Traffic Street Plan*. By the mid-1930s, Pasadena was firmly established as one of Los Angeles' leading suburbs, and planners understood the importance of connecting it with the city's downtown central business district to relieve traffic congestion. Building on Olmsted's City Beautiful-inspired suggestions, the Parkway restricted commercial vehicles and was designed strictly for passenger automobiles to be used as a landscaped thoroughfare for leisurely passage into Downtown Los Angeles, rather than for use as a commuter stretch into the city. The route was surveyed and approved in 1934, and construction began in 1936.[13] The Arroyo Seco Parkway was dedicated in December 1940 and was the first planned, limited-access, high-speed roadway in the United States, marking the beginning of the freeway era in California.[14] Other limited-access freeway projects followed suit, such as the construction of the Cahuenga Pass Parkway, now called the Hollywood Freeway, which connects Downtown Los Angeles with the San Fernando Valley.[15]



Accepting Nature's Gift. *Shaded Drive From City to the Sierras.*

STRETCHES OF BEAUTY CITY TO MOUNTAINS.

Arroyo Seco Project, as Now Definitely Outlined, Is a Large Unit in the Landscape Engineer's Plan to Give Los Angeles the Greatest Park System of Any Municipality in the Americas.

Mention of a scenic highway in the Arroyo Seco can be found as early as 1911 (Source: ***Los Angeles Times***, Los Angeles Public Library)

The onset of World War II fundamentally changed the use of freeways in the country. The war effort took precedence over civilian use, and limits were placed on civilian access to freeways. Road construction largely halted except for the usage related to military purposes, and funding for state highway departments became extremely limited aside from defense-related highway projects, which focused on roads which provided access to military bases, defense manufacturing plans, and other specific sites.[16]

[13] Prosser, "Commercial Development, 1850-1980," 6-7; Roland et. al., "U.S. Highway 66 in California," E-20, E-21 and E-22.

[14] Caltrans, "A Historical Context," 99; Caltrans History." It became the new alignment of U.S. Route 66 through Pasadena, replacing the former routing along Figueroa Street and Colorado Boulevard, which at that point became the U.S. Route 66 Alternate for the Los Angeles County area. Source: Roland et. al., "U.S. Highway 66 in California," E-20, E-21 and E-22.

[15] Although both the Arroyo Seco and Cahuenga Pass Parkways exhibited characteristics of a modern freeway, planners would soon come to find that pre-World War II freeways were not equipped to handle the area's social and economic boom that occurred after the war. Source: Caltrans, "A Historical Context," 99, 103.

[16] Roland et. al., "U.S. Highway 66 in California," E-13.

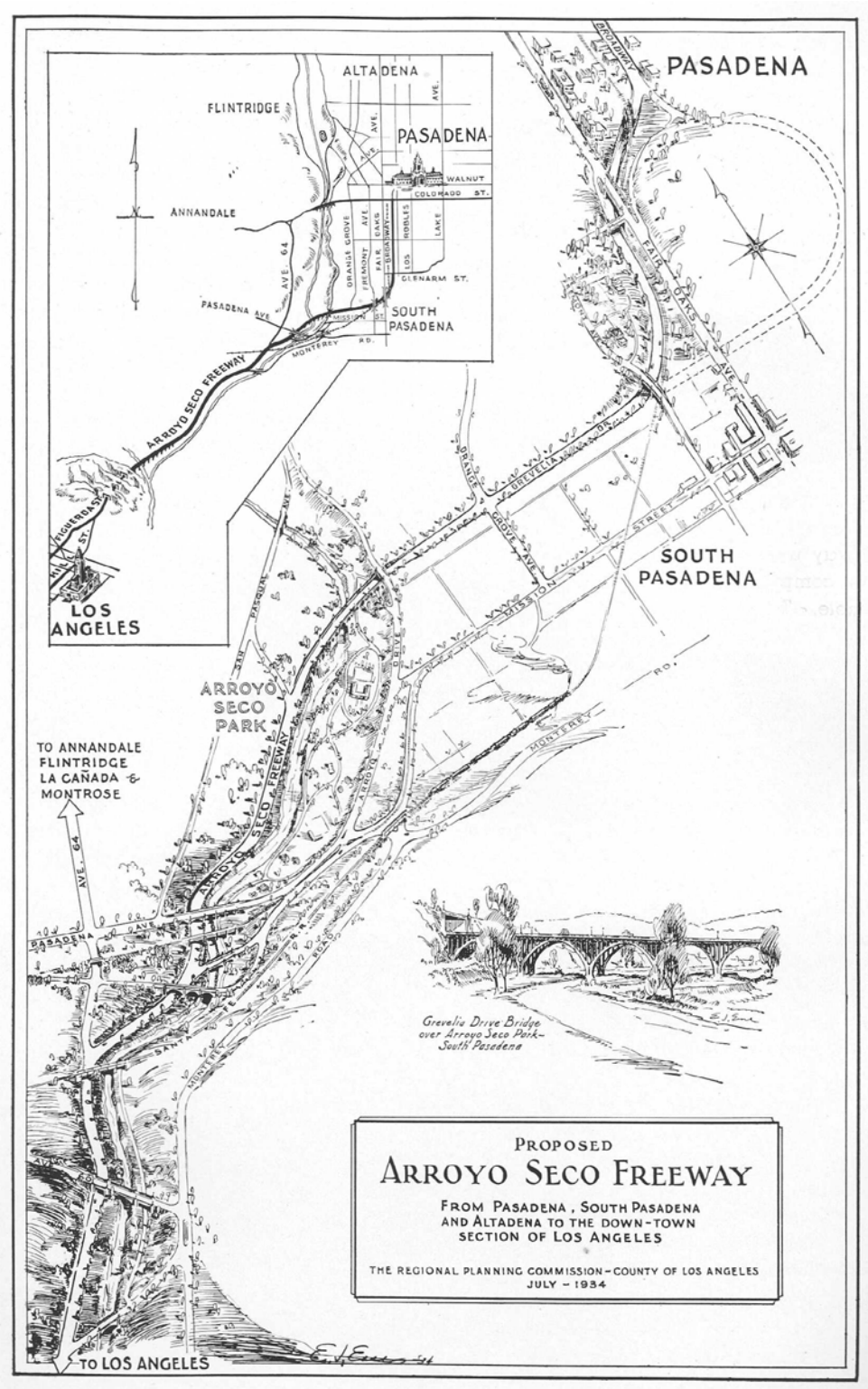


Illustration of the proposed Arroyo Seco to Pasadena from the 1941 *Master Plan of Highways* by the Los Angeles Regional Planning Commission.

Highway Development in the Greater LA Area and Pasadena in the Postwar Period

During World War II, Los Angeles became a major center of the defense industry. Following its horizontal growth in the 1920s and 1930s, the region continued to spread outward, increasing the need for the automobile and its infrastructure. By the 1940s, Los Angeles County was firmly entrenched in "car culture," and there were more than one million cars in the county. In 1941, the county had 880 miles of state highways, 3,000 miles of major streets, 5,000 miles of local streets, and 4,000 miles of unimproved streets.[17] Freeways became crucial to the war effort, as they allowed the efficient transport of supplies, soldiers, and other needs. This need, coupled with the rapidly swelling population, drove demand for additional automobile infrastructure.[18] In 1941, for example, the Los Angeles City Planning Commission completed a proposed parkway plan for the region entitled the *Master Plan of Highways*. It was expanded over the next several years and was ratified by the Los Angeles Regional Planning Commission, the county's planning commission, in 1944.[19] It laid out a plan for transportation growth in the region and would be a blueprint for freeway planning the postwar period. Another early effort at freeway planning in region was the 1941 *Report on the Feasibility of a Freeway Along the Channel of the Los Angeles River*, which concerned a freeway connecting the San Fernando Valley to the Los Angeles and Long Beach Harbors – what would later become the SR-710 Freeway. It was during the 1940s that the Long Beach and Foothill Freeways began to show up in other transportation planning documents as well.

Southern California experienced a rapid population increase after World War II. Between 1940 and 1950, Los Angeles County's population nearly doubled from 2,785,643 to 4,151,687.[20] At the same time, the automobile continued its ascent as the primary form of transportation in the region. Automobile registration in Los Angeles alone increased from 1.2 million to 2.6 million between 1946 and 1956.[21] As the number of automobiles exploded and traffic increased, planners' priorities for freeways shifted. As a result of the area's increase in population, a number of construction projects were needed including the construction of freeways because "without them no city can grow … Los Angeles, above any other city, needs a complete system of freeways because of the enormous area."[22] Freeways were increasingly seen as a way to redirect traffic congestion off city streets and onto a centralized arterial road.

The area's earliest freeways, the Arroyo Seco Parkway and the Cahuenga Pass Parkway (now the Hollywood Freeway), opened in 1942. The Arroyo Seco became a model for future freeway construction projects. As Jovanni Perez notes, the success of the Arroyo Seco Parkway convinced city planners that freeways were the answer to the area's ever-present traffic problem.[23] As discussed above, the Arroyo Seco Parkway was originally designed as a scenic route. However, population growth and increasing traffic in the Los Angeles region shifted the

[17] Caltrans, "Historical Context," 100.

[18] Perez, 5.

[19] Caltrans, "Historical Context," 102.

[20] California Department of Finance, "Historical Census Populations of Counties and Incorporated Cities in California, 1850-2020," accessed May 24, 2024, https://dof.ca.gov/reports/demographic-reports/.

[21] Prosser, "Commercial Development and the Automobile," 16.

[22] George Read, "The Future of Los Angeles," *Los Angeles Times*, April 6, 1945 qtd. in Perez, 5.

[23] Jovanni Perez, "The Los Angeles Freeway and the History of Community Displacement," 6.

Proposed freeway system map from the 1946 *Interregional, Regional, and Metropolitan Parkways in the Los Angeles Metropolitan Area*(Courtesy of the Southern California Rapid Transit District Library)

focus of transportation projects from scenic parkways to freeways designed to alleviate traffic congestion and accommodate higher volumes of automobiles.[24]

As noted earlier, the passage of the Collier-Burns Act in 1947 redistributed state funding more evenly across the state, making possible an ambitious freeway-building campaign in the Los Angeles region. In the roughly two decades following the passage of the Collier-Burns Act, nearly the entire Southern California freeway system was constructed, fundamentally changing the shape of the region's transit. William Fulton referred to this period as "the golden age of freeway construction" in the Los Angeles area.[25] Work on the Hollywood Freeway continued into the early 1950s and 1960s, connecting downtown Los Angeles with Burbank. The Santa Ana Freeway (I-5), San Bernardino Freeway (I-10), and Ventura Freeway (SR-134) were constructed in the 1950s and early 1960s. Much of Los Angeles' freeway system, as envisioned in earlier decades, was finished by the mid-1960s.[26] The region's freeways decimated its neighborhoods of color, building on decades of inequitable planning practices and policies.

[24] Perez, 6.

[25] William Fulton, *The Reluctant Metropolis: The Politics of Urban Growth in Los Angeles* (Baltimore, MD: John Hopkins University Press, 1997), 134.

[26] Prosser, "Commercial Development and the Automobile," 16-17.

Origins of the SR-710 and I-210 Freeways

Planning for the SR-710 and I-210 Freeways began in the 1940s, when the early routes for these freeways were mapped out. The Long Beach Freeway (SR-710) was constructed as a means of connecting the port to the rest of the region, including the central manufacturing district in Southeast Los Angeles. The Long Beach Freeway was part of Los Angeles' planning efforts from an early date. As noted above, the Regional Planning Commission's "Report on the Feasibility of a Freeway Along the Channel of the Los Angeles River" proposed a four-lane route from Long Beach to Sepulveda Boulevard in the San Fernando Valley. The cities of Long Beach and Los Angeles began reserving right-of-way along the river for the route as early as the 1930s and 1940s.[27] In the 1940s, Long Beach financed the planning and construction of a port highway that it named the Los Angeles River Freeway.[28] The Long Beach Freeway was shown on the Master Plan of Freeways (1946) as the "Los Angeles River Freeway" and the "Concord Parkway," which would be the later route of the 710 Freeway.[29] In 1949, construction began on the freeway, initially called Route 15 and later Route 7.[30] The new route was created by connecting existing older freeways between Long Beach and Los Angeles, and would extend to South Pasadena. The first section of the route, renamed the Long Beach Freeway, opened in Long Beach in 1952.[31] Various portions of the freeway between Long Beach and U.S. 101 in Los Angeles were completed during the 1950s.

The Foothill Freeway had its origins in an early state highway that ran between San Fernando east to Pasadena as part of Legislative Route (LRN) 9. It later became part of US Route 99 in 1926. The 210 Freeway is mentioned as early as 1943 as a proposed route to the east following the old State Route 118.[32] Plans for an east-west "Foothill" freeway route through Pasadena, intended to run parallel to Route 66, appears in the 1946 freeway plan and again in freeway plans in the 1950s. The routes at this stage were approximate.[33] By the 1950s, growth at the Port of Los Angeles led to an increase in trucking activity and renewed efforts to construct the "Concord Parkway," which would extend the Long Beach Freeway past its existing terminus southeast of Downtown LA. The northern portion of the Concord Parkway corresponds to the current 210, while the portion south of Pasadena corresponds to the current and unconstructed portions of the 710 Freeway.[34] In 1959, plans were created to extend the 710 Freeway to the 210 Freeway, which would result in prolonged debates over the freeway's route through Pasadena in the 1960s.[35] More detail on the construction of these freeways is included below.

[27] California Highways, "Interstate 710," accessed May 24, 2024, https://cahighways.org/ROUTE710.html.

[28] Gilbert Estrada, "The 710 Long Beach Freeway: A History of America's Most Important Freeway," PBS SoCal, accessed May 23, 2024, https://www.pbssocal.org/shows/departures/the-710-long-beach-freeway-a-history-of-americas-most-important-freeway.

[29] Tim Ivison and Julia Tcharfas, "710: Excerpts from the Archive," Offramp, Summer 2019, accessed May 23, 2024, https://offramp.sciarc.edu/articles/710-excerpts-from-the-archive.

[30] Ivison and Tcharfas, "710: Excerpts from the Archive."

[31] Ivison and Tcharfas, "710: Excerpts from the Archive."

[32] Loukaitou-Sideris et al., 89.

[33] Lloyd, "Freeway Development and Modernity in Pasadena," 8. A small portion of Route 118 between La Cañada-Flintridge and Pasadena was completed to freeway standards in 1955. It was later bypassed by the Foothill Freeway.

[34] Ivison and Tcharfas, "710: Excerpts from the Archive."

[35] California Highways, "Interstate 710, https://cahighways.org/ROUTE710.html.

Pasadena in 1945. Colorado Boulevard can be seen at center (Photo courtesy of Pasadena Public Library)

Pasadena in the Post-World War II Period

In the postwar period, Pasadena, like much of Southern California, experienced rapid and unprecedented growth. The city's population grew from approximately 81,000 to about 106,000 between 1940 and 1950. It also grew in land area, with 1,856 acres of land added in 45 annexations. One of the most significant of these was the addition of Hastings Ranch on the east side of the city.

By 1950, the city's population of people of color was 12,616; they continued to live largely on the west side of the city in northwest Pasadena and the South Vernon/South Raymond neighborhoods.[36] Northwest Pasadena was a mostly working-class neighborhood with clear pride of ownership visible in well-tended yards. The South Vernon neighborhood was made up of mostly single-family homes, as well as some multi-family residences and commercial and industrial buildings along South Pasadena and Vernon Avenues. A 1955 study conducted by the NAACP indicated that 65 percent of African Americans in the city owned their homes; the study noted, "This housing picture indicates a highly stable, settled, relatively prosperous group. They are home owners, family members, and permanent residents of the community."[37]

[36] Demographic information courtesy of Becky Nicolaides.

[37] Betty Jensen Jones and Robert W. O'Brien, "The Negro Community in Pasadena: A Survey of Levels of Employment," Pasadena Chapter NAACP, 1955, 12.

It also had well-established institutions such as First AME Church (115 North Vernon Avenue) and Neighborhood Church (551 South Pasadena Avenue) and businesses.

During this time, Pasadena shifted from "a tourist-dependent, old-money space into a more forward-looking, Space Age city."[38] A significant factor in this change was the completion of the Arroyo Seco Parkway, which linked Pasadena to downtown Los Angeles more easily than ever before. City leaders also actively worked to attract new business and industry. New commercial shopping districts opened along Lake Avenue and in Hastings Ranch, and office construction occurred at Lake Avenue and Colorado Boulevard.[39]

One of the most notable changes to take place in Pasadena during this period was the increase in the city's light industrial and manufacturing sectors. This shift away from a primarily residential community came in part as a result of the realization that "an industrial plant does not necessarily have to constitute an ugly scar on the face of the community," in addition to recognition of the importance of these sectors to a local economy.[40] Industry was discouraged before the war as a result of an "almost single purpose devotion of the city in its early stages to the development of a residential atmosphere."[41] Due to the presence of Caltech and the demand for industrial plants during the war, Pasadena's industrial sector grew, "particularly in the fields of scientific research and the manufacture of precision instruments."[42] City leaders increasingly sought to develop Pasadena as "a center of science, research and light manufacturing" as well as "other industry that conforms to the character of the community, including their head offices and sales divisions."[43] Pasadena, which had been heavily reliant on a tourist-driven economy, began contemplating new options for its future.[44] Despite these desires, though, Pasadena lacked available land; it was almost entirely built out by this time.[45]

Until the early 1950s, Pasadena was easily accessible via public transportation. Into the mid-1960s, advertisements in local newspapers referenced the proximity of residential areas to schools, shopping, and transportation, even as other ads championed the new automobile infrastructure that was cropping up in Southern California.[46] As the streetcar began to make service cuts in the 1950s, the city became less accessible, and freeway planning took center stage. By this period, freeway construction had spread throughout the region, and Pasadena sat at the intersection of three proposed freeways – the Long Beach Freeway (SR-710), Colorado Freeway (SR-134), and the Foothill Freeway (I-210).[47]

The construction of a freeway through Pasadena became linked with its economic prosperity in the postwar period. City leaders became convinced that freeways would provide a necessary link between Pasadena and the rest of the Los Angeles area.[48] This was especially significant as Pasadena became a suburban shopping district at this time.[49]

[38] Nicolaides, *The New Suburbia*, 152.
[39] Nicolaides, *The New Suburbia*, 152-153.
[40] City of Pasadena, General Plan, 7.
[41] City of Pasadena, General Plan, 27.
[42] City of Pasadena, General Plan, 27.
[43] City of Pasadena, General Plan, 37.
[44] Nicolaides, *The New Suburbia*, 147.
[45] City of Pasadena, General Plan, 37.
[46] Lloyd, 8-9.
[47] Loukaitou-Sideris et al., 89.
[48] Loukaitou-Sideris et al., 89.
[49] Nicolaides, *The New Suburbia*, 152.

Urban Renewal in Pasadena

As the city grew and its economy shifted, city officials increasingly turned an eye toward its existing building stock, especially the areas it felt needed redevelopment. Pasadena had begun studying the issue of redevelopment and "housing blight" as early as 1944 when the Planning Commission formed a Citizens Advisory Committee to focus specifically on these issues.[50] In 1950, the city conducted a study to assess the conditions of its residential units and provide recommendations. The city felt that its ability to eradicate "blight" was limited, however, and more comprehensive efforts were made in the following decades. In 1959, Pasadena formed its Community Redevelopment Agency (CRA). The CRA's first undertaking was the Pepper Street Project, Pasadena's first urban renewal project of this period. The area that was eventually redeveloped was a mixed income community of color in northwest Pasadena. The redevelopment project removed a well-established and varied neighborhood of modest but well-kept homes with public housing (later called Kings Manor and now Kings Village). Despite ten years of vehement opposition by the local community, the project ultimately moved forward.[51] It displaced nearly 300 families, most of them people of color. Though city paid relocation costs, including moving expenses, storage costs, and others,[52] that did not come close to mitigating the loss of community suffered by residents displaced by the Pepper Street redevelopment project.

In 1962, the City of Pasadena released its General Plan. The plan set out the City's intentions for the future as it moved into a new era of

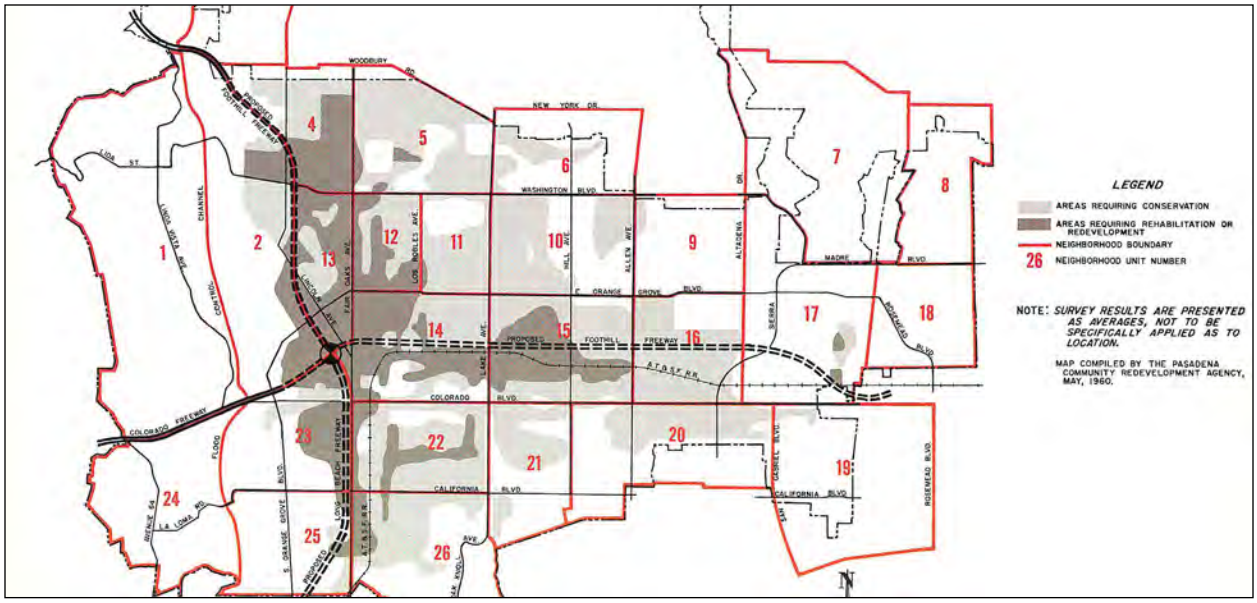
Group of residences on Pepper Street, n.d. (Courtesy of Pasadena Museum of History)

Buildings noted as being "makeshift nonconforming residence rear of commercial usage, on North Fair Oaks" in the Pepper Street area, n.d. (Courtesy of Pasadena Museum of History)

[50] City of Pasadena, General Plan, 1962, 103.

[51] Nicolaides, *The New Suburbia*, 175.

[52] "Pepper Project Status Report and Action Required," prepared by T. Ross Williams, Community Redevelopment Agency, May 7, 1968, 2.



The study area was part of one of the redevelopment areas outlined in the Pasadena General Plan, 1962 (Courtesy of the City of Pasadena)

development. In the foreword, the plan asks, "What kind of city is Pasadena? How did it become such a city? What are the people's needs? Their aspirations? And, finally, how can we best plan to meet these needs and aspirations, not only for today but for the years to come?"[53] Its purpose was to "provide the citizens of Pasadena and the City Government with a comprehensive long-term general plan to guide growth and development."[54] It laid out the existing conditions in the City of Pasadena such as population, traffic and circulation, land use, and recreational features (parks, schools, etc.), and then it provided a plan to guide growth and development into the future. The plan outlined improvements to land use and zoning, community facilities, circulation and transportation, and neighborhood design, among other things. However, the plan prioritized these needs for White neighborhoods, while simultaneously ignoring the needs of neighborhoods of color.

The General Plan also included a section of urban renewal and redevelopment. In the Plan, the city was divided into 26 neighborhood units. The Plan then laid out the characteristics of each, including existing population, land use, and housing type and condition. It stated that nearly 5 percent of the city's residential units were categorized as substandard, citing the 1960 Federal Census. The General Plan noted further that 12 percent of Pasadena's neighborhood areas were "sufficiently blighted to require rehabilitation or redevelopment."[55] Redevelopment areas in Pasadena were established, creating a roadmap that would later be used to justify freeway siting.

[53] City of Pasadena, General Plan, iv.

[54] City of Pasadena, General Plan, iv.

[55] City of Pasadena, General Plan, vi.

Some of the areas marked thusly were the neighborhoods which were historically occupied by communities of color. These areas were earmarked for the city's first redevelopment efforts, to be converted into commercial and industrial areas.[56] These were the same areas that had been redlined during the late 1930s by the HOLC, and it was through these neighborhoods that the 710 and 210 Freeways were depicted as part of the city's planning efforts.

Early Planning for the SR-210 and I-710 Freeways in Pasadena

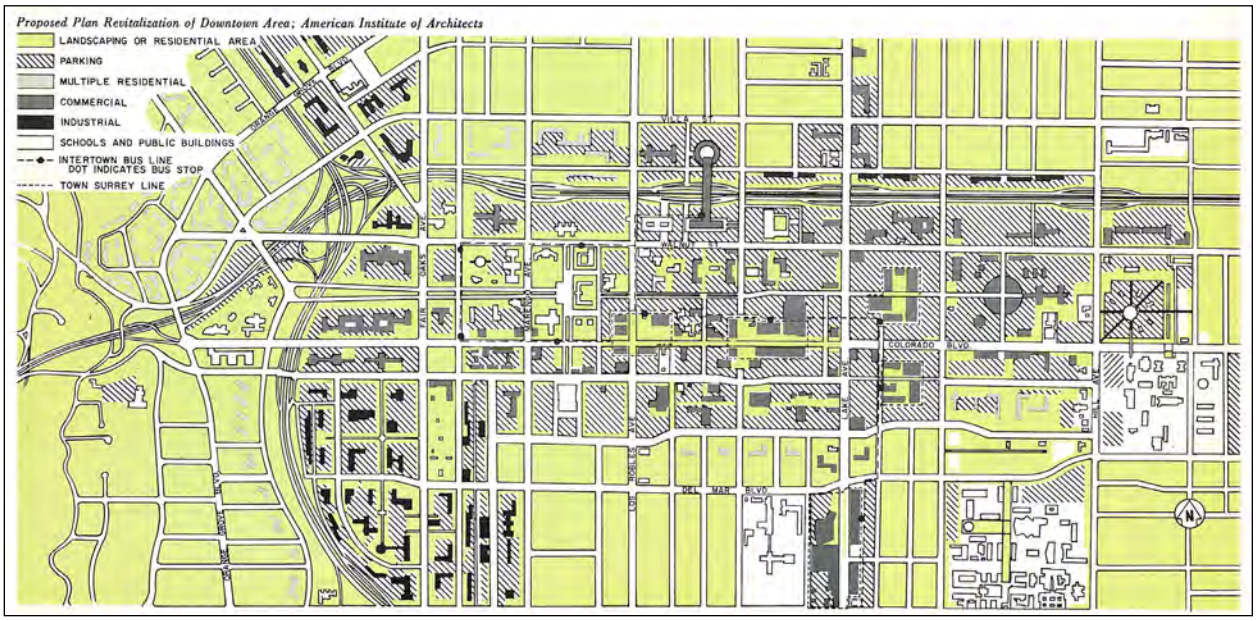
In the early 1960s, business and political leaders formed a Citizens' Committee on Freeways, which worked with state highway officials to decide a freeway route. Local newspapers proclaimed a freeway as "the road to Pasadena's future."[57] It was seen as the solution to the city's transportation issues, as long as state highway officials ensured it did not travel near the Pasadena Playhouse, the California Institute of Technology (Caltech), or "other education and cultural" sites that made the city "world famous."[58]

The SR-710 and I-210 Freeways were incorporated into the city's redevelopment and transportation planning efforts. The construction of the freeway was seen as a way to boost the city's development and economy. The freeway and the provision of transit would provide long-term benefits for residents not only because of ease of circulation; it would also boost land values, encourage construction, and connect Pasadena to the rest of the region.

The 1962 General Plan outlined a rationale for how the freeways should be sited in Pasadena, revealing a desire to protect "established" neighborhoods (implicitly wealthier), while virtually ignoring the integrity of existing neighborhoods of residents of color. "Although it is generally preferable to route freeways around rather than through a city," the General Plan stated, "this is practically impossible in Pasadena's case and the next best solution would appear to be the establishment of routes which will have the most favorable influence on the development of abutting properties and at the same time provide maximum user benefits."[59] It noted "we advocate that the North-South Freeway to Long Beach be built as a dividing greenbelt to permanently insulate the high-income residential areas from the future research and development area," which incidentally were northwest Pasadena and the South Vernon Avenue neighborhood. No mention is made of these areas as containing existing residential neighborhoods; rather, they are discussed as if they do not exist or do not matter.[60] The route for the I-210 Freeway, it noted, "would cause a minimum of disturbance to existing residential developments and maintain neighborhood integrity."[61] The neighborhoods marked for the freeway's route were northwest Pasadena and the South Vernon Avenue area, the very same as the ones marked for redevelopment. The plan went on:

> The proposed north-south route [the SR-710] would, for the most part, take substandard residential, commercial and industrial developments and would not disrupt established neighborhoods. In the central portion of the city the freeway would traverse areas planned for future redevelopment.[62]

[56] City of Pasadena, General Plan, 35.
[57] Lloyd, 15-16.
[58] Lloyd, 15-16.
[59] City of Pasadena, General Plan, 45.
[60] City of Pasadena, General Plan, 35.
[61] City of Pasadena, General Plan, 45.
[62] City of Pasadena, General Plan, 45.



Proposed location of the North-South Freeway as part of the "revitalization" of downtown Pasadena in the 1962 General Plan (Courtesy of the City of Pasadena)

It completely ignored the fact that these were, in fact, long-standing neighborhoods that had been in place since the early twentieth century.[63] They were occupied by people of color and therefore, apparently, not worth the same consideration as so-called "established" White neighborhoods. And for the residents of these neighborhoods, Lloyd notes, "once a neighborhood was slated for a potential freeway route, it was as if someone had placed a bull's-eye on it. Home and business improvement loans would be almost impossible to obtain, ensuring that the neighborhood would continue to deteriorate."[64]

Meanwhile, construction began on the freeways that were intended to converge in Pasadena. The first segment of the Foothill Freeway to Devil's Gate Dam opened in 1955. In 1960, the California Division of Freeways began location studies for the Long Beach Freeway extension. It formally notified the cities of Pasadena, South Pasadena, and Alhambra that studies were being initiated for the location of a proposed freeway extension running from Huntington Drive north to the Foothill Freeway.[65] The next year, the Long Beach Freeway was in its advance planning stages though Pasadena.[66] At the same time, the route that had been Route 118 from La Cañada-Flintridge to Pasadena became LRN 210 in anticipation of the completion of the Foothill Freeway east towards Interstate 10. At the same

[63] City of Pasadena, General Plan, 45.

[64] Lloyd, 10.

[65] "Interstate 710," California Highways, accessed May 30, 2024, https://cahighways.org/ROUTE710.html.

[66] "Interstate 710," California Highways, accessed May 30, 2024, https://cahighways.org/ROUTE710.html. The Los Angeles River Freeway was initially known as Route 15 and was renumbered to Route 7 in 1964 as part of the "Great Renumbering" in which the California legislature changed freeway route numbers across the state.

time, state highway officials laid out several route options for the freeways through Pasadena. Debates over the freeway's routes would be fierce for the next several years.

The 710 and 210 Freeways in Pasadena: The Route Debates and Opposition

In planning the Long Beach and Foothill freeways through Pasadena, state highway engineers and city officials explored various route options through the city. Between 1958 and 1963, a number of alternatives were presented to the public.[67]

Opposition to the construction of the Foothill and Long Beach Freeways through Pasadena arose quickly following the announcement of their planning. Early opposition questioned the need for a freeway through Pasadena in the first place. In 1958, approximately 1,400 residents attended a presentation by state highway officials at Pasadena City College on the proposed Foothill Freeway. Many residents wanted to know "Will the freeway go through my house?" and expressed concerns about the freeway's impact to property value, quality of life, and local businesses.[68]

Numerous groups were formed in opposition to the freeway in Pasadena and surrounding communities. Eventually, the question as to whether a freeway would be constructed through Pasadena was settled as a given. One *Los Angeles Times* article noted "it is impractical and impossible to stop it."[69] Once it became clear that the construction of the freeway was inevitable, and it was only a matter of what route would be chosen, each group had a different agenda. Hearings were held throughout the 1960s to address the issue.

Numerous groups responded to the possibility of a freeway with petitions to stop it. In 1958, for example, more than 2,500 residents from affluent neighborhoods in southeast Pasadena delivered a petition to the state highway district office in protest of the freeway. While they did not oppose a freeway in Pasadena per se, they did not want it to be constructed near them. Their objections included the following:

> "First, the petitioners argued, it would destroy 'hundreds of … attractive residences' and displaced families 'will be unable to relocate in Pasadena' because of lack of residential areas of similar quality. Second, 'It will cut off many north and south streets' that local residents use to access merchants on Colorado St. Third, 'It will create a blighted area between Colorado [Boulevard] and the freeway, where no one will care to own a home.' Fourth, the freeway was too costly; and fifth, it would damage business property values on Colorado [Boulevard]."[70]

In 1964, appraisals for the first 176 Pasadena properties needed for the construction of the Foothill Freeway were completed. $5.5 million was made available for right-of-way acquisition that year. The properties appraised were located within the freeway "core" (excluding interchanges).[71] Eventually, three routes (Red, Blue, and Green) were decided upon. Initially some individuals in Pasadena, such as the City Manager, opposed all three routes (Green, Red, and Blue) since they "of necessity, bisect and carve up prime residential, as well, and commercial and industrial areas."[72] The Green Route traveled along Fair Oaks Avenue south

[67] Loukaitou-Sideris et al., 90.

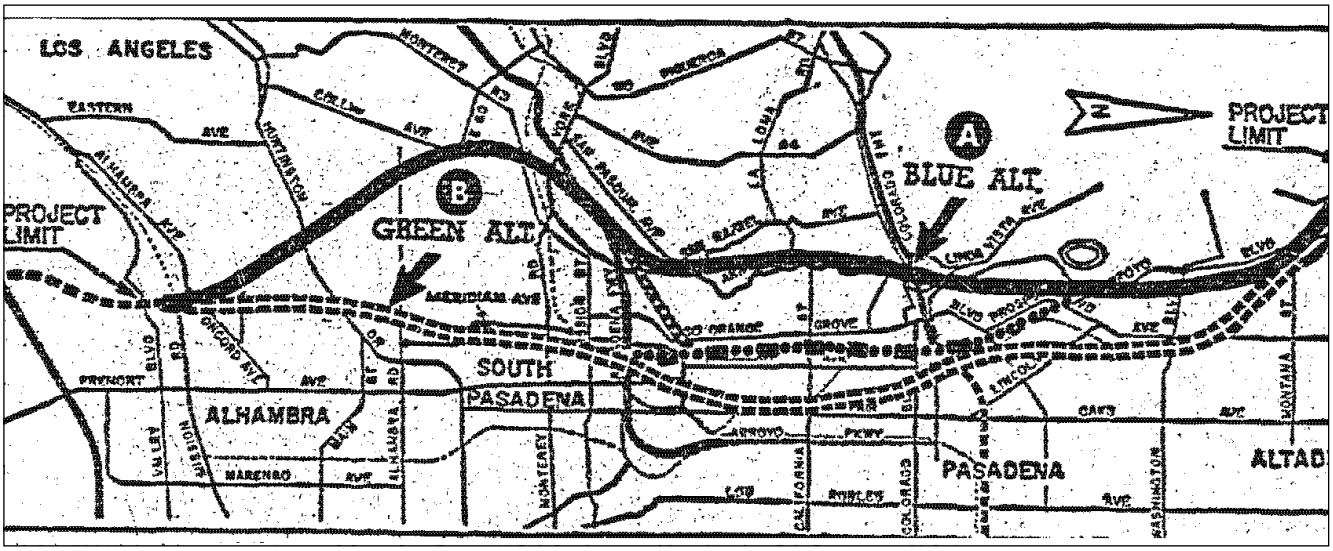
[68] Lloyd, 11.

[69] "Freeway Inevitable," *Los Angeles Times*, 1964.

[70] Lloyd, 11-12.

[71] "First Appraisals near Completion for Freeway," *Pasadena Independent*, January 7, 1964, 13.

[72] "Pasadena Stands Fast on Freeway Position," *Los Angeles Times,* September 2, 1964, D9.



The Blue and Green Routes outlined for the Long Beach Freeway, *Los Angeles Times*, March 18, 1964 (Courtesy of Los Angeles Public Library).

of what is now the 134 Freeway, while the Red Route traveled along Pasadena Avenue south of the 134 Freeway. The Blue Route was located farther west through the Arroyo Seco. In March 1964, two basic alternatives (the Blue Route and the Green Route) were decided upon. It was reported that right-of-way would have to be acquired on 1,647 living units on the Blue Route, while the Green Route would be required right-of-way from 2,653 to 2,696 living units.[73] At public hearings, "both routes, slicing through established residential communities, were attacked as destructive, unnecessary and unwanted."[74]

The Pasadena Citizens Freeway Committee, formed in April 1964, opposed the construction of a freeway at all, but if a freeway was inevitable, it supported the Green Route along Fair Oaks Avenue "or an easterly modification of it." [75]

The group held numerous meetings and signed petitions in support of the Green route.[76] Everett B. Clary, a White member of the committee's board of directors, said that the Fair Oaks Avenue route would "save a 'choice residential area' and school and churches."[77] The Blue Route would affect "many showplace homes on both banks of the Arroyo" while the Red Route would eliminate "dozens of large and well-kept homes" between Orange Grove Boulevard and Pasadena Avenue.[78] Clary declared: "The Fair Oaks Avenue area, where the so-called Green route is placed is the only area which would actually benefit from proximity of the freeway."[79] The group held a rally at Singer Park in support of the Fair Oaks Route.[80]

[73] "Seven Routes Outlined for Freeway Extension," *Los Angeles Times*, March 18, 1964, A1.

[74] Ray Hebert, "2 Disputed Freeway Routes in Pasadena Area Adopted: New Bursts of Protests Expected," *Los Angeles Times*, November 19, 1964, A1.

[75] Dave Swaim, "200 Assail Red, Blue Routes," *Pasadena Independent*, April 23, 1964, 82.

[76] Jack Birkinshaw, "Hearings Slated on Paths for Two Valley Freeways," *Los Angeles Times*, April 9, 1964.

[77] Jack Birkinshaw, "Hearings Slated on Paths for Two Valley Freeways," *Los Angeles Times*, April 9, 1964.

[78] Dave Swaim, "200 Assail Red, Blue Routes," *Pasadena Independent*, April 23, 1964, 82.

[79] Dave Swaim, "200 Assail Red, Blue Routes," *Pasadena Independent*, April 23, 1964, 82.

[80] Dirk Werkman, "Freeway Meetings Jam Week's

The Board of City Directors endorsed the eastern (Green) alternative along Fair Oaks Avenue at that time.[81] The Green Route was depicted in the City's 1962 General Plan, where it is the only one depicted, despite the City not yet having decided upon one at the time.[82] Using circular logic, city officials then argued that the Green Route conformed with the City's General Plan and therefore should be adopted. It was also reported that the Green Route would boost property values in the Fair Oaks industrial and commercial area.[83] This route, however, affected the highest number of homes and destroyed more neighborhoods of color in the most densely populated areas of the city than the Blue Route would have. While Pasadena favored the Green Route, South Pasadena pushed for the Blue Route, as it would have avoided their city.

Ultimately the Green Route with the Red Route alternative to the south was chosen. As the "Implications of Freeway Siting in California" report notes:

> "Despite the fact that the Blue route that would have had the least impact on already established neighborhoods, would have removed the fewest number of housing units, and would have received South Pasadena's support as well, ultimately, the Green route (with the Red cut-off) was chosen in 1964. The city put its weight behind a more expensive route that affected more homes and disrupted primarily neighborhoods of color."[84]

In November 1964, the State Highway Commission adopted the Long Beach Freeway extension through Pasadena and the Foothill Freeway from Pasadena/South Pasadena to La Canada.[85] The route for the Long Beach Freeway ran along Pasadena Avenue north to the Colorado Freeway interchange, and the Foothill Freeway would then run northwest towards Devil's Gate Dam.[86] The *Times* reported that the Long Beach Freeway extension would result in the demolition of 2,400 living units in Pasadena and South Pasadena between Valley Boulevard and Devil's Gate Dam.[87] Initial estimates for the Long Beach Freeway extension were totaled at nearly $100 million for right-of-way acquisition and construction.[88]

Even after the State Highway Commission decided upon the route along Pasadena Avenue, the Board of City Directors remained in opposition and had "not given up the fight" to have the Fair Oaks Avenue route selected instead.[89] The mayor declared "At no time did we agree to the Pasadena Avenue route."[90] Without the city's approval, freeway construction could not move forward.

Activities," *Independent Star-News*, May 3, 1964, 3.

[81] "East Freeway Route Favored in Pasadena," *Los Angeles Times*, May 6, 1964, A8.

[82] Loukaitou-Sideris et al., 95.

[83] "Pasadena Area Girds for Battle of Freeway: Extension Route Stirs Differences," *Los Angeles Times*, May 4, 1964, A1.

[84] Loukaitou-Sideris et al., 110.

[85] Ray Hebert, "2 Disputed Freeway Routes in Pasadena Area Adopted: New Bursts of Protests Expected," *Los Angeles Times*, November 19, 1964, A1.

[86] Ray Hebert, "2 Disputed Freeway Routes in Pasadena Area Adopted: New Bursts of Protests Expected," *Los Angeles Times*, November 19, 1964, A1.

[87] Ray Hebert, "2 Disputed Freeway Routes in Pasadena Area Adopted: New Bursts of Protests Expected," *Los Angeles Times*, November 19, 1964, A1.

[88] "2 Freeway Routes Set Tentatively," *Los Angeles Times*, July 30, 1964, A1.

[89] "Opposition to L.B. Freeway Path Affirmed," *Los Angeles Times*, February 18, 1965, SG1.

[90] "Opposition to L.B. Freeway Path Affirmed," *Los Angeles Times*, February 18, 1965, SG1.

The Foothill Freeway route was decided, and right-of-way commenced for the adopted portion of the I-210 Freeway.[91] Debate over the route selection of the Long Beach Freeway, however, continued into the end of 1965. South Pasadena continued to lobby for changes that would result in a route along Fair Oaks Avenue. In November of that year, the State Highway Commission ultimately chose the previously adopted route along Pasadena Avenue. The Commission stated that "modification of the route to approximately 30 feet [is] acceptable but the basic route [can] not be altered."[92]

By 1966, right-of-way acquisitions for the Foothill Freeway were reportedly 36 percent complete.[93] This included the acquisition of the northern end of Besse Park via eminent domain in 1967, which split the park in half. Separately, the state also acquired the Boys' Club's Besser Park branch, immediately north of the park.[94] Despite land acquisition, construction was delayed by budgeting issues. The State Division of Highways confirmed that construction would likely not be possible until the 1969-1970 fiscal year due to funding and right of way acquisition plans.[95]

Following the adoption of the freeway route, the architecture firm Victor Gruen Associates suggested revising the route to follow Fair Oaks Avenue and to avoid Pasadena Avenue. Though the suggested route would require the acquisition of the Neighborhood Church, it would "have the least detrimental influence on the Orange Grove Boulevard residential community... and would have the least detrimental influence on the redevelopment area and the community as a whole of any of the possible alternatives."[96] It also would have formed a barrier between the existing industrial-commercial area to the east and the residential area to the west. And though the City had commissioned the report by Victor Gruen Associates, it did not follow its recommendations.[97]

Public hearings continued through 1967 with protests from all sides. A resolution was introduced to reopen hearings on the Long Beach Freeway extension route and reevaluate the route but was ultimately struck down. Officials were afraid that this would set a dangerous precedent in freeway planning.[98] In 1967, the City of Pasadena approved the Pasadena Avenue alignment for the Long Beach Freeway extension, which required taking the Neighborhood Church and properties on the east side of Pasadena Avenue between Bellefontaine and Columbia streets that were not previously involved in the potential routes. This portion of the route corresponded with the Red Route alternative proposed by the state.[99] It became the basis for the City's Freeway Agreement with the state and was known as the "Meridian Avenue Line." The Federal Highway Administration (FHA) approved the state adopted route in June of that year.[100]

[91] "The Implications of Freeway Siting in California: Four Case Studies on the Effects of Freeways on Neighborhoods of Color," 90.
[92] Jerry Gillam, "Pasadena Beaten on L.B. Freeway Route," *Los Angeles Times*, November 18, 1965, SG1.
[93] "Periodic report on the Freeway," *Pasadena Independent*, January 31, 1966.
[94] Jack Birkinshaw, "Besse Park will be halved by freeway," *Los Angeles Times*, September 1, 1967.
[95] Wanda Tucker, "Board To Mull Letter," *Pasadena Independent*, October 23, 1967.
[96] "Pasadena Studies New Freeway Path: Route East of Proposed Long Beach Extension recommended," *Los Angeles Times*, April 14, 1966, SG1.
[97] Loukaitou-Sideris et al., 111.
[98] Don Snyder, "Further Hearing Urged on Freeway Extension Route," *Los Angeles Times*, June 9, 1967, B7.
[99] "City Directors Face Freeway Choices," *Independent Star-News*, January 15, 1967, 3.
[100] "Interstate 710," *California Highways*, accessed May 30, 2024, https://cahighways.org/ROUTE710.html.

Depiction of the "Meridian Avenue line" (Red Route) that was selected and approved by the FHA in 1967.

Right-of-way acquisition for the Long Beach Freeway through Pasadena began in 1968.[101] Acquisition for the Foothill Freeway was largely complete and construction underway by 1971.[102] Some of the land acquired for the construction of the Foothill Freeway was identified as leftover and rezoned for heavy commercial use. It was originally zoned as commercial and single-family residential development.[103]

Construction of the Foothill Freeway was initially delayed after part of a bridge for the Foothill Freeway collapsed over the Arroyo Seco below Devil's Gate Reservoir in 1972, killing three workers on site.[104] It opened in segments between 1973 and 1976. The northern portion was completed in 1973 and 1974, while the southern stub completed in 1975 and the eastern spur completed in 1976.[105] The final portion of the Foothill Freeway, which consisted of the eastbound lanes between the Pasadena interchange and Madre Street, opened in March 1976.[106]

The existing SR-710 Freeway in Pasadena was largely completed in 1974 and connected with the Foothill Freeway the following year. An injunction filed by the City of South Pasadena delayed the last part of its construction, but in 1976, a federal judge ruled that the section of

[101] Don Snyder, "State Clearing Way For Freeway," *Los Angeles Times*, June 24, 1968.
[102] Loukaitou-Sideris et al., 91.
[103] "Zone change backed for service facility," *Los Angeles Times*, January 1, 1973, 23.
[104] "Freeway bridge falls; 3 dead," *Independent*, October 18, 1972.
[105] "The Implications of Freeway Siting in California: Four Case Studies on the Effects of Freeways on Neighborhoods of Color," 89 and 92.
[106] Bert Mann, "Freeway Opens Friday (Well, Most of it)," *Los Angeles Times*, March 18, 1976.

the SR-710 Freeway between the I-210 Freeway interchange and California Street could open.[107] Construction of the "wishbone," a one-way couplet between Pasadena Avenue and St. John's Avenue, was finished at this time.[108] Due to opposition from groups in neighboring cities, discussed below, the SR-710 Freeway's construction further south through Pasadena and South Pasadena was halted.

Opposition in Neighboring Cities

Multiple groups formed in opposition to the freeways through Pasadena and neighboring cities, including La Cañada-Flintridge, South Pasadena, and El Sereno.[109]

In La Cañada to the northwest of Pasadena, opposition first coalesced in 1964. More than 1,000 mostly White residents from La Cañada-Flintridge protested the construction of the Foothill Freeway at a meeting of the California Highway Commission in September of that year, and opposition continued for a year and a half.[110] Some of La Cañada's public officials threatened to refuse to sign the necessary street closure agreements that were required for construction.[111]

Opposition to the SR-710 Freeway in South Pasadena was fervent and ongoing[112] and was the most well-known local anti-freeway movement. Opposition was first expressed in 1960, when South Pasadena leaders objected to a route through their community proposed by the City of Pasadena, arguing that it had not been consulted on the proposal. The director of the Community Redevelopment Agency in South Pasadena said, "It is not the prerogative of the City of Pasadena to tell the City of South Pasadena what to do."[113] As soon as the official alignment was adopted in 1964, the majority-White City of South Pasadena requested reconsideration of the adopted route. Many South Pasadena residents "refuse[d] to accept the fate of a ribbon of concrete slicing through their city."[114] The *Times* reported that "South Pasadena is deeply concerned. Small and almost totally residential, the city fears the wrong route would cut it in half and cause economic havoc."[115] The only segment that was ever constructed ran between the Interstate 10 north to Valley Boulevard, completed in 1965. Three years later, "the city of South Pasadena still refuses to accept the location of the route as adopted by the California Highway Commission. A state freeway agreement with South Pasadena remains unsigned."[116] Approximately 7,000 of the city's 11,000 registered voters signed petitions against the route, and the city presented a detailed version of an alternative alignment that would cut along the city's western boundary rather than one closer to the center of the

[107] Bert Mann, "L.B. Freeway Must Clear Legal Hurdles," *Los Angeles Times*, July 24, 1975, 16; "Judge Rules Freeway Segment May Open," *South Pasadena Review*, January 1, 1976.

[108] "Interstate 710," *California Highways*, accessed May 30, 2024, https://cahighways.org/ROUTE710.html.

[109] Other municipalities, such as Alhambra, supported it.

[110] Lloyd, 12.

[111] Loukaitou-Sideris et al., 94.

[112] Due to the extended nature of the fight against the SR-710 from South Pasadena, this accounting is not comprehensive. It is a broad overview meant to provide background and contrast to the occurrences in Pasadena.

[113] "SoPas Stews Over New Freeway Plan," *Pasadena Independent*, December 7, 1960, 4.

[114] "Freeway Issue Is Not Dead, Residents Continue to Battle," South Pasadena Review, November 30, 1964, 1.

[115] "Pasadena Area Girds for Battle of Freeway: Extension Route Stirs Differences," *Los Angeles Times*, May 4, 1964, A1.

[116] Don Snyder, "State Clearing Way For Freeway," *Los Angeles Times*, June 24, 1968.

city.[117] Similar situations would play out in other Southern California communities such as Beverly Hills, which was successful in stopping the construction of a freeway through the city, and in other cities nationwide.

In El Sereno, south of South Pasadena, officials initially signed a freeway agreement, but opposition in the community was strong. The El Sereno Chamber of Commerce was among one of the many organizations that requested a delay, new study, or abandonment of the freeway proposal in the mid-1960s.[118] The *El Sereno Star* reported, "To our knowledge, not one resolution has been passed asking 'for' a freeway."[119] They added: "Granted, there is manifest selfishness in many of these resolutions, an attitude of 'don't take my home, take his,' but there is, nevertheless, real honesty in a resolve to call the whole thing off."[120]

By the late 1960s, an alternate route was being proposed which would run west of the Monterey Hills through Lincoln Heights before intersecting with the existing Arroyo Seco Freeway.[121] However, that route would have still cut through El Sereno, and the community vowed to oppose the freeway route in front of the state Senate in Sacramento.[122] This alternate route was presented after the Green Route had been officially adopted, causing pushback and fears about what setting such a precedent could mean. By this time, the Division of Highways had begun purchasing homes in El Sereno for the construction of the 710 Freeway.

In 1969, the cities of Alhambra, Pasadena, and Los Angeles agreed to a feasibility study of the new route through the Monterey Hills. The study found that while it was technically feasible, "many factors weighed against it, not the least of which were higher costs, poor soil conditions and the need to violate a section of the Arroyo Seco Park."[123] As a result, the state Highway Commission decided to stick with the Meridian Avenue route previously adopted.

South Pasadena continued to fight. In 1972, South Pasadena residents voted on an initiative that prohibited City Council from closing off any streets that would allow construction of the freeway along the Meridian Route.[124] South Pasadena resolved to recommend the "Westerly Route" for the Long Beach Freeway extension. After appealing to officials in Sacramento and failing to obtain a solution it was happy with, City Council formed a Freeway Study Commission to continue the fight. Soon after, the Commission came close to a vote allowing the freeway (8 to 6), but the fight against the freeway went on. Local groups opposed to the freeway included the Citizens United to Save South Pasadena, the No 710 Action Committee, the Committee for Civic Action, the Citizens Committee for the Westerly Route, and the South Pasadena Arroyo Seco Parkway Association. These groups lobbied politicians, filed lawsuits, reviewed environmental documentation, hosted marches and meetings, and solicited media coverage for their fight.[125]

---

[117] "710 Freeway Fighters Leave Lasting Legacy," *The South Pasadenan*, accessed June 4, 2024, https://southpasadenan.com/710-freeway-fighters-leave-lasting-legacy/.

[118] "Long Beach Freeway: No one wants it but the engineers," *El Sereno Star*, May 7, 1964, 23.

[119] "Long Beach Freeway: No one wants it but the engineers," *El Sereno Star*, May 7, 1964, 23.

[120] "Long Beach Freeway: No one wants it but the engineers," *El Sereno Star*, May 7, 1964, 23.

[121] "Proposed Route Change of Long Beach Freeway," *El Sereno Star*, April 27, 1967, 1.

[122] Bert Mann, "L.A. and El Sereno to Team Against Route of Freeway," *Los Angeles Times*, May 16, 1967, B7.

[123] Bert Mann, "S. Pasadena Freeway Fight Becomes a Siege," *Los Angeles Times*, August 12, 1973, SG1.

[124] Berkley Hudson, "Strategies Set for Hearing on 710 Freeway," *Los Angeles Times*, Sept. 26, 1993.

[125] "710 Freeway Fighters Leave Lasting Legacy," *The South*

The proposed route through El Sereno that would bypass South Pasadena, *Los Angeles Times*, April 27, 1967 (Courtesy of Los Angeles Public Library).

With the passage of the National Environmental Protection Act (NEPA) and the California Environmental Quality Act (CEQA) in 1970, the City of South Pasadena gained a new tool in its arsenal. The new regulations worked in the City's favor. In 1973, the City of South Pasadena sued to halt construction, pending compliance with NEPA and CEQA. An injunction was issued, prohibiting construction until an Environmental Impact Report (EIR) was completed. The Federal Highway Administration (FHA) and Caltrans started the Environmental Impact Statement (EIS) process.[126] Caltrans released the Draft Environmental Impact Statement (DEIS) in December 1974.[127] The EIS was rejected by the FHA. Caltrans would resubmit the EIS three more times over the course of the next two decades; it was rejected each time.[128] By this time, the issue was even more polarizing, and more people were skeptical of the benefits of freeway construction. In speaking of the changes in attitudes about freeway construction since the opening of the Arroyo Seco Parkway in the 1940s, the *Los Angeles Times* said, "No one then, least of all the state, could see beyond the need to provide a transportation network for the burgeoning population of motorists. But now the heyday of freeways is past, more and more people having come to feel that freeway benefits are increasingly outweighed by the detriments, notably air pollution."[129] Residents in South Pasadena continued to use every weapon in their arsenal to fight, with a type of political clout and professional expertise (including legal advisors) that the residents of northwest Pasadena and the South Vernon neighborhood did not have. Plans to construct the Long Beach Freeway through El Sereno and South Pasadena were ultimately cancelled in 1977 by the Department of Transportation.[130] The Long Beach Freeway extension was never built north of Valley Boulevard.

Opposition Among Pasadena's Communities of Color

Reactions among Pasadena's residents of color to the construction of the 710 Freeway ran the gamut. Evidence suggests that some felt powerless to stop it, while others actively lobbied against it. An interview with one resident whose home lay in the path of Pasadena's freeways pointed to this feeling of helplessness. When he was asked what he and other residents did to fight the freeway, he responded, "Well, you know what happened at Chavez Ravine? See? The government. The city. Money. We couldn't do nothing. We couldn't fight city hall."[131] As evidenced by this comment, the displacement of residents in Bunker Hill, Chavez Ravine, and other areas for the construction of housing and freeways (such as Interstate 5 in East Los Angeles) would have been fresh in the minds of residents in northwest and southwest Pasadena. In addition, redevelopment projects like the Pepper Project were occurring in Pasadena at the same time. The city's communities of color faced this issue wherever they looked. Hearings related to the Long Beach Freeway extension and redevelopment projects in Pasadena and elsewhere were often "one of the many concerted steps that transportation planners took to ignore or suppress the concerns of residents of

Pasadenan, accessed June 4, 2024, https://southpasadenan.com/710-freeway-fighters-leave-lasting-legacy/.

[126] "Interstate 710," *California Highways*, accessed May 30, 2024, https://cahighways.org/ROUTE710.html.

[127] "Interstate 710," *California Highways*, accessed May 30, 2024, https://cahighways.org/ROUTE710.html.

[128] City of South Pasadena, "State Route 710: General Development Timeline," accessed June 4, 2024,

[129] Bert Mann, "S. Pasadena Freeway Fight Becomes a Siege," *Los Angeles Times*, August 12, 1973, SG1.

[130] "El Sereno, 1977 – The Year in Review," *El Sereno Star*, December 28, 1977, D2.

[131] Lloyd, 13.

Plans for a public housing project in Chavez Ravine in the early 1950s called for the removal of the area's existing residents, drawing widespread opposition. Though the housing project was never constructed, the site was chosen as the location of Dodger Stadium, resulting in the removal of residents later that decade. (Photo courtesy of Los Angeles Public Library).

color, while listening to those in other areas when they objected."[132]

Lawyer and owner of the African American newspaper the *California Eagle*, Loren Miller, summed up the treatment of African Americans in urban environments:

> Take me to a strange city where I've never been before and point out the areas in which Negroes live, and I will lay you some neat odds that I can point out the route of the city's next freeway. There's nothing magic about it. I don't know whether it is a required subject in engineering schools or not, but I do know that one of the cardinal articles of faith among highway engineers is that the areas of Negro residence offer the best, the most feasible, and the most economical routes for highway construction…To use a military term, Negro home owners are expendable.... There's no question about that the displacement of Negroes and other non-whites works a greater hardship than is worked when whites are roaded out of their homes. The white residents can find someplace else to live without undue hardship. The Negro is put into a bad position. He can't go out to the new suburban areas and buy a new home simply because he has the money and the desire....After it is all over, the Negro victim of freeway construction will wind up, more often than not, in another restricted area where he will have to pay through the nose for a second-hand home in a community a cut below that in which he formerly lived. Freeways benefit an entire city, and it seems to me the social, as well as financial, cost ought to be borne by all who benefit…. I don't think it's fair to require the condemned man to pay for the hangman's rope.[133]

A local African American writer added to this, "If some people had their way, we would be bulldozed right out of the city."[134] The seemingly-fruitless fight against the freeways wore on Pasadena's communities of color." A few years later, in an article titled "Pasadena Blacks Say Little Done to End Their Plight," the *Los Angeles Times* observed, "It would be difficult to convince many blacks that the freeway is not part of a plot to cut them off from the surrounding white communities. Yes, that kind of belief accompanies a profound sense of political and economic impotence that pervades the city's northwest area."[135]

[132] Loukaitou-Sideris et al., 93.

[133] Miller, 1961, 4 qtd. in Loukaitou-Sideris et al., 109-110.

[134] Nicolaides, *The New Suburbia*, 176.

[135] Bert Mann, "Pasadena Blacks Say Little Done to End Their Plight," *Los Angeles Times*, May 28, 1972, GD1.

That is not to say that residents did not fight back. One group to oppose the freeway was FACTS (Freeway Action Committee for Thorough Study), which was a multi-racial group that included Ruth Washington, the publisher of the *Los Angeles Sentinel*. In 1964, FACTS gathered 20,000 protest signatures in Pasadena and surrounding areas, but the petition had no effect on the city's decision.[136] FACTS was also active as a group in South Pasadena (it does not appear to have been affiliated with Pasadena's group). In at least one instance, community groups posted guards in front of a residence on Bancroft Way that housed three low-income families who were to be evicted and the residence razed for the Foothill Freeway. The NAACP, Emergency Housing Commission, and Commission on Human Need and Opportunity in Pasadena pressured the Division of Highways to delay the eviction and find relocation funds for the families.[137] During talks to find a solution for the families, a group of thirty women and children from the Pasadena branch of the National Welfare Rights Organization marched on City Hall with demands that the City find housing for the low-income residents who would be displaced by the freeway.[138] They sought to not only demand justice for the families in the Bancroft Way residence but also to highlight the need for housing for low-income residents in Pasadena more generally.[139]

Pasadena's communities of color also weighed in on the route debates that raged at the time or opposed the freeway altogether. Long-time Pasadena resident Alma Stokes was part of a group successfully prevented the 210 Freeway from cutting through Washington Boulevard in northwest Pasadena.[140] Documentation shows that they did not necessarily come to a consensus on the proposed freeway routes. Of those that fought against the freeway, various groups opposed different routes. The Northwest Pasadena Association of Property Owners and Residents, which drew membership from the property owners and residents in the northwest Arroyo section of Pasadena, stated that it was formed "primarily for the neighborhood protection and benefit of this portion of Pasadena."[141] It backed the Green (most easterly) Route. In a statement, the Association said, "If we must have a north-south freeway through Pasadena, we believe the Green route offers less removal of prime residential property with attendant dislocation of long-time, stable residents, and more elimination of undesirable neighborhood factors than the alternate Blue route (most westerly) proposal."[142] In the statement, the Association said, "We feel the desirable residential flavor of the neighborhoods affected by the Blue route should be preserved and maintained. This nearly 100 percent owner-occupied area presents plus factors contributing to progress and growth in Pasadena than most other neighborhoods in the northwest portion of this city. Further, its residents and property owners offer a high degree of constructive activity and assistance in the civic and cultural life of Pasadena."[143] The Association continued:

[136] Nicolaides, *The New Suburbia*, 176.

[137] Hall Leiren, "State Relents, Pasadena Families Facing Eviction Get Brief Reprieve," *Los Angeles Times*, March 19, 1970, SG1.

[138] Nicolaides, *The New Suburbia*, 176.

[139] Hall Leiren, "Marchers at Pasadena City Hall Demand Homes for Poor," *Los Angeles Times*, March 26, 1970, SG1.

[140] "Alma Stokes oral history conducted by Becky Nicolaides, June 28, 2024, Pasadena, California."

[141] "Freeway Route Preference Told," *Pasadena Independent*, April 23, 1964, 5.

[142] "Freeway Route Preference Told," *Pasadena Independent*, April 23, 1964, 5.

[143] "Freeway Route Preference Told," *Pasadena Independent*, April 23, 1964, 5.

We believe the adoption of the Green (easterly) route, north of the proposed interchange [vicinity of Orange Grove Boulevard and Pasadena Avenue] will:

1. Eliminate more deteriorating, unsightly and sub-standard structures from the area.
2. Eliminate more factors contributive to neighborhood blight [loss of value to adjacent property, a railroad track to 'Nowhere,' noise, fumes, dust, etc.
3. Preserve and maintain the atmosphere necessary for undistracted and more complete enjoyment of the Rose Bowl, Municipal Golf Course, bridle trails and other Arroyo Seco facilities for recreation.
4. Facilitate General Plan implementation (proposed Washington-Lincoln shopping center, etc.)
5. Preserve unification of a substantial, robust and thriving residential neighborhood.[144]

Emmett Mickle, African American chairman of the Association, stated in 1964, "We are bound to suffer some loss no matter which way this freeway goes – if we are to have a freeway at all – but through these meetings we are endeavoring to minimize the loss. We don't like the Green line either, but it is the one that will hurt fewer people. We are choosing the route which will disrupt the community the least."[145] The group is also documented battling "to keep the freeway out of the Arroyo Seco and away from Pasadena Avenue."[146] It held meetings and signed petitions backing the Green (Fair Oaks) route.[147]

Later that year, however, Mickle spoke out against the freeway route through northwest Pasadena. At a City Council meeting urging Pasadena residents to act against the proposed freeways, he noted that "750 families would be displaced by the north-south extension of the Long Beach freeway when it cuts through the northwest area of Pasadena. Five hundred of these, he said, are Negro 'and the facilities where they can be relocated in this area are very limited.'"[148]

Mickle was also chairman of the Pasadena Civic Participation League. The organization formed in 1963; among other issues, it focused on racial unity and worked against school segregation. No statements were found directly from the Pasadena Civic Participation League regarding their stance on the freeway routes. However, the League was on record as being opposed to the actions of the Pasadena Community Redevelopment Agency (CRA). Mickle accused the CRA of creating blight in the "entire racial minority residential area of [Pasadena]" in order to push redevelopment.[149] The League opposed the CRA's policy of easing the housing code in the city's redevelopment areas, which it

[144] "Freeway Route Preference Told," *Pasadena Independent*, April 23, 1964, 5.

[145] Dave Swaim, "Green Route Backed by Northwest Group: Line Seen Least Disruptive," *Pasadena Independent*, May 5, 1964, 13.

[146] Dave Swaim, "Green Route Backed by Northwest Group: Line Seen Least Disruptive," *Pasadena Independent*, May 5, 1964, 13.

[147] Dave Swaim, "Green Route Backed by Northwest Group: Line Seen Least Disruptive," *Pasadena Independent*, May 5, 1964, 13.

[148] "City Urged to Back Freeway Ban Action," *Pasadena Independent*, August 19, 1964, 71; "Freeway," *Los Angeles Times*, August 20, 1964, 142.

[149] "CURAC's Code Program," *Pasadena Independent*, March 31, 1964, 11.

said "would create blight and thus perpetuate development work here."[150] Areas designated for redevelopment included the Pepper Redevelopment Project Area and Redevelopment Area II in the southwest downtown district. The League also opposed a civic improvement bond measure because it "neglect[ed] the northwest portion of the city."[151]

The Los Angeles branch of the NAACP was opposed to the construction of freeways in the region. In speaking of a lawsuit brought against the construction of the Century Freeway in Los Angeles, the president of the Los Angeles branch, Elbert T. Hudson, said the Black community "can no longer sit idly by and watch freeways push through ghetto areas … The NAACP does not challenge the right of government to build freeways … But we do demand that the taking of private land and the disruption of families be accomplished by strict adherence to the law."[152]

As will be discussed in Part II, the construction of freeways in Pasadena would have profound and lasting impacts on the city's communities of color.

[150] "Agency Head Fires Back at Code Critics," *Los Angeles Times*, March 26, 1964, 123.
[151] "13 Civic Projects Hang in Balance," *Independent Star-News*," October 11, 1964, 3.
[152] Ray Herbert, "Class Action Lawsuit Lodged Against Century Freeway," *Los Angeles Times*, February 18, 1972, E1.

this page was intentionally left blank

Part II

Historical Data

Opposite: Aerial view of the completed I-710 Freeway, circa 1975 (Courtesy of Pasadena Public Library)

Overview

Part II of this report outlines the specific effects of the construction of the 710 Freeway, including a breakdown of the individuals, businesses, and institutions displaced by the 710 freeway in the study area. It also examines some of the economic, built environment, and social effects freeway construction had on the city's communities.

The Property Acquisition Process

As shown in the ROW maps for the study area (Appendix A), a combination of different types of property acquisition were used for the construction of the 710 Freeway in Pasadena. These included typical right-of-way purchasing, hardship acquisition, and eminent domain. This section includes an overview of the different types of property acquisition. The various types of property acquisition are presented in the order in which they would occur during a transportation project. Hardship acquisition occurs early in the process, while right-of-way occurs after a route is selected. Condemnation proceedings, including eminent domain, happen if a sale cannot be resolved through typical right-of-way acquisition.

Types of Property Acquisition

Hardship acquisition is a type of property acquisition that occurs early in a project. Early acquisition involves the purchase of property before the completion of the environmental review process for a proposed transportation project and may be used for a project involving "corridor preservation, access management, or other purposes."[153] There is no indication that particular types of transportation projects used early acquisition beyond these above stated circumstances.

Hardship is defined as "a situation where unusual personal circumstances of an owner are aggravated by a proposed transportation facility and cannot be solved by the owner without acquisition by the State. There are two types of hardships: those which occur in advance of the regular right of way acquisition process; those which occur when the requirements for commencing the regular right of way acquisition process have been met, but funding and activity on the project have been deferred."[154]

The Caltrans *Right of Way Manual* states, "The following minimal requirements must be met and documented if a hardship request is approved:

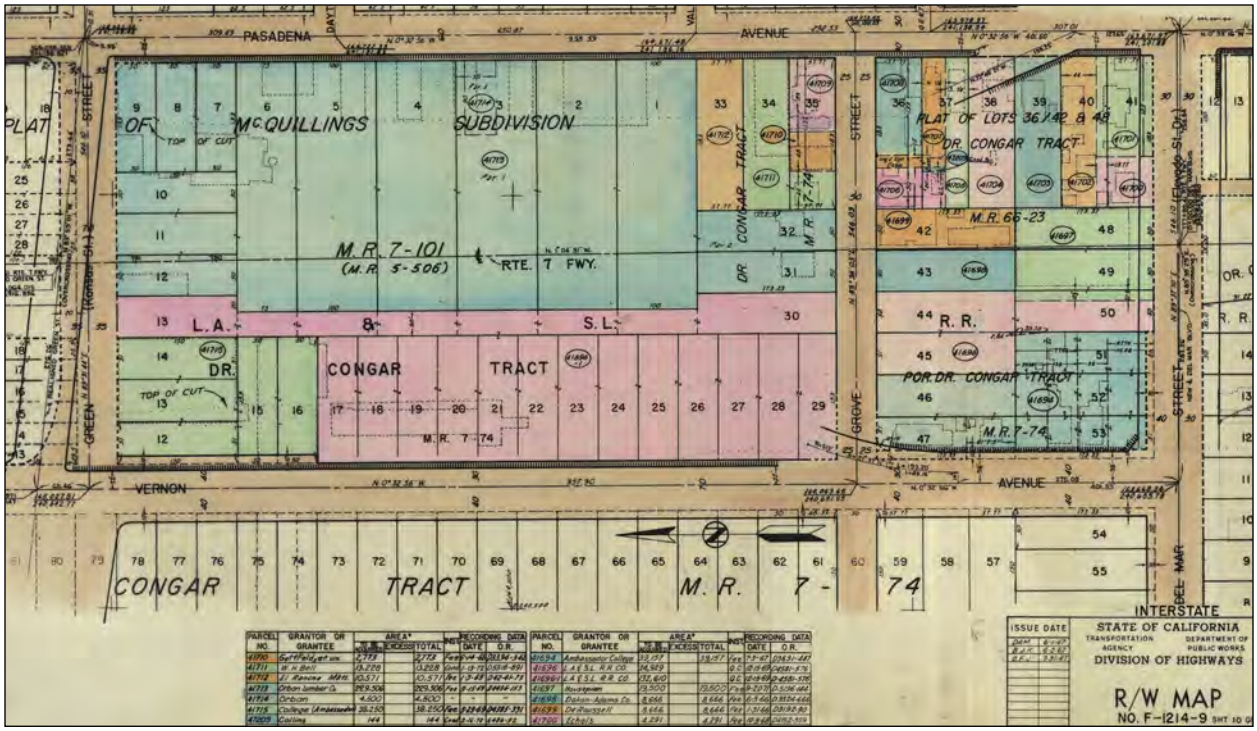
- Owner demonstrates need to dispose of property.
- Owner is unable to dispose of property at fair market value because of transportation facility plans.
- Owner cannot reasonably alleviate the hardship in the absence of the State's purchase.
- State's purchase will either partially or totally alleviate the hardship."[155]

There are a variety of reasons that owners can

[153] Caltrans Right of Way Manual Chapter 5, 5.01.02.00; Code of Federal Regulations (CFR) Title 23 Section §710.501, National Archives, accessed June 21, 2024, https://www.ecfr.gov/current/title-23/chapter-I/subchapter-H/part-710/subpart-E/section-710.501.

[154] Caltrans Right of Way Manual Chapter 5, 5.03.01.00.

[155] Caltrans Right of Way Manual Chapter 5, 5.03.04.01.



One of the right-of-way maps for the study area (Source: California Department of Transportation).

request immediate sale, including medical and financial reasons as well as monetary loss from the proposed project.[156] Owners must submit an application requesting hardship acquisition. Today, property owners applying for hardship acquisition are still eligible for "appropriate relocation assistance and sufficient time to consider the State's offer."[157] Since the usage of hardship acquisition occurred prior to routine right-of-way purchasing and was owner initiated, it would not have been recorded on the right-of-way maps.

While property transactions are typically settled via sale, the state can use condemnation proceedings to obtain property if a property owner and Caltrans cannot agree on the terms of a sale. If a property owner fails to go through the initial acquisition process, and the hardship acquisition process, the proceedings will then move into the eminent domain process which is now considered a legal proceeding.[158]

[156] Caltrans Right of Way Manual Chapter 5, 5.03.04.02.

[157] Caltrans Right of Way Manual Chapter 5, 5.03.01.00.

[158] California Department of Transportation, https://dot.ca.gov/programs/right-of-way/acquisition-condemnation.

BPR REG NO	STATE	FEDERAL PROJECT NO.	EFFECTIVE DATE	SHEET NO	TOTAL SHEETS
7	CALIF	I 210-1 (92) 24	5-10-65	9	

DISTRICT R/W AGENT BUREAU OF PUBLIC ROADS DATE

PARCEL NO.	GRANTOR OR GRANTEE	AREA			INST.	RECORDING DATA	
		TO BE ACQ.	EXCESS	TOTAL		DATE	O.R.
41716	Ambassador College	14,778		14,778	Fee	5-29-69	D4385-329
41717	Jones Desert Stone	5,300		5,300	Fee	10-31-69	D4542-525
41718	Kaplan	6,677		6,677	Cond.	6-1-70	D4729-98
41720	Tanaka	5,101		5,101	Fee	8-20-69	D4472-81
41721	Pomeroy, et ux	7,650		7,650	Fee	7-14-70	D4771-76
41721-1	Pomeroy, et ux	7,621		7,621	Fee	7-14-70	D4771-76
41722	Leishman	18,473		18,473	Fee	8-14-70	D-4801-642
41723	Stasand, et ux	5,483		10,533	Fee	8-20-68	D4105-610
41723-1	Stasand, et ux	5,050		5,050	Fee	8-20-68	D4105-610
41724	Cohn	10,966		10,966	Fee	9-2-69	D4483-442
41725	Security First Nat'l Bank	5,049		5,049	Fee	11-18-68	D4197-331
41726	Fiore	5,049		5,049	Fee	2-19-70	D4637-218
41728	Union Oil Co.	21,582		21,582	Fee	8-5-69	D4456-937
41730 Por. 1-2	Throop, et ux.	13,964		13,964	Fee	12-17-68	D4226-216
41731	Mathewson	8,811		8,811	Fee	7-12-68	D4063-383
41732	Ward	17,689		17,689	Fee	7-9-68	D4058-731
41733 Por. 1-2	Throop, et al.	37,903		37,903	Fee	12-17-68	D4226-225
41734	Wilks	81,254		81,254	Cond.	5-13-71	D5056-664
41696-2	L.A. & S.L. R.R. CO.	10,599			Q.C.	12-15-69	D-4581-576
41696-3	L.A. & S.L. R.R. CO.	9,674			Q.C.	12-15-69	D-4581-576
41696-4	L.A. & S.L. R.R. CO.	11,386			Q.C.	12-15-69	D-4581-576
41696-5	L.A. & S.L. R.R. CO.	101,256			Q.C.	12-15-69	D-4581-576
49320-1	Carmelita Park Co.	7,563		4.764 Ac.	Fee	4-6-72	D-5418-92
49320-2	"	2,342		"	Eas.	4-6-72	D-5418-92
49320-3	"	3,373		"	Temp. Ease.		
49320-4	"	2,677		"	Eas.	4-6-72	D-5418-92
DK49320-4	City of Pasadena				Q.C.	12-18-75	D6909-59
REL 903	SEE MAP	F1214-5					

Table with property acquisition data from a right-of-way map for the 710 study area.

Other types of acquisition, and shown on the right-of-way (ROW) maps for the study area, include:

Fee acquisition, a type of routine right-of-way purchasing, was the most common type indicated on the ROW maps for the study area. Fee acquisition involves the usage of grant deeds, which is the most common type of deed used in the purchase of property and "are primarily used to transfer real property in fee (all rights, title, and interest of the property)." A grant deed may be used for the full or partial acquisition of a property and is used when a person transfers ownership or adds a new owner.[159] Upon purchase by the Division of Highways, the state becomes the owner.

A **quitclaim deed** (indicated as Q.C. on the maps) is used to purchase properties when the title to a property may not be valid due to a cloud on the title or other encumbrances.[160][161] A cloud on the title is defined as "a claim, encumbrance or condition which impairs the title to real property until disproved or eliminated as for example through a quitclaim deed or a quiet title legal action."[162] It may be caused by a number of issues, including:

- Unpaid debts: Such as mortgages, liens, or property taxes
- Errors in public records: Such as a misspelled address or an improperly recorded deed
- Ownership disputes: Such as a surviving seller who hasn't probated the estate of a deceased owner.

A quitclaim deed conveys any interest a grantor may have had and "transfers only the interest the grantor has at the time the conveyance is executed. The grantor is not promising anything other than that they are giving up their own rights, if any. […] This type of deed guarantees nothing and there is no expressed or implied warranty that grantor owns the property or any interest in it. […] A quitclaim deed effectively says, 'I am conveying all the title that I have in the property described in this quitclaim- if I have, in fact, any title.'"[163] In the study area, quitclaim deeds were typically used for properties owned by the Los Angeles & Salt Lake Railway Company and – in one observed case – land owned by the City of Pasadena. This process was not used for the acquisition of residential properties.[164]

An **easement deed** "is used to acquire rights over real property" for a variety of purposes ranging from access rights to utilities.[165] Construction easements were not a purchase of property; rather the Division of Highways paid the grantor to use the land for a specified period of time for the purposes of construction. The land remained in the ownership of the grantor.[166] Both easements and temporary easements are seen in the ROW maps as "eas." and "temp eas." in

[159] Caltrans Right of Way Manual chapter 6, 6.09.02.01; California State Board of Equalization, "Property Ownership and Deed Recording," accessed April 23, 2024, https://www.boe.ca.gov/proptaxes/pdf/Ownership_DeedRecording.pdf.

[160] Cloud on a property title means a property has an outstanding lien or unresolved issue that makes it possible for the property to be confiscated in place of payment.

[161] Caltrans Right of Way Manual chapter 6, 6.09.02.03.

[162] Source: California Department of Real State, "Reference Book: A Real Estate Guide," Glossary of Terms, 567.

[163] California State Board of Equalization, "Property Ownership and Deed Recording," accessed April 23, 2024, https://www.boe.ca.gov/proptaxes/pdf/Ownership_DeedRecording.pdf.

[164] California State Board of Equalization, "Property Ownership and Deed Recording," accessed April 23, 2024, https://www.boe.ca.gov/proptaxes/pdf/Ownership_DeedRecording.pdf.

[165] Caltrans Right of Way Manual Chapter 6, 6.09.02.02.

[166] Communication with Fatima Choudhury, Caltrans staff, July 26, 2024.

the study area. Easements were used primarily for railroad right-of-way, land owned by power companies, and flood control channels.

Relinquishment refers to "the statutory conveyance of all rights, title, interests, liability, and maintenance responsibilities of a State highway, or portion thereof, to another government entity."[167] Relinquishment is seen in one instance of City-owned property.

A **Director's Deed**, abbreviated as "D.D.," are used when the state sells a property; the sale has to be approved by the Director of Caltrans.[168] Director's Deeds were used in only a small number of cases in the study area; transactions were with both private individuals and for land located on a street leading to Ambassador College.

Eminent domain, a type of condemnation proceeding, is the act of taking private property for public use upon payment of just compensation.[169] While property transactions are typically settled via sale, the state can use **condemnation** proceedings to obtain property if a property owner and Caltrans cannot agree on the terms of a sale. The usage of condemnation is shown as "cond." on the ROW maps. This type of acquisition would have been used if the Division of Highways did not receive a response to its notification letters within a specified time frame (at the time, it was sixty days initially then a follow up letter would be sent, after which property owners had thirty days to respond).[170]

Just compensation is the price an agency must pay to acquire real property; it is also its fair market value. **Fair market value** is defined as "the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available."[171] It refers to the market value of a property that has been adjusted to reflect constitutional and other legal requirements for public acquisition.

A sample table from one of the right-of-way (ROW) maps from which this information was obtained can be seen above. The types of property acquisition used for each parcel is included in the column labeled "INST." Other terms listed on the ROW maps include:

- Et. Ux: an abbreviation for "et uxor." It means "and wife"
- Excess area/land: real property acquired by the state that is no longer necessary for highway purposes, rights of way or other operational purposes of the Department of Transportation[172]

[167] Caltrans Project Development Procedures Manual, Chapter 25, accessed April 30, 2024, https://dot.ca.gov/-/media/dot-media/programs/design/documents/pdpm-chapter25-a11y.pdf.

[168] Caltrans Right of Way Manual Chapter 6, 6.15.01.00.

[169] California Department of Transportation, "Your Property, Your Transportation Project," accessed April 24, 2024, https://dot.ca.gov/-/media/dot-media/programs/right-of-way/documents/acquisition-condemnation/your-property-your-transportation-project-digital-view-english-2020-a11y.pdf.

[170] Communication with Fatima Choudhury, Caltrans staff, July 26, 2024.

[171] California Department of Transportation, "Your Property, Your Transportation Project," accessed April 24, 2024, https://dot.ca.gov/-/media/dot-media/programs/right-of-way/documents/acquisition-condemnation/your-property-your-transportation-project-digital-view-english-2020-a11y.pdf.

[172] Caltrans Right of Way Manual Chapter 6, 6.16.03.00,

- Grantee: a person to whom a grant is made
- Grantor: a person who transfers his or her interest in property to another by grant[173]

The Property Acquisition Process for the 710 Freeway

Research indicates that the Division of Highways used a combination of property acquisition types for the purchase of properties for the construction of the 710 freeway. A *Los Angeles Times* article notes from 1968, "routine right-of-way purchasing is under way in Pasadena from California Blvd. north to the interchange. About 200 parcels have been acquired in this area adjacent to and paralleling Pasadena Ave."[174] Communication with Caltrans staff indicates that the notification process has remained largely the same since the 1960s. The Division of Highways notified property owners by mail once a route had been selected. Property owners then had sixty days to contact the state regarding the sale of their property.[175] If they did not contact the state, the Division of Highways would send a follow up notification letter, after which property owners had thirty days to contact the state. If the state still did not get a response from property owners, condemnation proceedings were initiated.[176]

During the 1960s, when highway construction was in full swing around the country, legislation was passed to smooth the acquisition process and aid property owners. In 1966, the Federal-Aid Highway Act required the Department of Transportation to study the advance acquisition process for right-of-way purchasing for the purpose of Federal-aid highway construction. Particular emphasis was placed on studying the relocation of individuals, businesses, etc., and the removal of improvements on such land. The study, completed in 1967, recommended that states be required to provide a program to assist individuals, businesses, and non-profit organizations with displacement and relocation.[177]

A review of this report reveals that by the time it was completed in 1966-1967, many states had an advance acquisition process of some type in place, though many only planned one to five years in advance. California was one of the few states that planned more than five years in advance and one of two states that planned up to ten years in advance.[178] California's advance acquisition process dated to 1952, when the state enacted legislation that set up an advance right-of-way acquisition fund to allow for the acquisition of property where there was a probability of development. It was intended to prevent higher acquisition costs later if a development went forward.[179] It allowed for the acquisition of properties that were part of the state's long-range transportation planning program and allowed the state to purchase right-of-way up to ten years in advance of scheduled construction.[180] The report noted

6.17.02.00.

[173] As defined in California Department of Real Estate, "Reference Book: A Real Estate Guide," Glossary of Terms.

[174] Don Snyder, "State Clearing Way For Freeway," *Los Angeles Times*, June 24, 1968.

[175] The notification time frame has changed.

[176] Communication with Fatima Choudhury, Caltrans staff, July 26, 2024.

[177] U.S. Department of Transportation, "Advance Acquisition of Highway Rights-of-way Study: A Study Transmitted by the Secretary of the Department of Transportation to the Congress," Washington, D.C., July 1967, 10.

[178] "Advance Acquisition of Highway Rights-of-way Study," 6-7.

[179] "Advance Acquisition of Highway Rights-of-way Study," 71.

[180] "Advance Acquisition of Highway Rights-of-way Study," 73-74.

that in California, in 1965-1966, "approximately 3,600 families and business owners were offered relocation assistance" as part of a "sincere and effective program."[181] State assistance was needed for only ten of these relocations, while the vast majority made their own arrangements due to advance notice. The report did not indicate which projects or in which parts of the state these relocations occurred.

Today, federal legislation helps protect property owners from racial discrimination in such projects. It requires that when federal funding is used, land acquisition and relocation assistance must comply with Title VI of the Civil Rights Act of 1964 and the Uniform Act. These laws protect property owners during the environmental review and property acquisition processes. These were largely enacted after the displacement for the 710 Freeway in Pasadena occurred. They include Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. President John F. Kennedy observed in 1963, "Simple justice requires that public funds, to which all taxpayers of all races [colors, and national origins] contribute, not be spent in any fashion which encourages, entrenches, subsidizes or results in racial [color or national origin] discrimination."[182] The Act prohibits discrimination in federally funded programs and activities.

Though the Civil Rights Act was made into law by the time the 710 Freeway route was selected and property purchasing was underway, no mention of it was found in relation to the freeway project in the preparation of this report. Articles were found indicating that the legislation was used as leverage against urban redevelopment projects at the time, including the Pepper Project in Pasadena and the Flood Ranch redevelopment project in Santa Fe Springs (though in both cases, the suits were unsuccessful).[183] Now, usage of Title VI of the Civil Rights Act is explicitly discussed in the Caltrans *Right of Way Manual*. Both routine and early acquisition have to be conducted in such a way that complies with Title VI and, acquisition "shall be conducted in such as a way and manner as to assure that no person shall, on the grounds of race, color, sex, national origin, or disability, be denied the benefits to which the person is entitled, or be otherwise subjected to discrimination, in compliance with Title VI of the 1964 Civil Rights Act and related statutes."[184] Chapter 5 of the *Right of Way Manual* states that "property interests will be acquired through negotiation, without the threat of, or use of, condemnation; and is in compliance with the Uniform Act and Title VI of the Civil Rights Act of 1964."[185]

Other legislation that helps protect property owners includes the Uniform Relocation Assistance and Real Property Acquisition Policies Act, passed in 1970. Also known as the Uniform Act, the law was passed by Congress to ensure that property owners and tenants affected by the acquisition of private property are treated fairly and equitably and receive relocation assistance.[186]

---

[181] "Advance Acquisition of Highway Rights-of-way Study," 77.

[182] Civil Rights Division, U.S. Department of Justice, "Title VI of the Civil Rights Act of 1964," accessed June 17, 2024, https://www.justice.gov/crt/fcs/TitleVI.

[183] "Complaint Filed in Try to Reverse Ordinance Against Pepper Project," *Pasadena Independent*, January 15, 1965, A5; Keith Takahashi, "Project Changes Houses, Hearts," *Los Angeles Times*, May 30, 1971, L2. For more on Flood Ranch, see Jerry Gonzalez, *In Search of the Mexican Beverly Hills: Latino Suburbanization in Postwar Los Angeles* (New Brunswick, NJ: Rutgers University Press, 2017).

[184] Caltrans Right of Way Manual Chapter 6, 8.01.03.00.

[185] Caltrans Right of Way Manual Chapter 5, 5.01.01.00.

[186] Federal Highway Administration, "Uniform Act,"

It provides protections and assistance for people affected by federally funded projects. However, this law was passed after most of the property acquisition for the 710 freeway in Pasadena had occurred. The right-of-way maps indicate that the majority of properties were purchased between 1966 and about 1970; while some were acquired as late as 1975, the majority had been purchased by 1969-1970. In addition, property acquisition for the majority of the properties in the study area occurred prior to the passage of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) in 1970, which property owners in South Pasadena would be able to utilize to halt proceedings related to the 710 Freeway in their city. Today, environmental compliance pursuant to the National Environmental Policy Act (NEPA) must be completed for any property acquired by the state before any cost incurred by the state is approved for federal participation.[187]

accessed April 23, 2024, https://www.fhwa.dot.gov/real_estate/uniform_act/.

[187] 23 U.S.C. Title 23 §108 (b).

Effects of Displacement and Freeway Construction in Pasadena

Freeway construction had innumerable and far-reaching consequences for the city's communities of color. This document provides an introductory overview of this topic and offers evidence of these impacts.[188] Extensive scholarship exists on the effects of freeway construction on urban communities of color around the country. A partial list of work that covers these topics is provided in the "For Further Reading" section below.

In addition to the evident physical effects on the landscape, much of the time in neighborhoods occupied by people of color and the working class, freeway construction had social and economic impacts.[189] There is also a personal and emotional impact on individuals that cannot be comprehensively quantified. Some of the effects that will be discussed in this section include:

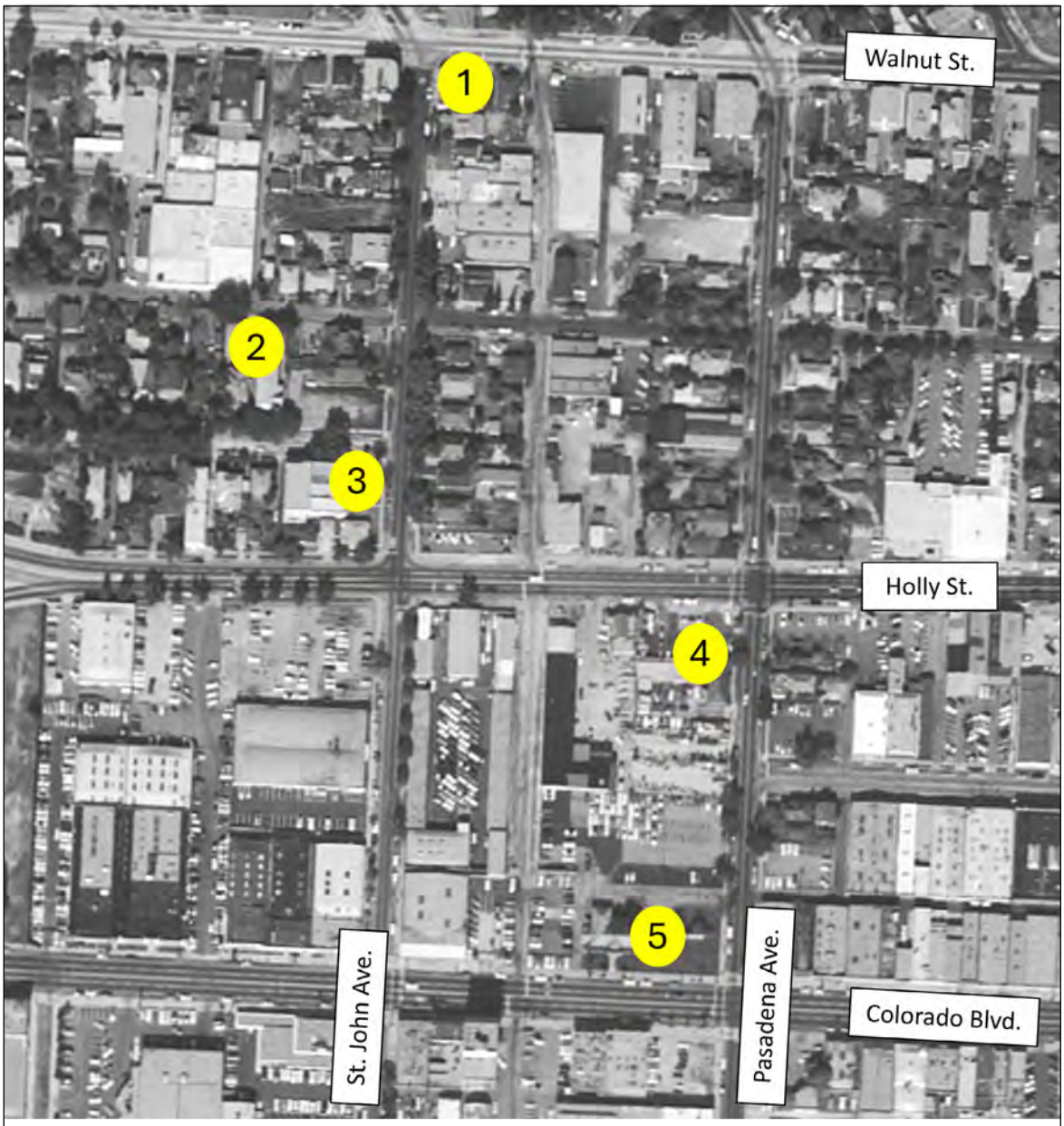
- **physical effects**: impacts on the built environment and overall landscape; the destruction of housing and an established community
- **social effects**: the prevention of access and limiting access to housing, loss of community and neighborhood unity, loss of a sense of community and neighborhood pride
- **economic effects**: decline in property values as a result of freeway planning, loss of generational wealth, loss of established businesses

Existing Communities in the Path of the Freeway

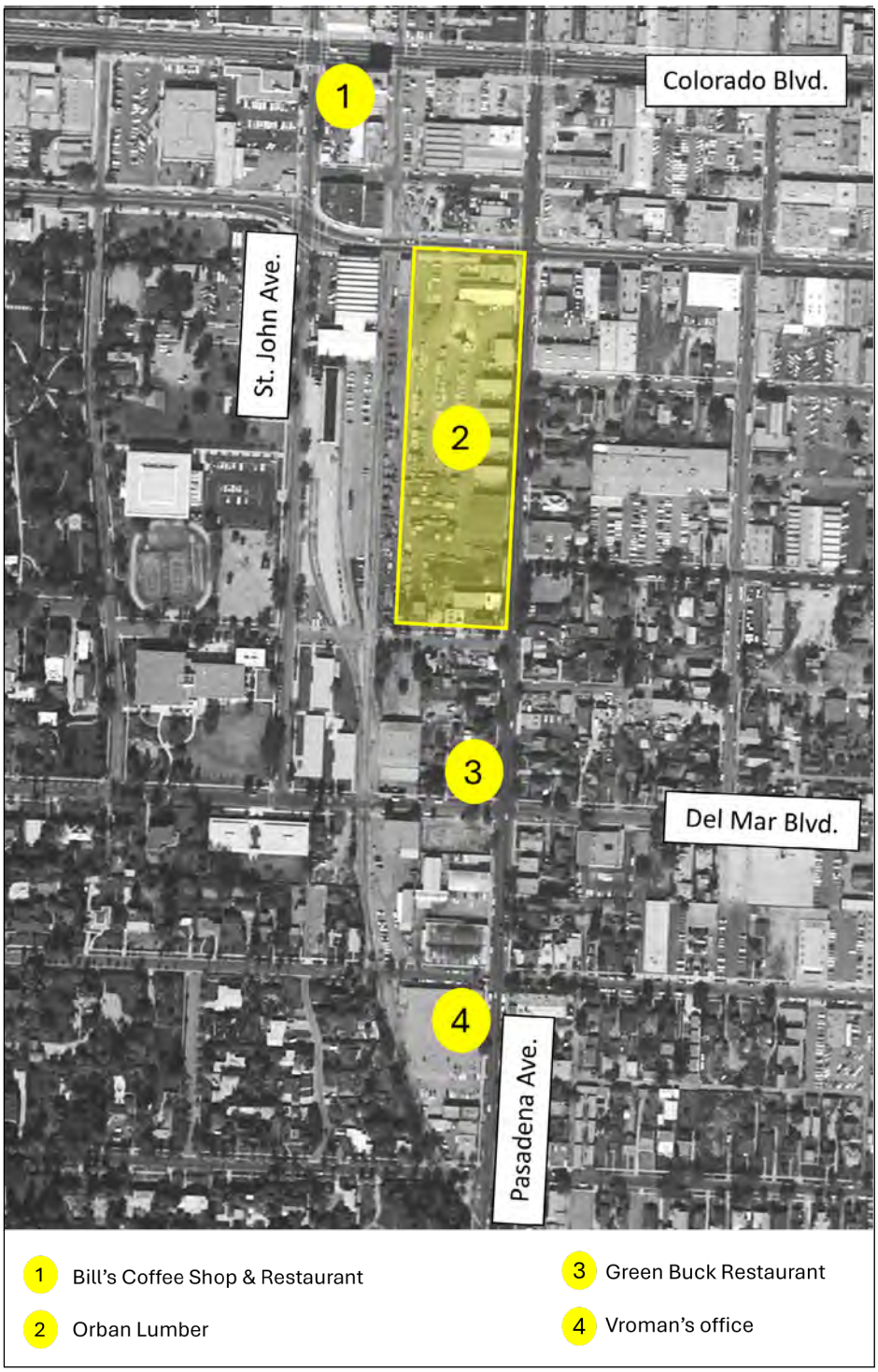
Neighborhoods occupied by people of color existed in Pasadena since the turn of the twentieth century. These areas would be in the path of the city's redevelopment and freeway initiatives in the 1960s. An examination of city directories indicates the South Vernon Avenue area was a well-established community with residential pockets along California Boulevard, Havendale Drive, and Palmetto Drive. Aerial photographs, seen on the following pages, show a longstanding neighborhood with residential streets, as well as businesses and industrial uses along major thoroughfares. The northern portion of the study area was heavily residential (along Kensington Place, Holly Street, and Mary Street, for example). While some streets such as Pasadena and Vernon Avenues were mixed use in nature, this was not characteristic of the entire district. In addition, while multi-family residential buildings are present, they are not the majority of residential buildings that existed. Single-family residences made up most of the area's housing. Aerial photographs show neighborhoods with street trees and front lawns between Grove Street and California Boulevard. Northwest Pasadena was also an established neighborhood with a range of economic strata represented. Some of the businesses and institutions in the study area can be seen below.

[188] Extensive scholarship exists on the effects of freeway construction on urban communities of color around the country. A partial list of work that covers these topics is provided in the "For Further Reading" section below.

[189] Since this report focuses primarily on the effects of displacement and its intersection with freeway construction, the environmental effects of freeways, which area felt by neighborhoods in the vicinity of freeways, will not be discussed at length.



The northern portion of the study area between Walnut Street and Colorado Bouelvard (Base image courtesy of University of California Santa Barbara Frame Finder, annotations by ARG).



The study area between Colorado Bouelvard and Bellevue Drive (Base image courtesy of University of California Santa Barbara Frame Finder, annotations by ARG).

Decades of racist land use policy made communities of color vulnerable to redevelopment, displacement, and erasure in the post-World War II period. As discussed in Part I, these communities had often been redlined earlier by the Home Owners' Loan Corporation (HOLC). This was certainly the case for the northwest and South Vernon Avenue neighborhoods in Pasadena, which had been redlined in 1939. They had been among the areas characterized as showing "evidences of blight," with "many old frame structures in fair to poor condition" in northwest Pasadena, while the housing stock around South Vernon Avenue west of the railroad tracks was "most large homes in good to fair condition." Redlining discouraged further investment by the federal government and private banks, resulting in declines in homeownership, property values, and rents. In addition, the HOLC identified many of these communities as "ideal" locations for freeway development or redevelopment in the late 1930s. The HOLC sheet for Area D9 in Pasadena noted "this area is thoroughly blighted and a slum clearance project is under discussion."[190]

Communities of color thus faced decline and disinvestment long before they were targeted for freeway development and urban renewal efforts in the postwar period. A *Los Angeles Times* article from 1972 hints at the impacts that decades of disinvestment had on northwest Pasadena, for example. It speaks of the "emotional pressures from isolation and alienation from the larger nonblack part of the city and the surrounding almost totally white cities of Arcadia, Glendale, South Pasadena, San Marino, and Sierra Madre. The residents of these areas are generally better fed, have better homes, better cars, better services, and larger income than in the northwest where unemployment is variously estimated at from 25% to more than 30%, and much of the housing, as one black woman put it, is 'last century's beautiful.'"[191] The article notes that "the northwest has its share of wealthy residents and middle class, well-kept neighborhoods too, but poverty is pervasive."[192]

Instead of acknowledging the role of decades of land use policy, segregation, and discrimination in creating and then perpetuating poverty in these neighborhoods – and acknowledging the nuances in their make up – city officials disregarded them and removed them via redevelopment and freeway construction.

The Process of Displacement

According to communication with California Department of Transportation staff, once a route was decided upon, the Division of Highways notified property owners by mail about acquisition of their property. Once owners were notified, they had sixty days to respond. If property owners did not contact the state regarding the sale of property, the Division sent a follow up letter, after which owners had thirty days to respond. If that time period passed with no word from property owners, the Division started condemnation proceedings, which essentially forced the sale of property to the state. Right-of-way agents would have been sent to the area to record the sale of property.[193]

The announcement of planned freeway construction often resulted in the drop of

[190] Pasadena Area D9, University of Richmond, "Mapping Inequality: Redlining in New Deal America," accessed June 10, 2024, https://dsl.richmond.edu/panorama/redlining/map/CA/LosAngeles/area_descriptions.

[191] Bert Mann, "Pasadena Blacks Say Little Done to End Their Plight," *Los Angeles Times*, May 28, 1972, GD1.

[192] Bert Mann, "Pasadena Blacks Say Little Done to End Their Plight," *Los Angeles Times*, May 28, 1972, GD1.

[193] Communication with Fatima Choudhury, Caltrans staff, July 26, 2024.

property values and the depreciation of real estate in areas slated for freeway development. Previous scholarship has shown that property values in African American neighborhoods were affected the most negatively by such future work.[194] David Karas points out that in some cases, "time would elapse even between condemnation orders and actual demolition, leaving 'demoralized homeowners and businessmen [who] lost all incentive to make repairs' to their properties – leading to even worse general neighborhood conditions and contributing to further difficulties among remaining property owners to sell their homes or businesses and flee their soon-to-be former community."[195] Thus, even though property owners were supposedly reimbursed with the fair market value of their property, this value would likely have been less than an equivalent property in another part of Pasadena due to both earlier redlining and declines in property values following the announcement of freeway work.[196]

Scholars including Raymond Mohl have pointed out that state highway departments focused on the construction of freeways and not any of the consequences of their actions. The construction of freeways in the country caused a nationwide housing problem, for example, and the brunt of this was borne by communities of color.[197]

Housing demolition was viewed as a consequence or byproduct of freeway building, but federal and state highway agencies did not examine any outcomes beyond demolition. No provisions were made to replace this lost housing, and the federal government rejected policies and legislation related to relocating residents and replacing housing.[198] By the late 1960s, freeway construction in the United States had resulted in the demolition of approximately 62,000 unit of housing every year, and no mechanism was provided to relocate residents or construct replacement housing.[199]

In northwest Pasadena, those who could afford to move did so, while those who could not were forced to stay in the bisected area left behind. As scholar Becky Nicolaides puts it, "redevelopment stimulated the dispersal of middle-class Blacks into formerly all-white neighborhoods at the same time that it concentrated the poorest people of color in a small area of northwest Pasadena. Pasadena, in effect, helped loosen the color line while simultaneously forging new geographies of class segregation."[200] The city also appears to have lost population, if enrollment in its school district is any indication. In 1970, student enrollment dropped by nearly 1,500 students in one year across public, private, and parochial schools in Pasadena. Then-Superintendent Ralph Hornbeck considered freeway construction to be a contributing factor in the enrollment drop. It was said that approximately 300 to 400 families were displaced due to the freeway, and it was unknown whether they relocated within Pasadena or left entirely.[201]

---

[194] Roger Biles, Raymond Mohl, and Mark H. Rose, "Revisiting the Urban Interstates: Politics, Policy, and Culture since World War II," *Journal of Urban History*, *40* (5); Jeffrey P. Cohen, Nicholas Lownes, and Bo Zhang, "1960s Interstate Highways and Homeowner Wealth Distribution," *Federal Reserve Bank of St. Louis Review*, 2022.

[195] Roger Biles, Raymond Mohl, and Mark H. Rose, "Revisiting the Urban Interstates: Politics, Policy, and Culture since World War II," *Journal of Urban History*, *40* (5), 850 qtd. in Karas, 12-13.

[196] *Pasadena Star News*, 1964 in Loukaitou-Sideris et al., 115.

[197] Raymond A. Mohl, "The Interstates and the Cities: Highways, Housing, and the Freeway Revolt," Poverty and Race Research Action Council, 2002, 3.

[198] Loukaitou-Sideris et al., 15.

[199] Weber, 2011, in Loukaitou-Sideris et al., 15.

[200] Nicolaides, 174.

[201] "Student Enrollment Drop Poses Mystery," *Los Angeles Times*, December 8, 1970.

Once residents were displaced, they had a more difficult time finding comparable housing – or housing at all – into which they could move. They may have lost homes and businesses that they owned and in which they had built equity. Due to the depression of property values in redlined neighborhoods, it is unlikely that the cost they were paid for their properties would have afforded them a similar property in another neighborhood in Pasadena or elsewhere. Though the city provided relocation assistance for some redevelopment projects at this time, including the Pepper Project, evidence has not yet been found pointing to relocation assistance for residents displaced for the construction of the Long Beach Freeway.

In an example touched upon in Part I, Pasadena members of the National Welfare Rights Organization advocated for replacement housing for low-income residents evicted from a residence on Bancroft Way because of the construction of the Foothill Freeway. The National Welfare Rights Organization sought housing for not only these families but for numerous low-income residents expected to be affected by the coming of the Foothill Freeway.[202] Though some city officials appear to have been receptive, it is unclear whether the residents were successfully relocated nor whether any assistance was given to them. Even if state highway officials had offered relocation assistance, displaced residents still would have had a difficult time finding housing in Pasadena due to the influence of segregationist and discriminatory housing policies that had existed for decades. Large portions of the city remained off-limits to people of color as result of these policies and practices. Discussions with local historians and residents during the research for this draft report suggest that former area residents moved to other neighborhoods in Pasadena or other cities.

[202] Hall Leiren, "Marchers at Pasadena City Hall Demand Homes for Poor," *Los Angeles Times*, March 26, 1970, SG1.

The Aftermath of Displacement and Its Impacts on Pasadena

Communities around the country faced displacement because of freeway construction. Between 1957 and 1969, approximately 330,000 units of housing were demolished in American cities for freeway construction.[203] All told, it is estimated that more than one million people were displaced in the United States for freeways beginning in the 1950s, some of which were never constructed.[204] Approximately 21,000 people in East Los Angeles were displaced for freeway construction in what was likely the largest per capita displacement in California history.[205] It is estimated that 13,000 people in Pasadena were displaced for the construction of the freeways, both built and unbuilt.[206]

In some cases, highways were deliberately sited to create physical barriers between neighborhoods of color and White neighborhoods. Scholars of highway construction have concluded that "the federal highway program and its planners acted both with deliberate discriminatory intentions and with racially disparate effects" in cities around the country.[207] In Birmingham, Alabama, for example, freeway planning and redevelopment were completed so that they created physical barriers White and Black neighborhoods, while other freeway routes were curved to circumvent White residential areas and run through Black neighborhoods instead.[208]

[203] Loukaitou-Sideris et al., 13.

[204] Liam Dillon, "Even freeways that don't get built leave a scar. How one Bay Area city is healing," *Los Angeles Times*, February 21, 2022.

[205] Gilbert Estrada and Jerry González, "Justice and the Interstates: The Racist Truth About Urban Highways," April 19, 2023, accessed June 14, 2024, https://boomcalifornia.org/2023/04/19/justice-and-the-interstates-the-racist-truth-about-urban-highways/.

[206] Nicolaides, 176.

[207] Loukaitou-Sideris et al., 14.

[208] Joe Weber, "'America's New Design for Living:' The

As discussed previously, the location of the 710 Freeway was selected deliberately. The 1962 General Plan noted, "We advocate that the North-South Freeway to Long Beach be built as a dividing greenbelt to permanently insulate the high-income residential areas from the future research and development area." [209] The "future research and development area" that Plan referred to were northwest Pasadena and the South Vernon Avenue neighborhood. In the General Plan's goals for revitalizing downtown Pasadena, these neighborhoods were envisioned as being turned into industrial areas. The Plan goes on to say, "the proposed north-south route would, for the most part, take substandard residential, commercial and industrial developments and would not disrupt established neighborhoods," completely ignoring the fact that these were, in fact, established neighborhoods.[210] They were occupied by people of color and therefore, apparently, not worth the same consideration as so-called "established" White neighborhoods.

The construction of the freeway had dramatic economic, physical, and social effects. Despite what state highway and city officials either deliberately ignored or simply left out, freeways did divide established communities, many of them older, walkable neighborhoods near city centers and accessible employment, forcing people to move further from their places of employment. The expansion of the highway system undermined public transportation in urban areas, which lower-income residents more frequently relied upon than affluent White residents, who could afford a car to drive between their places of work and residence. This placed an economic burden on lower income residents. Freeways allowed White residents to move to further flung suburban neighborhoods that were off-limits to people of color due to accessibility and discriminatory housing practices. As people moved away from the central city, commercial and industrial development followed to the suburbs as well, removing these significant segments of the economy from city centers and the communities that relied on them.[211] Areas that had been previously racially and economically mixed transitioned to low-income communities with a majority people of color.[212] These areas faced continued disinvestment after commerce and industry relocated, as "civic services started to neglect the remaining residents due to a plummeting tax revenue base."[213] In some cities, displaced populations of color "relocated to working-class, White neighborhoods and created 'second ghettos' on the fringes of former Black ghettos."[214] This in turn set off "White flight," further separating and segregating communities in urban areas.

In Pasadena, the construction of the 710 and 210 Freeways decimated communities of color. Northwest Pasadena was bisected and large portions of it demolished, while the South Vernon neighborhood was wiped out altogether. Homes were demolished and well-established businesses and community institutions were destroyed. The construction of the 210 Freeway split Northwest Pasadena down the middle through a primarily residential area and brought with it noise, air pollution, and a visual split.[215] What had been a

Interstate Highway System and the Spatial Transformation of the U.S., in *Engineering Earth*, Brunn, S. (eds) Springer, Dordrecht, 2011 (553–567); Loukaitou-Sideris et al., 14.

[209] City of Pasadena, General Plan, 1962, 35.

[210] City of Pasadena, General Plan, 1962, 45.

[211] Loukaitou-Sideris et al., 16.

[212] Loukaitou-Sideris et al., 26.

[213] Loukaitou-Sideris et al., 26.

[214] Hirsch, 1998 and Mohl, 2000 in Loukaitou-Sideris et al., 15.

[215] Sam Hall Kaplan, "Pasadena Planning Goals Stir Community Distrust," *Los Angeles Times*, November 12, 1982, I1; 1956 aerial photograph, northwest Pasadena,

connected neighborhood is now interrupted by an elevated freeway. The South Vernon area was eliminated and is now bisected by the below-grade freeway where a neighborhood used to be. The redevelopment of the area to the east of the 710 Freeway further destroyed what had been an established and close-knit neighborhood.

The section below lays out the concrete effects of the construction of the 710 Freeway in Pasadena, namely the displacement of individuals and businesses as well as a tally of buildings demolished in the area now occupied by the 710 Freeway.

Details of Displacement: Building Counts

Building counts for the study area were obtained from the 1966, 1967, and 1968 Pasadena City Directories. The 1968 City Directory was used whenever possible in order to obtain listings as close as possible to when properties would have been acquired by the Division of Highways (determined by the recording dates in the right-of-way maps). If a property was listed as vacant in the 1968 City Directory, then the 1966 and 1967 City Directories were consulted and that entry was used. Sources are indicated in all cases. A summary of the methodology used to establish building counts is as follows:

Residential properties indicated with a ½ address or as a rear unit were not counted as separate residential buildings. These were assumed to be smaller ancillary buildings or rear residential buildings and were not counted as separate buildings in the total count. However, they were counted in the overall total of residential units. Listings of apartment buildings with multiple units were counted as one building (all units were counted towards the residential unit total).

Frame Finder, University of California Santa Barbara, accessed July 2024, https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

If two commercial listings/tenants were listed in the same address, these were counted as one building. It is likely that this would have been two businesses in one subdivided commercial building.

Institutional buildings included any building affiliated with an institution, including churches, schools, and buildings associated with Ambassador College.

Some properties were listed as vacant as far back as the 1966 City Directory. In addition, there were properties that were indicated on Sanborn maps within the study area boundary but were not listed in City Directories. These addresses are included in "vacant/unknown."

Buildings Counts in the Study Area	
Building Type	**Numerical Count**
Residential (Bldgs.)	117
Residential (Units)	168
Commercial	50
Institutional	10
Industrial	8
Vacant/Unknown	21
Total Buildings (known)	188
Total Buildings (incl. vacant/ unknown)	209

Residential buildings included both single- and multi-family residences, a list of which can be found in **Appendix C**.

Of the commercial buildings demolished were Peerless Sheet Metal Works, Bill's Beech Inn Tavern, Gerhart Ray Inc. Building Contractors, the Green Buck Restaurant, the Vroman's California School Book Depository, Jack Wall Chevrolet Auto Dealership, Bill's Coffee Shop and Restaurant, and the offices of Lyons & Carnahan Publishers.

Institutional buildings demolished included the First African Methodist Episcopal Church, United Presbyterian Church, Neighborhood Church of Pasadena/Sugar Tree Nursery School, Ambassador College Circulation Annex, and a student dormitory (potential affiliated with Imperial Schools, which was located across the street).

Industrial buildings included Orbon Lumber Company, Northside Metal Products, Screw Machine Products, Croan Engineering Co. Plastic Manufacturing, H.A. Jones Desert Stone, and Orth Mayflower Van and Storage.

These totals do not include the areas adjacent to the study area that were cleared as part of redevelopment efforts during this time; this includes addresses on the west side of Vernon Avenue and the east side of Pasadena Avenue. Buildings were demolished and residents displaced in these areas as well; however, this was outside the scope of this report. Previous estimates show that nearly 300 families were displaced by the 1960s by urban redevelopment projects and freeway construction in Pasadena, the majority of which were people of color.[216] The list of property owners obtained from the Division of Highways' ROW maps is included in **Appendix B**. A full list of occupants (individuals, businesses, and institutions) in the study area is included as **Appendix C** of this report.

[216] Loukaitou-Sideris et al., 88. The report indicates that 91 percent of these families were people of color.

Conclusion

The 710 Displacement Historic Report lays out the policy and planning decisions that influenced the placement of the SR-710 and I-210 freeways in Pasadena. Land use policy and freeway construction in Pasadena was undoubtedly and inextricably tied to race and class and were at their heart, fundamentally inequitable. Decades of policy and practices in Pasadena and cities around the country, including redlining, restrictive covenants, and zoning, systematically segregated people of color and disregarded their needs and voices. By the 1960s, segregation and racism were imbedded in the very fabric of land use policy.

Decisions made regarding freeway placement were a stark illustration of the political power held by White residents not only in Pasadena but in neighboring communities and the lack thereof held by people of color. Despite resident opposition to the freeways' location, city leaders proceeded without regard for the well-established neighborhoods that existed in the path of the freeways or the consequences for their actions. The years-long fight over the freeways' location set in stark relief the manner in which people of color were ignored and the way that their neighborhoods were viewed as substandard, despite evidence to the contrary. Taken together with the erasure of neighborhoods of color through redevelopment during the same period, land use decisions decimated these areas in the 1960s and 1970s.

The consequences of freeway construction in Pasadena can be seen in both the broad effects – social, economic, and physical – and the loss of homes, businesses, and institutions in the area now occupied by the SR-710 Freeway. The construction of the 710 and 210 freeways has had lasting impacts that are still felt today in the physical landscape, the memories of former residents and their descendants, and a profound sense of loss for a neighborhood that is no longer evident in Pasadena's physical landscape.

For Further Reading

There are numerous scholarly works on the topics covered in this report. This section provides additional sources that can be consulted on these topics. This is not a comprehensive list.

For more on the history of freeway construction:

- Ryan Reft et. al., eds. *Justice and the Interstates: The Racist Truth About Urban Highways*
- David Karas, "Highway to Inequity: The Disparate Impact of the Interstate Highway System on Poor and Minority Communities in American Cities," in *New Visions for Public Affairs* Vol. 7 (April 2015)
- James Hanlon, "Unsightly Urban Menaces and the Rescaling of Residential Segregation in the United States." *Journal of Urban History*, 37 no 5. (2011): 732-756.
- Richard F. Weingroff, "Federal-Aid Highway Act of 1956: Creating the Interstate System." *Public Roads*. 60, no. 1 (Summer 1996): 1-14.
- Richard F. Weingroff, "The Genie in the Bottle: The Interstate Highway System and Urban Problems, 1939-1957." *Public Roads*. 64, no. 2 (September/October 2000): 1-13.
- Roger Biles, Raymond A. Mohl, and Mark H. Rose, "Revisiting the Urban Interstates: Politics, Policy, and Culture since World War II." *Journal of Urban History*, 40, no. 5 (September 2014): 827–830.
- Gilbert Estrada and Jerry González, "Justice and the Interstates: The Racist Truth about Urban Highways," Boom California, April 19, 2023, https://boomcalifornia.org/2023/04/19/justice-and-the-interstates-the-racist-truth-about-urban-highways/.

- Deborah N. Archer, "White Men's Roads Through Black Men's Homes: Advancing Racial Equity Through Highway Reconstruction," *Vanderbilt Law Review* 73, no. 5 (October 2020): 1259-1330.
- Richard Rothstein, *The Color of Law: A Forgotten History of How Our Government Segregated America* (New York: Liveright Publishing, 2017).
- Sally Bagshaw, Scott Bonjukian, and John Feit, "Reconnecting What Freeways Severed: Addressing the Historical Toll on Communities Split By Highways," Harvard University Advance Leadership Initiative Social Impact Review, https://www.sir.advancedleadership.harvard.edu/articles/reconnecting-what-freeways-severed-addressing-the-historical-toll-on-communities-split-by-highways.

For more on the end of the freeway era, see:

- Brian Taylor, "Why California Stopped Building Freeways," *ACCESS Magazine* (1993).
- Brian Taylor, "Public Perceptions, Fiscal Realities, and Freeway Planning: The California Case," *Journal of the American Planning Association* (Winter 1995).
- Raymond A. Mohl, "Stop the Road: Freeway Revolts in American Cities." *Journal of Urban History, 30* no. 5 (2004): 674-706.
- Raymond A. Mohl, "The Interstates and the Cities: The U.S. Department of Transportation and the Freeway Revolt, 1966-1973." *The Journal of Policy History, 20* no. 2 (2008): 193-226.
- Raymond A. Mohl, *The Interstates and the Cities: Highways, Housing, and the Freeway Revolt*. Poverty and Race Research Action Council (2002).
- Eric Avila, "L.A.'s Invisible Freeway Revolt: The Cultural Politics of Fighting Freeways." *Journal of Urban History*, 40, no. 5 (September 2014): 831–842.
- Raymond A. Mohl, "Stop the Road: Freeway Revolts in American Cities." *Journal of Urban History*, 30, no. 5 (July 2004): 674–706.

Bibliography

Books, Journal Articles, and Other Published Sources

Almaguer, Tomás. *Racial Fault Lines: The Historical Origins of White Supremacy in California.* Reproduced, Berkeley: University of California Press, 2009.

Avila, Eric. *The Folklore of the Freeway: Race and Revolt in the Modernist City.* Minneapolis: University of Minnesota Press, 2014.

Biles, Roger, Raymond Mohl, and Mark H. Rose. "Revisiting the Urban Interstates: Politics, Policy, and Culture since World War II." *Journal of Urban History*, 40, Issue 5, (July 2014): 827-30.

Brown, Jeffrey R., Eric A. Morris, and Brian D. Taylor. "Paved with God Intensions: Fiscal Politics, Freeways and the 20th Century American City." *ACCESS Magazine*, Fall 2009.

Brown, Jeffrey R., Eric A. Morris, and Brian D. Taylor. "Planning for Cars in Cities: Planners, Engineers, and Freeways in the 20th Century." *Journal of the American Planning Association* 75, Issue 2 (March 2009): 161–77.

Carpenter, D. *Pasadena: Resort Hotels and Paradise*. Azusa, CA: March Sheldon Publishing, 1984.

Cohen, Jeffrey P., Nicholas Lownes, and Bo Zhang. "1960s Interstate Highways and Homeowner Wealth Distribution." Federal Reserve Bank of St. Louis *Review* 104, no. 4 (October 2022): 317-36.

Cuff, Dana. *The Provisional City: Los Angeles Stories of Architecture and Urbanism*. Cambridge, Mass: MIT Press, 2000. Quoted in Architectural Resources Group, "Garden Apartments of Los Angeles Historic Context Statement." Prepared for the Los Angeles Conservancy, October 2012.

de Graaf, Lawrence B., Kevin Mulroy, and Quintard Taylor, eds. *Seeking El Dorado: African Americans in California.* Los Angeles: Autry Museum of Western Heritage, Seattle: University of Washington Press, 2001.

Dumke, Glenn. "The Boom of the 1880s in Southern California." *Southern California Quarterly* 76, no. 1 (1994): 99-114.

Ellis, Cliff. "Interstate Highways, Regional Planning and the Reshaping of Metropolitan America." *Planning Practice & Research* 16, no. 3-4 (2001): 247-269.

El Sereno Star, various dates.

Estrada, Gilbert. "If You Build It, They Will Move: The Los Angeles Freeway System and the Displacement of Mexican East Los Angeles, 1944-1972." *Southern California Quarterly* 87, no. 3 (Fall 2005): 287-315.

Fish, Gertrude Sipperly. "Housing Policy during the Great Depression." In *The Story of Housing* edited by Gertrude Sipperly Fish, 177-241. New York: Macmillan Publishers, 1979.

Flamming, Douglas. *Bound for Freedom: Black Los Angeles in Jim Crow America.* Berkeley: University of California Press, 2005.

Fulton, William. *The Reluctant Metropolis: The Politics of Urban Growth in Los Angeles*. Baltimore, MD: John Hopkins University Press, 1997.

Bibliography

Gibbons, Andrea. *City of Segregation: One Hundred Years of Struggle for Housing in Los Angeles.* New York: Verso Books, 2018.

Hirsch, Arnold R. "With or Without Jim Crow: Black Residential Segregation in the United States." In *Urban Policy in 20th Century,* edited by Arnold R. Hirsch and Raymond A. Mohl, 90-94. New Brunswick: Rutgers University Press, 1993.

Hirsch, Arnold R. *Making the Second Ghetto: Race and Housing in Chicago, 1940-1960*. Chicago: University of Chicago Press, 1998.

Hirt, Sonia. "Home, Sweet Home: American Residential Zoning in Comparative Perspective." *Journal of Planning Education and Research* 33, no. 3 (July 2013): 292-309.

Independent Star-News, various dates.

Jackson, Kenneth T. *Crabgrass Frontier*: *The Suburbanization of the United States*. New York: Oxford University Press, 1985.

Jackson, Kenneth T. "Race, Ethnicity, and Real Estate Appraisal: The Home Owners' Loan Corporation and the Federal Housing Administration." *Journal of Urban History* 6, Issue 4 (August 1980): 419-452.

David Karas, "Highway to Inequity: The Disparate Impact of the Interstate Highway System on Poor and Minority Communities in American Cities." *New Visions for Public Affairs* 7 (April 2015): 9-21.

Kyvig, David E. *Daily Life in the United States, 1920-1940: How Americans Lived through the 'Roaring Twenties' and the Great Depression.* Chicago: Ivan R. Dee Publishing, 2002.

Los Angeles Times, various dates.

Loukaitou-Sideris, Anastasia, and Robert Gottlieb. "A Road as a Route and Place: The Evolution and Transformation of the Arroyo Seco Parkway." *California History* 83, no.1 (2005): 28-40.

Marks, Mara A. "Shifting Ground: The Rise and Fall of the Community Redevelopment Agency." *Southern California Quarterly* 86, no. 3 (Fall 2004): 241-290.

McCawley, William. *The First Angelinos: The Gabrielino Indians of Los Angeles County*. Banning, CA: Malki Museum Press, 1996.

Mohl, Raymond A. "Planned Deconstruction: The Interstates and Central City Housing." In *From Tenements to the Taylor Homes: In Search of an Urban Housing Policy in Twentieth-Century America*, edited by J. Bauman, R. Biles, and K. Szylvian, 226–245. University Park, PA: Pennsylvania State University Press, 2000.

National Research Council, Committee on Ecological Impacts of Road Density. *Assessing and Managing the Ecological Impacts of Paved Roads*. United States: National Academies Press, 2005.

Nicolaides, Becky M. *The New Suburbia: How Diversity Remade Suburban Life in Los Angeles after 1945*. New York: Oxford University Press, 2024.

Nightingale, Carl H. *Segregation: A Global History of Divided Cities*. University of Chicago Press, 2012.

Pasadena Independent, various dates.

Perez, Jovanni. "The Los Angeles Freeway and the History of Community Displacement." *The Toro Historical Review* 3, no. 1 (December 2017).

Plotkin, Wendy. "Restrictive Covenants." In *Encyclopedia of American Urban History* Volume 2, edited by David Goldfield, 679-681. Thousand Oaks: Sage, 2007.

Redford, Laura. "Intertwined History of Class and Race Segregation in Los Angeles." *Journal of Planning History* 16, Iss. 4, (November 2016): 305-322.

Rowe, Peter G. *Modernity and Housing.* Boston: The MIT Press, 1993.

Saavedra, Yvette J. *Pasadena Before the Roses: Race, Identity, and Land Use in Southern California, 1771-1890.* Tucson: University of Arizona Press, 2018.

Sides, Josh. *L.A. City Limits: African American Los Angeles from the Great Depression to the Present*. Los Angeles: University of California Press, 2003.

Silver, Christopher. "The Racial Origins of Zoning in American Cities." In *Urban Planning and the African American Community: In the Shadows,* edited by Manning Thomas, June and Marsha Ritzdorf, 23-42. Thousand Oaks, CA: Sage Publications, 1997.

South Pasadenan, various dates.

South Pasadena Review, various dates.

Taylor, Quintard. *In search of the racial frontier: African Americans in the American West, 1528-1990*. New York: Norton, 1998.

Weber, Joe. "'America's New Design for Living:' The Interstate Highway System and the Spatial Transformation of the U.S." In *Engineering Earth: The Impacts of Megaengineering Projects* Volume 1, edited by Stanley Brunn, 553-567. New York: Springer, 2011.

Wiebe, Robert H. *The Search for Order, 1877-1920*. New York: Hill and Wang, 1967.

Historic Context Statements and Multiple Property Documentation Forms

California Department of Transportation. "A Historical Context and Methodology for Evaluating Trails, Roads, and Highways in California." Prepared for the Cultural Studies Office, Division of Environmental Analysis, California Department of Transportation, 2016.

Federal Highway Administration. "America's Highways 1776-1976: A History of the Federal-Aid Program." Prepared for the U.S. Department of Transportation, Federal Highway Administration, 1977.

O'Connor, Pamela and Urban Conservation Section, City of Pasadena Planning Division. "Architectural/Historical Development of the City of Pasadena." Prepared for the California State Office of Historic Preservation, January 1993.

Prosser, Daniel. "SurveyLA Los Angeles Citywide Historic Context Statement, Context: Commercial Development, 1850-1980, Theme: Commercial Development and the Automobile, 1910-1970." Prepared for the City of Los Angeles Department of City Planning, Office of Historic Resources, August 2016.

Roland, Carol et. al., Mead & Hunt, Inc. "U.S. Highway 66 in California National Register of Historic Places Multiple Property Documentation Inventory/Nomination Form." Prepared for the U.S. Department of the Interior, National Park Service. 2011.

Government Documents

"A Citizen's Guide to Planning." Prepared by the Governor's Office of Planning and Research, State of California, January 2001.

Report of Survey Findings: Ethnic History Research Project." Prepared for the City of Pasadena, March 1995.

City of Pasadena Planning Commission. "General Plan, City of Pasadena, California," 1962.

California Department of Real Estate. "Chapter 27: Glossary of Terms." In "Reference Book: Information Relating to Real Estate Practice, Licensing and Examinations." Prepared by the California Department of Real Estate, 2010.

California Department of Transportation. "Chapter 5: Early and Advance Acquisition, Corridor Preservation, Hardship and Protection, Donations and Dedications," and "Chapter 6: Right of Way Engineering." In the California Department of Transportation, "Right of Way Manual." Revised July 2024.

Federal Housing Administration. *Underwriting Manual: Underwriting and Valuation Procedure under Title II of the National Housing Act*. Washington, D.C.: U.S. Government Printing Office, 1938.

Geosnytec, Olin, and Gehry Partners LLP. "L.A. River Master Plan." Prepared for Los Angeles County and Los Angeles County Public Works, June 2022.

Prosser, Daniel. "Spanish Colonial and Mexican Era Settlement, 1781-1849." *Los Angeles Citywide Historic Context Statement*. Prepared for the City of Los Angeles Department of City Planning, February 2016.

Olmsted, Frederick Law, Harlan Bartholomew and Charles Henry Cheney. "A Major Traffic Street Plan for Los Angeles." Prepared for the Committee on Los Angeles Plan on Major Highways of the Traffic Commission of the City and County of Los Angeles, 1924.

Oral Histories

Bob Gonzalez oral history interview with John P. Lloyd. August 2, 2017. Quoted in John P. Lloyd, "Just One Barrier: Freeway Development and the Construction of Modernity in Pasadena, CA." N.D.

Academic Sources

Loukaitou-Sideris, Anastasia et al. "The Implications of Freeway Siting in California: Four Case Studies on the Effects of Freeways on Neighborhoods of Color." Prepared by the Pacific Southwest Region University Transportation Center, March 2023.

Wasserman, Jacob L., et al. "What's Driving California?: The Past, Present, and Future(s) of Transportation in The Golden State: An In-Depth Analysis of the Facts, Origins and Trends of Transportation and Urban Planning in California." Prepared by the UCLA Institute of Transportation Studies, March 2022.

Miscellaneous and Online Sources

Alexander, Kathy. "The National Road – First Highway in America." *Legends of America*. Last modified March 2024. Accessed May 2024. https://www.legendsofamerica.com/ah-nationalroad/.

Alexander, Kathy. "Route 66 Information & History." *Legends of America*. Last modified April 2024. https://www.legendsofamerica.com/66-info/.

Bibliography

American Psychological Association. "Historical Context." APA Style. Last modified July 2022.

https://apastyle.apa.org/style-grammar-guidelines/bias-free-language/historical-context.

American Psychological Association. "Race and Ethnicity." APA Style. Last modified July 2022.

https://apastyle.apa.org/style-grammar-guidelines/bias-free-language/racial-ethnic-minorities.

Aaronson, Daniel, Daniel Hartley, and Bhashkar Mazumder. "The Effects of the 1930s HOLC 'Redlining' Maps." Working paper,

Federal Reserve Bank of Chicago, August 2020. Accessed April 2024. https://www.chicagofed.org/publications/working-papers/2017/wp2017-12.

California Department of Transportation. "Caltrans History." California Department of Transportation. Accessed May 2024. https://dot.ca.gov/programs/public-affairs/caltrans-history.

California Department of Transportation. "Chapter 25: Relinquishments." In "Caltrans Project Development Procedures Manual." Prepared by the State of California Department of Transportation. Last modified February 2018. https://dot.ca.gov/-/media/dot-media/programs/design/documents/pdpm-chapter25-a11y.pdf.

California Department of Transportation. "Chapter 60: Nomenclature." In the California Department of Transportation, "Highway Design Manual: Seventh Edition." Last modified September 2023. https://dot.ca.gov/-/media/dot-media/programs/design/documents/chp0060-092923-a11y.pdf.

California Department of Transportation. "Right of Way Maps, District 7." https://www.arcgis.com/home/webmap/viewer.html?webmap=be47fd3f5cc349f28f2871b5a6c07c6f.

California Department of Transportation. "Your Property, Your Transportation Project." California Department of Transportation, Division of Right of Way and Land Surveys, October 2020. Accessed April 24, 2024. https://dot.ca.gov/-/media/dot-media/programs/right-of-way/documents/acquisition-condemnation/your-property-your-transportation-project-digital-view-english-2020-a11y.pdf.

California Department of Finance. "Historical Census Populations of Counties and Incorporated Cities in California, 1850-2020." Microsoft Excel spreadsheet, August 13, 2021. Accessed May 24, 2024. https://dof.ca.gov/reports/demographic-reports/.

California Highways. "Interstate 710." Last modified May 27, 2024. https://cahighways.org/ROUTE710.html.

California State Board of Equalization. "Property Ownership and Deed Recording." Accessed April 23, 2024. https://www.boe.ca.gov/proptaxes/pdf/Ownership_DeedRecording.pdf.

Civil Rights Division, U.S. Department of Justice. "Title VI of the Civil Rights Act of 1964." Federal Coordination and Compliance. Accessed June 17, 2024. https://www.justice.gov/crt/fcs/TitleVI.

Code of Federal Regulations (CFR) Title 23 Section §710.501. National Archives. Last modified May 6, 2024. https://www.ecfr.gov/current/title-23/chapter-I/subchapter-H/part-710/subpart-E/section-710.501.

Bibliography

Estrada, Gilbert. "The 710 Long Beach Freeway: A History of America's Most Important Freeway." PBS SoCal, February 12, 2014. https://www.pbssocal.org/shows/departures/the-710-long-beach-freeway-a-history-of-americas-most-important-freeway.

Estrada, Gilbert and Jerry González. "Justice and the Interstates: The Racist Truth About Urban Highways." Boom California, April 19, 2023. https://boomcalifornia.org/2023/04/19/justice-and-the-interstates-the-racist-truth-about-urban-highways/.

Federal Highway Administration. "Relocation Assistance and Real Property Acquisition Policies Act of 1970." Uniform Act. Last modified June 26, 2024. https://www.fhwa.dot.gov/real_estate/uniform_act/.

Gilder Lehrman Institute of American History. "The Doctrine of Discovery, 1493." History Resources, 2012. Accessed May 13, 2024. https://www.gilderlehrman.org/history-resources/spotlight-primary-source/doctrine-discovery-1493.

Ivison, Tim and Julia Tcharfas. "710: Excerpts from the Archive." *Offramp*, Summer 2019. https://offramp.sciarc.edu/articles/710-excerpts-from-the-archive.

Los Angeles Almanac. "Original People of Los Angeles County." Accessed August 25, 2023. http://www.laalmanac.com/history/hi05.php.

Merriam-Webster Dictionary. "Segregation." Last modified July 8, 2024. https://www.merriam-webster.com/dictionary/segregation.

Native Governance Center. "How to Talk about Native Nations." Native Governance Center, 2021. https://nativegov.org/resources/how-to-talk-about-native-nations/.

Nicolaides, Becky and Andrew Wiese. "Suburbanization in the United States after 1945." April 26, 2017. https://doi.org/10.1093/acrefore/9780199329175.013.64.

PBS SoCal. "Hahamog'na: Native Tongva People." PBS SoCal. October 4, 2010. https://www.pbssocal.org/shows/departures/hahamogna-native-tongva-people.

Pasadena City Directories, various dates.

Reft, Ryan. "Segregation in the City of Angels: A 1939 Map of Housing Inequality in L.A." KCET, November 14, 2017. https://www.kcet.org/shows/lost-la/segregation-in-the-city-of-angels-a-1939-map-of-housing-inequality-in-l-a.

Sanborn Fire Insurance Maps, 1951.

Stickel, E. Gary. "Why the Original Indian Tribe of the Greater Los Angeles Area is Called Kizh Not Tongva." Gabrieleño Band of Mission Indians Tribal Government, February 2022. https://gabrielenoindians.org/2022/08/09/kizh-not-tongva/.

Weingroff, Richard F. "Federal Aid Road Act of 1916: Building the Foundation." *Public Roads* 60, no. 1 (Summer 1996). Accessed May 2024. https://highways.dot.gov/public-roads/summer-1996/federal-aid-road-act-1916-building-foundation.

Weingroff, Richard F. "Original Intent: The Purpose of the Interstate System, 1954-1956." U.S. Department of Transportation, Federal Highway Administration. https://highways.dot.gov/highway-history/interstate-system/original-intent-purpose-interstate-system-1954-1956.

Bibliography

University of Richmond. “Pasadena.” Mapping Inequality: Redlining in New Deal America. Accessed June 10, 2024. https://dsl.richmond.edu/panorama/redlining/map/CA/LosAngeles/area_descriptions.

U.S. Department of Transportation. “Celebrating 50 Years: The Eisenhower Interstate Highway System.” Testimony Documents, June 27, 2006. Accessed May 23, 2024. https://www.transportation.gov/testimony/celebrating-50-years-eisenhower-interstate-highway-system.

Yalzdeh, Naomi and Naomi Blumberg. “City Beautiful Movement.” Britannica Encyclopedia. Accessed June 11, 2024. https://www.britannica.com/topic/City-Beautiful-movement.

Architectural
Resources Group

Appendix A: Division of Highways Right of Way Maps

F1212

F1214

CITY OF PASADENA

ROUTE 210

ROUTE 134

ROUTE 10

F-1215

F-1534

F-1168
P.M. 12.7 Rte. 134
P.M. 24.7 Rte. 210

P.M. 32.3 Rte. 7
P.M. 24.7 Rte. 210

P.M. 32.0
Rte. 7

P.M. 24.5

P.M. 24.9

P.M. 25.2

P.M. 25.5

P.M. 25.8

P.M. 26.0

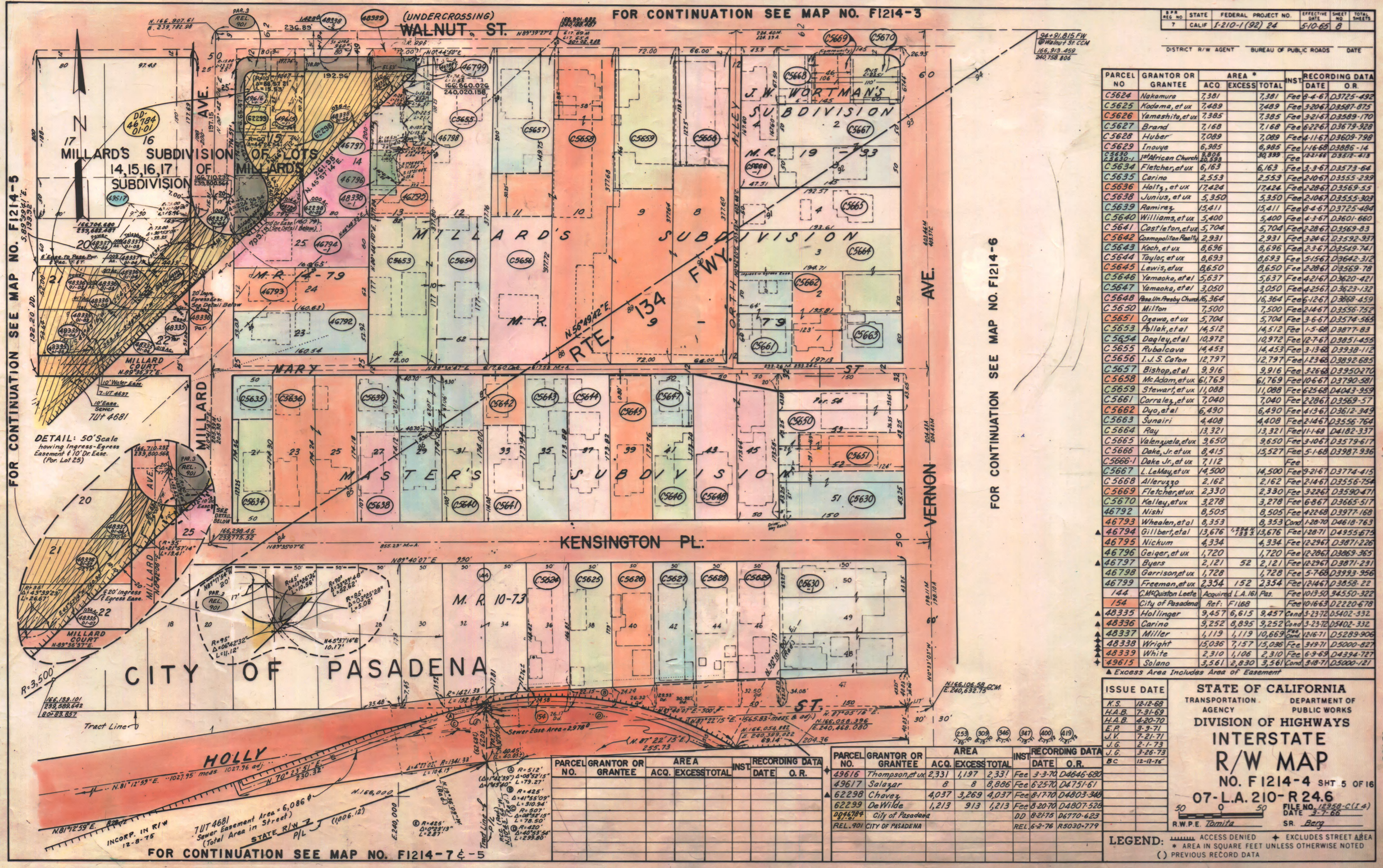
ONE WAY OPERATION

① F1214-1
② F1214-2
③ F1214-3
④ F1214-4
⑤ F1214-5
⑥ F1214-6
⑦ F1214-7
⑧ F1214-8
⑨ F1214-9
⑩ F1214-10
⑪ F1214-11
⑫ F1214-12
⑬ F1214-13
⑭ F1214-14
⑮ F1214-15

R/W MAP FILES
CAL-TRANS, RM. 3000
DO NOT REMOVE

STATE OF CALIFORNIA TRANSPORTATION AGENCY
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
07-7/134/210-INTERCHANGE
R/W INDEX MAP
600 0 600
DATE: 6-29-70
F. No. 1214
SHEET 1 OF 16

6-24-73



BPR REG NO	STATE	FEDERAL PROJECT NO.	EFFECTIVE DATE	SHEET NO	TOTAL SHEETS
7	CALIF	I-210-1(92) 24	5-10-65	8	

DISTRICT R/W AGENT — BUREAU OF PUBLIC ROADS — DATE

PARCEL NO	GRANTOR OR GRANTEE	AREA * ACQ	EXCESS	TOTAL	INST	RECORDING DATA DATE	O.R.
C5624	Nakamura	7,381		7,381	Fee	8-4-67	D3725-492
C5625	Kodama, et ux	7,489		7,489	Fee	3-20-67	D3587-875
C5626	Yamashita, et ux	7,385		7,385	Fee	3-21-67	D3589-170
C5627	Brand	7,168		7,168	Fee	6-22-67	D3679-928
C5628	Huber	7,089		7,089	Fee	4-11-67	D3609-798
C5629	Inouye	6,985		6,985	Fee	1-16-68	D3886-14
C5630 C.3630-1	1st African Church	9,808 20,599		30,399	Fee	12-2-68	D3512-413
C5634	Fletcher, et ux	6,163		6,163	Fee	3-3-67	D3573-64
C5635	Carino	2,553		2,553	Fee	2-10-67	D3555-299
C5636	Holtz, et ux	17,424		17,424	Fee	2-28-67	D3569-55
C5638	Junius, et ux	5,350		5,350	Fee	2-10-67	D3555-303
C5639	Ramirez	15,411		15,411	Fee	8-4-67	D3725-484
C5640	Williams, et ux	5,400		5,400	Fee	4-3-67	D3601-660
C5641	Castleton, et ux	5,704		5,704	Fee	2-28-67	D3569-83
C5642	Cosmopolitan Realty	2,931		2,931	Fee	3-24-67	D3592-937
C5643	Koch, et ux	8,696		8,696	Fee	2-3-67	D3549-741
C5644	Taylor, et ux	8,693		8,693	Fee	5-15-67	D3642-312
C5645	Lewis, et ux	8,650		8,650	Fee	2-28-67	D3569-78
C5646	Yamaoka, et al	5,637		5,637	Fee	4-21-67	D3620-421
C5647	Yamaoka, et al	3,050		3,050	Fee	4-25-67	D3623-132
C5648	Pasa Un. Presby Church	16,364		16,364	Fee	6-12-67	D3668-459
C5650	Milton	7,500		7,500	Fee	2-14-67	D3556-752
C5651	Ozawa, et ux	5,704		5,704	Fee	3-6-67	D3574-565
C5653	Pollak, et al	14,512		14,512	Fee	1-5-68	D3877-83
C5654	Dagley, et al	10,972		10,972	Fee	12-7-67	D3851-455
C5655	Rubalcava	14,453		14,453	Fee	3-13-68	D3938-112
C5656	I.J.S. Caton	12,797		12,797	Fee	1-23-68	D3892-685
C5657	Bishop, et al	9,916		9,916	Fee	3-26-68	D3950-270
C5658	Mc Adam, et ux	61,769		61,769	Fee	10-6-67	D3790-581
C5659	Stewart, et ux	11,088		11,088	Fee	6-25-68	D4043-959
C5661	Corralez, et ux	7,040		7,040	Fee	2-28-67	D3569-57
C5662	Dyo, et al	6,490		6,490	Fee	4-13-67	D3612-349
C5663	Sunairi	4,408		4,408	Fee	2-14-67	D3556-764
C5664	Ray	13,321		13,321	Fee	11-1-68	D4182-337
C5665	Valenzuela, et ux	9,650		9,650	Fee	3-10-67	D3579-617
C5666	Dake, Jr. et ux	8,415		15,527	Fee	5-1-68	D3987-936
C5666-1	Dake Jr., et ux	7,112			Fee		
C5667	L. LeMay, et ux	14,500		14,500	Fee	9-21-67	D3774-415
C5668	Allerizzo	2,162		2,162	Fee	2-14-67	D3556-754
C5669	Fletcher, et ux	2,330		2,330	Fee	3-22-67	D3590-471
C5670	Kelley, et ux	3,278		3,278	Fee	6-8-67	D3665-517
46792	Nishi	8,505		8,505	Fee	4-22-68	D3977-168
46793	Wheelen, et al	8,353		8,353	Cond	1-28-70	D4618-763
▲ 46794	Gilbert, et al	13,676	1,294 ± M 1,333 ±	13,676	Fee	1-28-71	D4955-675
46795	Nickum	4,334		4,334	Fee	12-29-67	D3871-226
46796	Geiger, et ux	1,720		1,720	Fee	12-28-67	D3869-365
▲ 46797	Byers	2,121	52	2,121	Fee	12-29-67	D3871-231
46798	Garrison, et ux	1,728		1,728	Fee	5-7-68	D3993-956
46799	Freeman, et ux	2,354	152	2,354	Fee	12-14-67	D3858-22
144	C. McQuiston Leete	Acquired L.A. 16		Pas.	Fee	10-13-50	34550-322
154	City of Pasadena	Ref: F1168			Fee	10-16-63	D2220-678
▲ 48335	Hollinger	9,457	6,615	9,457	Cond	3-23-72	D5402-332
▲ 48336	Carino	9,252	8,895	9,252	Cond	3-23-72	D5402-332
▲ 48337	Miller	1,119	1,119	10,669	Fee Cond.	12-16-71	D5289-906
✦ 48338	Wright	15,036	7,157	15,036	Fee	3-19-71	D5000-827
✦ 48339	White	2,310	1,106	2,310	Fee	6-9-65	D4394-727
✦ 49615	Solano	3,561	2,830	3,561	Cond	3-18-71	D5000-121

▲ Excess Area Includes Area of Easement

PARCEL NO.	GRANTOR OR GRANTEE	AREA ACQ.	EXCESS	TOTAL	INST	RECORDING DATA DATE	O.R.

PARCEL NO.	GRANTOR OR GRANTEE	AREA ACQ.	EXCESS	TOTAL	INST	RECORDING DATA DATE	O.R.
49616	Thompson, et ux	2,331	1,197	2,331	Fee	3-3-70	D4646-680
49617	Salazar	8	8	8,886	Fee	6-25-70	D4751-61
▲ 62298	Chavez	4,037	3,269	4,037	Fee	8-17-70	D4803-345
62299	De Wilde	1,213	913	1,213	Fee	8-20-70	D4807-526
DD 46784 01-01	City of Pasadena				DD	8-21-75	D6770-623
REL. 901	CITY OF PASADENA				REL	6-2-76	R5030-779

ISSUE DATE	
K.S.	12-12-68
H.A.B.	7-31-69
H.A.B.	4-20-70
E.P.	3-3-71
J.V.	7-21-71
J.G.	2-1-73
J.G.	3-26-73
B.C.	12-11-76

STATE OF CALIFORNIA
TRANSPORTATION AGENCY — DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

INTERSTATE R/W MAP

NO. F1214-4 SHT. 5 OF 16

07-L.A.-210-R 24.6

50 0 50

R.W.P.E. Tomita — FILE NO. 12958-C(I 4) DATE 3-7-66 — SR. Berg

LEGEND: ACCESS DENIED ✦ EXCLUDES STREET AREA * AREA IN SQUARE FEET UNLESS OTHERWISE NOTED ( ) PREVIOUS RECORD DATA

5-24-73

B.P.R. REG. NO	STATE	FEDERAL PROJECT NO	EFFECTIVE DATE	SHEET NO	TOTAL SHEETS
7	CALIF	I-210-1(92)24	5-10-65	7	

DISTRICT R/W AGENT — BUREAU OF PUBLIC ROADS — DATE

FOR CONTINUATION SEE MAP NO. F-1214-12

FOR CONTINUATION SEE MAP NO. F-1214-10

FOR CONTINUATION SEE MAP NO. F-1214-8

FOR CONTINUATION SEE MAP NO. F-1214-4

CITY OF PASADENA

CORSON ST.

PASADENA AVE.

UNION STREET

MOSHER TRACT

S. H. DOOLITTLE'S SUBDIVISION

M.R. 9-50

M.R. 10-28

M.R. 2-556/559

SAN GABRIEL ORANGE GROVE ASSN'S LANDS

POR. DIV. B

AMENDED MAP OF COLORA

M.R. 8

J.W. WORTMAN SUBD. M.R. 19-33

TR. NO. 477 M.B. 14-188

VERNON AVE.

WALNUT STREET

MARY STREET

HOLLY STREET

ORTH ALLEY

(UNDERCROSSING)

Rte 210 FWY.

RTE. 134 FWY.

RTE. 10 FWY.

(Montana St.)

S. P. R. R.

Wall

Slope Line

Cond. Par. 1

(PAR. 61) O.R. D-767-317

(M.R. 1-20/30) L.A.

INTERSTATE

PARCEL NO.	GRANTOR OR GRANTEE	AREA* TO BE ACQUIRED	AREA* EXCESS	AREA* TOTAL	INST	RECORDING DATA DATE	RECORDING DATA O.R.
41735	Doolittle	90		90	Fee	11-15-68	D4195-458
41736	Johnson Motors Inc.	12,497		12,497	Fee	2-29-68	D3925-754
41737	Tschumy, et. ux.	7,650		7,650	Fee	3-21-68	D3946-117
41738	Saathoff	7,337		7,337	Fee	10-29-68	D4177-747
41739	Schmidt	7,500		7,500	Fee	3-13-68	D3938-114
41740	Gutierrez, et. ux.	7,500		7,500	Fee	9-21-67	D3774-487
41741	Daniel, et. ux.	7,650		7,650	Fee	9-1-67	D3755-86
41742	Mears	37,791		37,791	Fee	3-25-69	D4317-177
41743	Bada Co.	13,444		13,444	Fee	5-15-68	D4001-759
41744	Busek	10,458		10,458	Fee	3-25-70	D4667-688
41745	Monden	7,250		7,250	Fee	6-3-68	D4019-690
41746	Fleming	6,670		6,670	Fee	11-2-67	D3817-935
41747	United Cal. Bank	7,250		7,250	Fee	12-5-67	D3848-928
41748	Nowls	7,250		7,250	Fee	8-17-67	D3738-337
41749	Butler	7,250		7,250	Fee	6-4-70	D4732-255
41750	Naungeyan, et. ux.	4,588		4,588	Fee	9-14-67	D3766-695
41751	Skarie, et. ux.	4,500		4,500	Fee	8-22-67	D3742-973
41752	Arvizu	3,052		3,052	Fee	8-22-67	D3742-959
41753	Sanders, et. ux.	12,191		12,191	Fee	9-29-66	D3440-440
41754	Gates	12,191		12,191	Fee	10-31-67	D3814-499
41755	Lee, et al	12,278		12,278	Fee	7-25-68	D 4077-885
41756	Flanders	28,408		28,408	Fee	1-28-69	D4262-647
41758	Cimino, et. al.	31,290		31,290	Fee	4-17-68	D3973-161
41759	Fields, et. ux.	5,619		5,619	Fee	10-6-67	D3790-588
41760	Clay,	2,477		2,477	Fee	10-3-67	D3786-573
41761	Cahn,	7,242		7,242	Fee	1-3-68	D3874-618
41762	Croan	15,202		15,202	Fee	3-24-69	D4315-851
41763	Van Zandt	6,960		6,960	Fee	3-17-69	D4308-923
41764	Barnewalt	7,189		7,189	Fee	11-8-67	D3823-800
41765	Reid	8,562		8,562	Fee	12-5-67	D3848-926
41696-6	L.A. & S.L. R.R. CO.	9,765			Q.C.	12-15-69	4581-576
41696-7	L.A. & S.L. R.R. CO.	10,658			Q.C.	12-15-69	4581-576

ISSUE DATE	
DRM	1-10-66
DRM	1-13-66
DRM	1-14-66
DRM	1-17-66
J.V.	4-13-71

STATE OF CALIFORNIA
TRANSPORTATION AGENCY — DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

R/W MAP

NO. F-1214-6 SHT 7 OF 16

07-LA-210-246

50 0 50

FILE NO. 16892-C(1-7)

DATE 1-7-66

R.W.P.E. TOMITA

SR. BERG

LEGEND: ACCESS DENIED ✦ EXCLUDES STREET AREA
* AREA IN SQUARE FEET UNLESS OTHERWISE NOTED
( ) PREVIOUS RECORD DATA

5-24-73

FOR CONTINUATION SEE MAP NO. F1214-8

FOR CONTINUATION SEE MAP NO. F1214-6

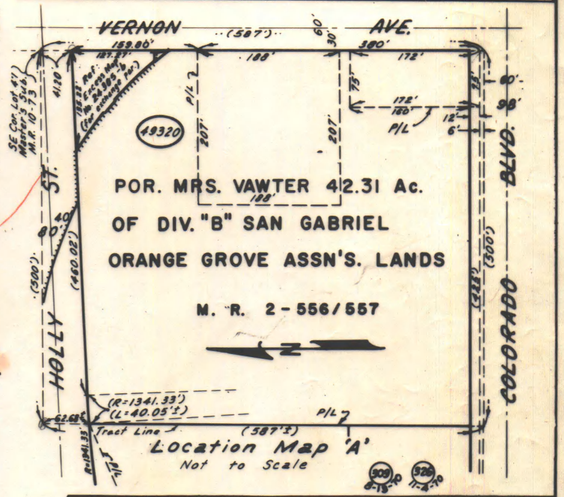
FOR CONTINUATION SEE MAP NO. F1214-9

SEE MAP NO. F1214-4

DPR REG NO	STATE	FEDERAL PROJECT NO.	EFFECTIVE DATE	SHEET NO	TOTAL SHEETS
7	CALIF	I 210-1(92)24	5-10-65	9	

DISTRICT R/W AGENT BUREAU OF PUBLIC ROADS DATE

PARCEL NO.	GRANTOR OR GRANTEE	AREA TO BE ACQ.	AREA EXCESS	AREA TOTAL	INST.	RECORDING DATA DATE	RECORDING DATA O.R.
41716	Ambassador College	14,778		14,778	Fee	5-29-69	D4385-329
41717	Jones Desert Store	5,300		5,300	Fee	10-31-69	D4542-525
41718	Kaplan	6,877		6,877	Cond.	6-1-70	D4729-98
41720	Tanaka	5,101		5,101	Fee	8-20-68	D4412-81
41721	Pomeroy, et ux	7,650		7,650	Fee	7-14-70	D4771-76
41721-1	Pomeroy, et ux	7,621		7,621	Fee	7-14-70	D4771-76
41722	Leishman	18,473		18,473	Fee	8-14-70	D4801-642
41723	Stasand, et ux	5,483		10,533	Fee	8-20-68	D4105-610
41723-1	Stasand, et ux	5,050		5,050	Fee	8-20-68	D4105-610
41724	Cann	10,966		10,966	Fee	9-3-69	D4483-442
41725	Security First Nat'l Bank	5,049		5,049	Fee	11-18-68	D4197-331
41726	Fiore	5,049		5,049	Fee	2-19-70	D4637-218
41728	Union Oil Co.	21,582		21,582	Fee	9-3-69	D4456-937
41730 Por.	Throop, et ux.	13,964		13,964	Fee	12-17-68	D4226-216
41731	Mathewson	8,811		8,811	Fee	7-12-68	D4063-383
41732	Ward	17,689		17,689	Fee	7-9-68	D4058-731
41733 Por.	Throop, et al.	37,903		37,903	Fee	12-17-68	D4226-225
41734	Wilks	81,254		81,254	Cond.	5-13-71	D5086-664
41696-2	L.A. & S.L. R.R. CO.	10,599			Q.C.	12-15-69	D4581-576
41696-3	L.A. & S.L. R.R. CO.	9,674			Q.C.	12-15-69	D4581-576
41696-4	L.A. & S.L. R.R. CO	11,386			Q.C.	12-15-69	D4581-576
41696-5	L.A. & S.L. R.R. CO.	101,256			Q.C.	12-15-69	D4581-576
49320-1	Carmelita Park Co.	7,563		4.764 Ac.	Fee	4-6-72	D-5418-92
49320-2	"	2,342		"	Eas.	4-6-72	D-5418-92
49320-3	"	3,373		"	Temp. Easm.		
49320-4	"	2,677		"	Eas.	4-6-72	D-5418-92
DK49320-4	City of Pasadena				Q.C.	12-18-75	D6909-59
REL 903	SEE MAP	F1214-5					



ISSUE DATE	
D.A.M.	6-1-67
H.A.B.	8-1-69
K.S.	9-12-69
H.A.B.	10-16-69
H.A.B.	3-26-70
C.D.S.	9-23-70
E.P.	11-2-70
E.P.	8-3-72

STATE OF CALIFORNIA
TRANSPORTATION AGENCY — DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

INTERSTATE R/W MAP

NO. F1214-7 SHT 8 OF 16

07-L.A. 210-R-24.7

50 0 50

FILE NO. 77332-C(RA)

DATE 7-28-66

RWPE Tomita

SR. Berg

5-24-73

LEGEND: ACCESS DENIED ✦ EXCLUDES STREET AREA
* AREA IN SQUARE FEET UNLESS OTHERWISE NOTED
( ) PREVIOUS RECORD DATA

CITY OF PASADENA

SEE MAP NO. F-1214-13

BPR REG NO	STATE	FEDERAL PROJECT NO.	EFFECTIVE DATE	SHEET NO	TOTAL SHEETS
7	CALIF	I-210-1(92)24	5-10-65	10	

DISTRICT R/W AGENT | BUREAU OF PUBLIC ROADS | DATE

PASADENA AVENUE

DAYTON ST. | VALLEY ST. | GERTRUDE COURT | KANSAS ST. | REALIGNED GREEN ST. | GREEN ST. | VERNON AVENUE | GROVE STREET | DEL MAR BLVD. | INTERSTATE

REPLAT OF Mc. QUILLINGS SUBDIVISION

M.R. 7-101 (M.R. 5-506)

RTE. 7 FWY.

PLAT OF LOTS 36, 42 & 48 DR. CONGAR TRACT

M.R. 66-23

M.R. 7-74

DR. CONGAR TRACT

POR. DR. CONGAR TRACT

CONGAR TRACT

M.R. 7-74

L.A. & S.L. R.R.

TOP OF CUT

FOR CONTINUATION SEE MAP NO. F-1214-7

FOR CONTINUATION SEE MAP NO. 1214-14

PARCEL NO.	GRANTOR OR GRANTEE	AREA* TO BE ACQUIRED	AREA* EXCESS	AREA* TOTAL	INST.	RECORDING DATA DATE	RECORDING DATA O.R.
41710	Gottfeld, et ux.	2,773		2,773	Fee	6-14-66	D3334-342
41711	W. H. Bell	13,228		13,228	Cond	1-13-72	D5318-891
41712	El Rancho Mkts.	10,571		10,571	Fee	1-3-69	D42-41-73
41713	Orban lumber Co.	229,506		229,506	Fee	9-15-69	D4496-153
41714	Orban	4,500		4,500	"	"	"
41715	College (Ambassador)	38,250		38,250	Fee	5-29-69	D4385-331
47209	Collins	144		144	Cond	2-16-70	6486-92
41707	Dugan, et ux	4,708		4,708	Fee	5-2-69	D4357-706
41708	Gerhart, Inc.	6,817		6,817	Fee	11-12-68	D4190-988
41709	Mayweather	5,141		5,141	Fee	4-24-69	D4348-368

PARCEL NO.	GRANTOR OR GRANTEE	AREA* TO BE ACQUIRED	AREA* EXCESS	AREA* TOTAL	INST.	RECORDING DATA DATE	RECORDING DATA O.R.
41694	Ambassador College	39,157		39,157	Fee	7-3-67	D3691-447
41696	L.A. & S.L. R.R. CO.	24,929			Q.C.	12-15-69	D4581-576
41696-1	L.A. & S.L. R.R. CO.	132,610			Q.C.	12-15-69	D-4581-576
41697	Hovsepian	19,500		19,500	Fee	9-20-71	D-5196-144
41698	Dakon-Adams Co.	8,666		8,666	Fee	6-3-66	D3324-666
41699	De Roussell	8,666		8,666	Fee	1-31-66	D3192-90
41700	Echols	4,291		4,291	Fee	10-3-68	D4152-309
41701	Allen	8,799		8,799	Fee	8-26-68	D4111-743
41702	Oki	8,051		8,051	Fee	2-20-69	D4284-684
41703	Hernandez	10,571		10,571	Fee	11-22-68	D4203-46
41704	Hammond, et ux	10,571		10,571	Fee	8-6-68	D4090-563
41705	De Anda	5,286		5,286	Fee	7-16-68	D4066-705
41706	Smith, et ux	4,188		4,188	Fee	4-1-68	D3956-366

ISSUE DATE	
DAM	6-1-67
B.J.K.	6-2-67
Q.F.J.	7-31-67

STATE OF CALIFORNIA
TRANSPORTATION AGENCY — DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

R/W MAP

NO. F-1214-9 SHT 10 OF 16

07-LA-210-24.7 16125C(I-9)

50 0 50

R.W.P.E. TOMITA | DATE 6-17-65 | SR. BERG

5-24-73

LEGEND: ACCESS DENIED ✦ EXCLUDES STREET AREA
* AREA IN SQUARE FEET UNLESS OTHERWISE NOTED
( ) PREVIOUS RECORD DATA

BPR REG NO	STATE	FEDERAL PROJECT NO.	EFFECTIVE DATE	SHEET NO	TOTAL SHEETS
7	CALIF	I-210-1(92)24	5-10-65	10a	

DISTRICT R/W AGENT — BUREAU OF PUBLIC ROADS — DATE

FOR CONTINUATION SEE MAP NO. F-1214-13

FOR CONTINUATION SEE MAP NO. F-1214-9

FOR CONTINUATION SEE MAP NO. F-1214-15

PASADENA AVENUE — N. 0°33'07"W. 408.67 — N. 0°33'07"W. 477.05' — N. 0°33'36"W. 346.54'

THE RAILROAD TRACT NO. 2766 — M.B. 31-38 — M.R. 23-61

JAMES SMITH TRACT — Por. Lot 4 — M.R. 6-250 — POR. BLK. A

RECORD SURVEY — Dd. 309-5

S.P. 45903 L.A. R.R. — LOT 1

APPROX. TOP OF CUT

East 20' of Saylor Ave (Voc.) M.R. 64-8

N.E. Cor. O.R. 6033-365

APPROX. ℄

WAVERLY DRIVE TRACT — M.R. 70-9

HAVENDALE DR.

R/W LINE — FRONTAGE RD.

TRACT NO. 13706 — M.B. 284-45/46

Por. of GORDON CIR.

Por. Lot 3 PAR. 2 — PAR. 1

DIV. 'A' OF JAMES SMITH TRACT — M.R. 6-250

GALBRAITH & THOMAS TRACT — M.R. 12-76

DEL MAR — 1072.50 To ℄ Orange Grove Blvd

LEWIS-J-MERRITT-PLACE — DR. CONGAR TRACT — M.R. 7-14 — M.B. 6-149

VERNON AVE — N. 0°32'56"W.

GORDON TERRACE — N. 0°31'12"W. 477.16'

WAVERLY DRIVE — BELLEVUE DRIVE — ℄ Orange Grove Blvd

JAMES SMITH TRACT 5 8 — PASADENA — M.R. 6-250

Detail 'A' No Scale

PARCEL NO.	GRANTOR OR GRANTEE	AREA* TO BE ACQUIRED	AREA* EXCESS	AREA* TOTAL	INST	RECORDING DATA DATE	RECORDING DATA O.R.
45903	L.A.&S.L. RAILWAY CO	15,042		15,042	Q.C.	12-15-69	D-4581-576
45903-1	L.A.&S.L. RAILWAY CO	13,482		13,482	Q.C.	12-15-69	D-4581-576
46812-1	Royle,	13,514		13,514	Fee	5-18-70	D4715-532
46813-1	Royle,	15,394		15,394	Fee	6-22-70	D4747-249
46814-1	Royle,	32,119		32,119	Fee	9-8-70	D4823-128
46815-1	Williams,	34,418		34,418	Fee	7-22-70	D-4779-177
46816	Orban Lumber Co.	16,999		16,999	Fee	10-22-69	D4474-643
46817	Arbuckle,	8,035		8,035	Fee	4-29-69	D4352-606
46818	Jackson,	8,032		8,032	Fee	7-17-68	D4068-55
46819	Ambassador College	8,925	8,925	8,925	Fee	5-17-68	D4004-732
46820	Bailey, et ux	7,140	7,140	7,140	Fee	5-20-68	D4006-200
46821	Vroman, Incorp	59,686		59,686	Fee	12-24-68	D4232-530
46822-1	Parril,	10,083		10,083	Fee	3-18-69	D4310-313
46823	Fellows, et al	10,539		10,539	Fee	8-13-68	D4097-998
46824-1	Berber, et ux	10,454		10,454	Fee	8-6-69	D4458-126
46825-1	Smith,	11,018		11,018	Fee	9-16-68	D4132-789
46826-1	Sakahara, et ux	12,594		12,594	Fee	11-12-68	D4190-706
46827-1	Kawashima, et ux	13,715		13,715	Fee	10-3-68	D4152-298
46828-1	Burgess	6,912		6,912	Fee	7-23-68	D4075-57
46829	Snook, et ux	8,410		8,410	Fee	8-7-68	D4091-942
46830	Fellows, Jr.	673		673	Fee	12-12-68	D4222-21
46831-1	Padua, et ux	10,250		10,250	Fee	7-30-68	D4082-632
46832-1	Alvarez, et ux	9,666	9,666	9,666	Cond.	4-28-70	D4698-514
46833-1	Cole, et ux	9,919		9,919	Fee	7-12-68	D4063-363
46834-1	Nakahiro, et ux	9,667	9,667	9,667	Fee	7-15-68	D4064-957
46835	Hinckley,	10,734	10,734	10,734	Fee	8-14-68	D4099-240
46849-1	City of Pasadena	3,636		3,636	Fee	11-26-69	D4565-746
49321-1	Ambassador College	18,273		66,557	Fee		
49321-2	Ambassador College	1,877		66,557	Temp Ease.		
49322	Magee,	14,716		14,716	Fee	6-23-70	D4748-651
49323	Williamson	1,855		10,712	Temp Ease.		
49324-1	Kawashima,	67		9,385	Fee		
49324-2	"	1,219		"	Temp Ease.		
49325-1	Ambassador Col.	508	508	9,891	Fee	10-31-69	D4541-114
49325-2	" "	1225	1225	"	Temp Ease.	Consent	
49326-1	Suzuki	1,005		10,365	Fee		
49326-2	"	1115		"	Temp Ease.		
49327	McMahon,	23,049	15,665	23,049	Fee	5-12-69	D4366-105
49321-3	Ambassador College	608		66,557	Temp Ease.		
60984-1	Ambassador College	392		39,815	Fee	7-19-71	D5128-342
60984-2	"	1,513		"	Temp Ease.		
DD 49327 01-01	AL TAMIMI				DD	12-2-74	D6489-729
DD 46832 01-01	KAWASHIMA				DD	8-5-75	D6751-930
Parl REL 902	City of Pasadena	See F1215-1			REL	6-28-71	71-688514

△ Excess Includes Area of Easement

ISSUE DATE	
B.J.K.	6-2-67
B.J.K.	6-27-67
O.V.F.	7-13-67
J.N.S.	8-28-68
H.A.B.	7-18-69
H.A.B.	9-18-69
H.A.B.	12-11-69
J.V.	8-22-73
D.M.T.	7-12-12
K.H.	12-23-13

STATE OF CALIFORNIA
TRANSPORTATION AGENCY — DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

R/W MAP
NO. F-1214-14 SHT 15 OF 16

07-LA-7-32.2 — FILE NO. 19210-C(I-16)
50 0 50 — DATE 5-31-67
R.W.P.E. TOMITA — SR. BERG

LEGEND: ACCESS DENIED ✦ EXCLUDES STREET AREA
* AREA IN SQUARE FEET UNLESS OTHERWISE NOTED
( ) PREVIOUS RECORD DATA

DPR REG. NO	STATE	FEDERAL PROJECT NO	EFFECTIVE DATE	SHEET NO	TOTAL SHEETS
7	CALIF				

DISTRICT R/W AGENT BUREAU OF PUBLIC ROADS DATE

PASADENA AVE

APPROX. R/W LINE

APPROX. CUT LINE

APPROX. ℄

DRIVE

TRACT

M.R. 6-250

"A" DIV.

TRACT

M.R. 6-309

BLK. "A"

MAGEE & GALBRAITH

SUBDIVISION OF THE = CITY OF PASADENA

FRONTAGE

R/W LINE

RD

BLVD.

CALIFORNIA (California St.)

PALMETTO (Palmetto St)

BELLEVUE

GORDON TERRACE

SMITH

JAMES

Gordon Terrace

ST JOHN AVE

FOR CONTINUATION SEE MAP NO. F-1214-14

FOR CONTINUATION SEE MAP NO. F1534-6

PARCEL NO.	GRANTOR OR GRANTEE	AREA* TO BE ACQUIRED	AREA* EXCESS	AREA* TOTAL	INST	RECORDING DATA DATE	RECORDING DATA O.R.
43402	C. MAITLAND et al	70,339		70,339	Fee	5-28-68	D4014-712
45903-2	L.A. & S.L. RAILWAY CO.	1,956		1,956	Q.C	12-15-69	D-4581-576
46836	Bennett, et ux	13,200		13,200	Fee	2-20-69	D4284-691
46837	Brown,	20,927		20,927	Fee	8-23-68	D4109-964
46838	Cormack, et ux	12,228	12,228	12,228	Fee	9-30-68	D4147-330
46839	Lauderdale, et ux	14,220		14,220	Fee	2-17-69	D4280-543
46840	Wood, et ux	17,600		17,600	Fee	7-9-68	D4058-704
46841	Gearhart	12,320		12,320	Fee	4-7-69	D4330-151
46842	Haskin	14,080		14,080	Fee	5-20-68	D4006-192
46843	Neighb. Church of Pasad.	85,000		85,000	Fee	7-28-69	D4447-390
46844	Singer Park Bldg Corp	24,250		24,250	Fee	2-4-69	D4269-71
46845	Mitsumori, et ux	25,802		25,802	Fee	1-2-69	D4239-910
46847	Shelton, et ux	22,344		22,344	Fee	8-29-68	D4115-670
47380	C. Maitland	237		237	Fee	5-28-68	D4014-712
▲ 49328	Pickell, et ux	21,330	13,166	21,330	Fee	12-22-69	D4587-950
▲ 49329	McCoy	8,674		8,674	Fee	12-17-70	D4635-62
49330-1	Bartle	5,292		21,000	Fee		
49330-2	"	2,742		"	Temp Ease.		
◆ 46848	Hines, et ux	25,487	11,446	25,487	Fee	4-1-70	D-4672-945
49505	McINERNY	560		16,780	Ease.		
49506	NEIL	889		10,665	Ease.		
49507	JERVEY	379		11,186	Ease.		
49508	RIDDELL	744		19,950	Ease.		
46846 (FIRST)	M. Alfers, et ux.				Fee	10-18-68	D4167-612
46846 (SECOND)	R. La Rue				Fee	10-18-68	D4167-618
46846 (THIRD)	D. Wall				Fee	10-18-68	D4167-608
46846 (FOURTH)	W. Bauer, et ux.				Fee	10-18-68	D4167-614
46846 (FIFTH)	R. Tabor				Fee	10-18-68	D4167-618
46846 (SIXTH)	M. Colton, et ux.				Fee	10-18-68	D4167-622
46846 (SEVENTH)	W. Gilmour				Fee	10-18-68	D4167-620
46846 (EIGHTH)	E. Waupel				Fee	10-18-68	D4167-624
46846 (NINTH)	B. Birdsall, et ux.				Fee	10-18-68	D4167-630
46846 (TENTH)	T. Mathews, et ux.				Fee	10-18-68	D4167-626
46846 (ELEVENTH)	M. Bishop, et al.				Fee	10-18-68	D4167-632
46846 (TWELFTH)	A. Dettre				Fee	10-18-68	D4167-610
46846 (THIRTEENTH)	D. Edward, et al.				Fee	10-18-68	D4167-628
60884	Keith	435		22,680	Ease		
68923	G. Westin	696		27,000	Fee		
68924	M. Worthington	1,854		42,000	Fee		
68942	F. Graff	324		36,000	Fee		
D-46848	State to M.S. Keith				D.D	3-23-73	D-5805-253
D-49328	McInerny				D.D	3-27-74	D-6213-662

▲ Excess Includes Area of Easement

ISSUE DATE	
B.J.K.	6-2-67
B.J.K.	6-29-67
J.N.S.	8-23-68
K.S.	10-11-68
H.A.B.	9-17-69
J.V.	11-3-71
E.P.	2-9-73
D.M.T.	7-12-12
K.H.	12-23-13

STATE OF CALIFORNIA
TRANSPORTATION AGENCY — DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

R/W MAP
NO. F-1214-15 SHT 16 OF 16

07-LA-7-32.1

50 0 50

FILE NO. 1S196-C(1/7)
DATE 6-1-67
RWPE TOMITA
SR BERG

LEGEND: ||||||| ACCESS DENIED ✦ EXCLUDES STREET AREA
* AREA IN SQUARE FEET UNLESS OTHERWISE NOTED
( ) PREVIOUS RECORD DATA

For Continuation See Map F1534-6

BPR REG NO	STATE	FEDERAL PROJECT NO.	EFFECTIVE DATE	SHEET NO	TOTAL SHEETS
7	CALIF			6	8

DISTRICT R/W AGENT BUREAU OF PUBLIC ROADS DATE

CARLISLE HEIGHTS

MARKHAM PL.

M.R. 28-II

RE-SUBDIVISION OF LA FUENTE PLACE

M.R. 34-85

CARLISLE HEIGHTS

M.R. 34-46

H. H. MARKHAM TRACT

ST. JOHN ST.

PASADENA AVE.

CITY OF PASADENA

M.R. 10-96

FORSTER (VAC.) ALLEY

LA FUENTE (VAC.) ALLEY

LA FUENTE PLACE 2

M.R. 10-93

FAIRMOUNT AVE.

BELLEFONTAINE STREET

OVERCROSSING

PLAT OF H. HILL'S SUBDIVISION

M.R. 9-63

BARCLAY ALLEY

See F1534-6

For Continuation See Map F1534-4

PARCEL NO.	GRANTOR OR GRANTEE	AREA * ACQ.	EXCESS	TOTAL	INST	RECORDING DATA DATE	OR
68919-1	STEVENS	96		22,834			
68920-1	SIMPSON	303		21,495			
68921-1	PHILLIPS	514		44,815			
68922-1	HUNTINGTON HOSP.	435		9.793Ac.			
68800-1	BRAUNE	437		43,822			
68800-2	BRAUNE	881				Temp. Gr. Esmt.	
68919-2	STEVENS	406		406			
68920-2	SIMPSON	421		421			

ISSUE DATE
10-21-74 LK
11-15-74

STATE OF CALIFORNIA
TRANSPORTATION AGENCY — DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

R/W MAP
NO. F1534-5
07-LA-7-31.8

50 0 50

R.W.P.E. Dunn — DATE 2-28-73
SR. Moseley

LEGEND: ACCESS DENIED ✦ EXCLUDES STREET AREA
* AREA IN SQUARE FEET UNLESS OTHERWISE NOTED
( ) PREVIOUS RECORD DATA

Now Lot heads in 1992

Architectural
Resources Group

Appendix B: Right of Way Map Listings

Map No.	Parcel No.	Grantor/Grantee	Recording Date	Street	Street Address	Purchase Type
F-1214-4	C5624	Nakamura	8/4/1967	Kensington Pl.		Fee
F-1214-4	C5625	Kodama, et ux	3/20/1967	Kensington Pl.		Fee
F-1214-4	C5626	Yamashita, et ux	3/21/1967	Kensington Pl.		Fee
F-1214-4	C5627	Brand	6/22/1967	Kensington Pl.		Fee
F-1214-4	C5628	Huber	4/11/1967	Kensington Pl.		Fee
F-1214-4	C5629	Inovye	1/16/1968	Kensington Pl.		Fee
F-1214-4	C5630-C5630-1	1st African Church	12/21/1966	Vernon Ave.		Fee
F-1214-4	C5634	Fletcher, et ux	3/3/1967	Kensington Pl. / Millard Ave.		Fee
F-1214-4	C5635	Carino	2/10/1967	Millard Ave.		Fee
F-1214-4	C5636	Holtz, et ux	2/28/1967	Kensington Pl.		Fee
F-1214-4	C5638	Junius, et ux	2/10/1967	Kensington Pl.		Fee
F-1214-4	C5639	Ramirez	8/4/1967	Mary St.		Fee
F-1214-4	C5640	Williams, et ux	4/3/1967	Kensington Pl.		Fee
F-1214-4	C5641	Castleton, et ux	2/28/1967	Kensington Pl.		Fee
F-1214-4	C5642	Cosmopolitan Realty	3/24/1967	Mary St.		Fee
F-1214-4	C5643	Koch, et ux	2/3/1967	Kensington Pl.		Fee
F-1214-4	C5644	Taylor, et ux	5/15/1967	Kensington Pl.		Fee
F-1214-4	C5645	Lewis, et ux	2/28/1967	Kensington Pl.		Fee
F-1214-4	C5646	Yamaoka. et al	4/21/1967	Kensington Pl.		Fee
F-1214-4	C5647	Yamaoka. et al	4/25/1967	Mary St.		Fee
F-1214-4	C5648	Pasadena Union Presbyterian Church	6/12/1967	Kensington Pl.		Fee
F-1214-4	C5650	Milton	2/14/1967	Vernon Ave. / Mary St.		Fee

Map No.	Parcel No.	Grantor/Grantee	Recording Date	Street	Street Address	Purchase Type
F-1214-4	C5651	Ozawa, et ux	3/6/1967	Vernon Ave.		Fee
F-1214-4	C5653	Pollak, et al	1/5/1968	Mary St.		Fee
F-1214-4	C5654	Dagley, et al	12/7/1967	Mary St.		Fee
F-1214-4	C5655	Rubalcava	3/13/1968	Walnut St.		Fee
F-1214-4	C5656	I.J.S. Caton	1/23/1968	Mary St.		Fee
F-1214-4	C5657	Bishop, et al	3/26/1968	Walnut St.		Fee
F-1214-4	C5658	McAdam, et ux	10/6/1967	Walnut St.		Fee
F-1214-4	C5659	Stewart, et ux	6/25/1968	Walnut St.		Fee
F-1214-4	C5661	Corralez, et ux	2/28/1967	Mary St.		Fee
F-1214-4	C5662	Dyo, et al	4/13/1967	Mary St.		Fee
F-1214-4	C5663	Sunairi	2/14/1967	Vernon Ave. / Mary St.		Fee
F-1214-4	C5664	Ray	11/1/1968	Vernon Ave.		Fee
F-1214-4	C5665	Valenzuela, et ux	3/10/1967	Vernon Ave.		Fee
F-1214-4	C5666	Drake, Jr. et ux	5/1/1968	Walnut St.		Fee
F-1214-4	C5666-1	Drake, Jr. et ux	Not listed	Walnut St.		Fee
F-1214-4	C5667	L. LeMay, et ux	9/21/1967	Vernon Ave.		Fee
F-1214-4	C5668	Alleruzzo	2/14/1967	Walnut St.		Fee
F-1214-4	C5669	Fletcher, et ux	3/22/1967	Walnut St.		Fee
F-1214-4	C5670	Kelley, et ux	6/8/1967	Walnut St. / Vernon Ave.		Fee
F-1214-4	46792	Nishi	4/22/1968	Millard Ave.		Fee
F-1214-4	46793	Whealan, et al	1/28/1970	Millard Ave.		Cond.
F-1214-4	46794	Gillbert, et al	1/28/1971	Millard Ave.		Fee
F-1214-4	46795	Nickum	12/29/1967	Walnut St.		Fee

Map No.	Parcel No.	Grantor/Grantee	Recording Date	Street	Street Address	Purchase Type
F-1214-4	46796	Geiger, et ux	12/28/1967	Walnut St.		Fee
F-1214-4	46797	Byers	12/29/1967	Walnut St.		Fee
F-1214-4	46798	Garrison, et ux	5/7/1968	Walnut St.		Fee
F-1214-4	46799	Freeman, et ux	12/14/1967	Walnut St.		Fee
F-1214-4	144	C. McQuiston Leete	10/13/1950	Kensington Pl.		Fee
F-1214-4	154	City of Pasadena	10/16/1963	Holly St.		Fee
F-1214-4	48335	Hollinger	3/23/1972	Millard Ave.		Cond.
F-1214-4	48336	Carino	3/23/1972	Millard Ave.		Cond.
F-1214-4	48337	Miller	12/16/1971	Millard Ave.		Fee Cond.
F-1214-4	48338	Wright	3/19/1971	Walnut St.		Fee
F-1214-4	48339	White	6/9/1969	Walnut St.		Fee
F-1214-4	49615	Solano	3/18/1971	Walnut St.		Cond.
F-1214-4	49616	Thompson, et ux	3/3/1970	Millard Ave.		Fee
F-1214-4	49617	Salazar	6/25/1970	Millard Ave.		Fee
F-1214-4	62298	Chavez	8/17/1970	Millard Ave.		Fee
F-1214-4	62299	DeWilde	8/20/1970	Millard Ave.		Fee
F-1214-4	DD46784 01-01	City of Pasadena	8/21/1975	Millard Ave.		DD
F-1214-4	REL. 901	City of Pasadena	6/2/1976	Walnut St.		REL.
F-1214-6	41735	Doolittle	11/15/1968	Holly Street		Fee
F-1214-6	41736	Johnson Motors Inc.	2/29/1968	Vernon Ave.		Fee
F-1214-6	41737	Tschumy, et. ux.	3/21/1968	Vernon Ave.		Fee
F-1214-6	41738	Saathoff	10/29/1968	Vernon Ave.		Fee
F-1214-6	41739	Schmidt	3/13/1968	Vernon Ave.	132 Vernon	Fee
F-1214-6	41740	Gutierrez, et. Ux.	9/21/1967	Vernon Ave.	140 Vernon	Fee

Map No.	Parcel No.	Grantor/Grantee	Recording Date	Street	Street Address	Purchase Type
F-1214-6	41741	Daniel, et. Ux.	9/1/1967	Vernon Ave.		Fee
F-1214-6	41742	Mears	3/25/1969	Mary Street		Fee
F-1214-6	41743	Boda Co.	5/15/1968	Mary Street		Fee
F-1214-6	41744	Buzek	3/25/1970	Holly Street	205 W. Holly	Fee
F-1214-6	41745	Monden	6/3/1968	Pasadena Blvd.		Fee
F-1214-6	41746	Fleming	11/2/1967	Pasadena Blvd.		Fee
F-1214-6	41747	United Cal. Bank	12/5/1967	Pasadena Blvd.		Fee
F-1214-6	41748	Nauls	8/17/1967	Pasadena Blvd.		Fee
F-1214-6	41749	Butler	6/4/1970	Pasadena Blvd.		Fee
F-1214-6	41750	Naungeyan, et. Ux.	9/14/1967	Mary Street		Fee
F-1214-6	41751	Skarie, et. Ux.	8/22/1967	Pasadena Blvd.		Fee
F-1214-6	41752	Arvizu	8/22/1967	Mary Street		Fee
F-1214-6	41753	Sanders, et. Ux.	9/29/1966	Pasadena Blvd.		Fee
F-1214-6	41754	Gates	10/31/1967	Pasadena Blvd.		Fee
F-1214-6	41755	Lee, et al	7/25/1968	Vernon Ave.	108 Vernon Ave.	Fee
F-1214-6	41756	Flanders	1/28/1969	Walnut Street		Fee
F-1214-6	41758	Cimino, et. Al.	4/17/1968	Walnut Street		Fee
F-1214-6	41759	Fields, et. Ux.	10/6/1967	Mary Street		Fee
F-1214-6	41760	Clay	10/3/1967	Vernon Ave.		Fee
F-1214-6	41761	Cahn	1/3/1968	Vernon Ave.		Fee
F-1214-6	41762	Croan	3/24/1969	Vernon Ave.		Fee
F-1214-6	41763	Van Zandt	3/17/1969	Vernon Ave.		Fee
F-1214-6	41764	Barnewalt	11/8/1967	Vernon Ave.		Fee
F-1214-6	41765	Reid	12/5/1967	Walnut Street		Fee
F-1214-6	41696-6	L.A. & S.L. R.R. Co.	12/15/1969	Mary Street		Q.C.

Map No.	Parcel No.	Grantor/Grantee	Recording Date	Street	Street Address	Purchase Type
F-1214-6	41996-7	L.A. & S.L. R.R. Co.	12/15/1969	Mary Street		Q.C.
F-1214-7	41716	Ambassador College	5/29/1969	St. John Ave.		Fee
F-1214-7	41717	Jones Desert Stone	10/31/1969	Green St.	215 Green St.	Fee
F-1214-7	41718	Isadore Kaplan (Capitol Salvage)	6/1/1970	Green St.	201 Green St.	Cond.
F-1214-7	41720	Tanaka	8/20/1969	Green St.		Fee
F-1214-7	41721	Pomeroy, et ux	7/14/1970	Clay St.		Fee
F-1214-7	41721-1	Pomeroy, et ux	7/14/1970	Clay St.		Fee
F-1214-7	41722	Leishman	8/14/1970	Syndicate Alley		Fee
F-1214-7	41723	Stasand, et ux	8/20/1968	Clay St.		Fee
F-1214-7	41723-1	Stasand, et ux	8/20/1970	Colorado Blvd.		Fee
F-1214-7	41724	Cohn	9/2/1969	Clay St.		Fee
F-1214-7	41725	Security First National Bank	11/18/1968	Colorado Blvd.		Fee
F-1214-7	41726	Fiore	2/19/1970	Colorado Blvd.		Fee
F-1214-7	41728	Union Oil Co.	8/5/1969	Colorado Blvd.		Fee
F-1214-7	41730 Par. 1-2	Throop, et ux	12/17/1968	Pasadena Ave.		Fee
F-1214-7	41731	Mathewson	7/12/1969	Pasadena Ave.		Fee
F-1214-7	41732	Ward	7/9/1968	Holly St.		Fee
F-1214-7	41733 Par. 1-2	Throop, et. Al.	12/17/1968	Holly St.		Fee
F-1214-7	41734	Wilks	5/13/1971	Colorado Blvd.		Cond.
F-1214-7	41696-2	L.A. & S.L. R.R. Co.	12/15/1969	Clay St.		Q.C.
F-1214-7	41696-3	L.A. & S.L. R.R. Co.	12/15/1969	Syndicate Alley		Q.C.
F-1214-7	41696-4	L.A. & S.L. R.R. Co.	12/15/1969	Colorado Blvd.		Q.C.
F-1214-7	41696-5	L.A. & S.L. R.R. Co.	12/15/1969	Colorado Blvd.		Q.C.
F-1214-7	49320-1	Carmelita Park Co.	4/6/1972	Holly St.		Fee

Map No.	Parcel No.	Grantor/Grantee	Recording Date	Street	Street Address	Purchase Type
F-1214-7	49320-2	Carmelita Park Co.	4/6/1972	Holly St.		Eas
F-1214-7	49320-3	Carmelita Park Co.	4/6/1972	Holly St.		Temp Eas
F-1214-7	49320-4	Carmelita Park Co.	4/6/1972	Holly St.		Eas
F-1214-7	DK49320-4	City of Pasadena	12/18/1975	St. John Ave.		Q.C.
F-1214-7	REL 903			SEE MAP F1214-5		
F-1214-8	60993	Texaco Inc.	2/3/1972	Colorado Blvd.		
F-1214-8	60988-1	Gulf Oil Corp	7/29/1971	Green Street		
F-1214-8	60988-2	Gulf Oil Corp	7/29/1971	Green Street		
F-1214-8	00-060990-01-01	Street to Ambassador College	5/9/1973	Green Street		
F-1214-8	00-060988-01-01	Street to Ambassador College	5/23/1973	Green Street		
F-1214-8	REL. 901	City of Pasadena	6/2/1976	Colorado Blvd.		
F-1214-8	REL.903			See Map F-1214-5		
F-1214-9	41710	Gottfeld, et. Ux.	6/15/1966	Grove St.		Fee
F-1214-9	41711	W. H. Bell	1/13/1972	Grove St.		Cond.
F-1214-9	41712	El Rancho Mkts.	1/3/1969	Pasadena Ave.		Fee
F-1214-9	41713	Orban Lumber Co.	9/15/1969	Pasadena Ave.	77 S. Pasadena Ave.	Fee
F-1214-9	41714	Orban	9/15/1969	Pasadena Ave.		Fee
F-1214-9	41715	College (Ambassador)	5/29/1969	Green St.		Fee
F-1214-9	47209	Collins	2/16/1970	Grove St.		Cond.
F-1214-9	41707	Dugan, et. Ux.	5/2/1969	Grove St.	237 S. Pasadena Ave.	Fee
F-1214-9	41708	Gerhart, Inc. (Gerhart Ray Inc. Bldg Contrs)	11/12/1968	Grove St.	231 S. Pasadena Ave.	Fee
F-1214-9	41709	Mayweather	4/24/1969	Grove St.	213 S. Pasadena Ave.	Fee

Map No.	Parcel No.	Grantor/Grantee	Recording Date	Street	Street Address	Purchase Type
F-1214-9	41694	Ambassador College	7/3/1967	Del Mar Blvd.		Fee
F-1214-9	41696	L.A. & S.L. R.R. Co.	12/15/1969	Grove St.		Q.C.
F-1214-9	41696-1	L.A. & S.L. R.R. Co.	12/15/1969	Vernon Ave.		Q.C.
F-1214-9	41697	Hovsepian	9/20/1971	Del Mar Blvd.		Fee
F-1214-9	41698	Dakon-Adams Co.	6/3/1966	Grove St.		Fee
F-1214-9	41699	De Roussell	1/31/1966	Grove St.		Fee
F-1214-9	41700	Echols	10/3/1968	Del Mar Blvd.	203 W. Del Mar Blvd.	Fee
F-1214-9	41701	Allen	8/26/1968	Del Mar Blvd.		Fee
F-1214-9	41702	Oki	2/20/1969	Pasadena Ave.	267 S. Pasadena Ave.	Fee
F-1214-9	41703	Hernandez	11/22/1968	Pasadena Ave.	251 S. Pasadena Ave.	Fee
F-1214-9	41704	Hammond, et. Ux.	8/6/1968	Pasadena Ave.	249 S. Pasadena Ave.	Fee
F-1214-9	41705	De Anda	7/16/1968	Pasadena Ave.		Fee
F-1214-9	41706	Smith, et. Ux.	4/1/1968	Grove St.		Fee
F-1214-14	45903	L.A. & S.L. Railway Co.	12/15/1969	Waverly Dr.		Q.C.
F-1214-14	45903-1	L.A. & S.L. Railway Co.	12/15/1969	Waverly Dr.		Q.C.
F-1214-14	46812-1	W. Buford Rayle, Braden's California Products	5/18/1970	Pasadena Ave.	315 S. Pasadena Ave.	Fee
F-1214-14	46813-1	W. Buford Rayle, Braden's California Products	6/22/1970	Pasadena Ave.	315 S. Pasadena Ave.	Fee
F-1214-14	46814-1	W. Buford Rayle, Braden's California Products	9/8/1970	Pasadena Ave.	315 S. Pasadena Ave.	Fee
F-1214-14	46815-1	Williams,	7/22/1970	Del Mar Blvd.		Fee
F-1214-14	46816	Orban Lumber Co.	10/22/1969	Del Mar Blvd.		Fee
F-1214-14	46817	Arbuckle,	4/29/1969	Waverly Dr.	231 Waverly Dr.	Fee

Map No.	Parcel No.	Grantor/Grantee	Recording Date	Street	Street Address	Purchase Type
F-1214-14	46818	Jackson,	7/17/1968	Waverly Dr.		Fee
F-1214-14	46819	Ambassador College	5/17/1968	Waverly Dr.		Fee
F-1214-14	46820	Bailey, et. Ux.	5/20/1968	Waverly Dr.	255 Waverly Dr.	Fee
F-1214-14	46821	Vroman, Incorp.	12/24/1968	Waverly Dr.	186 Waverly Dr.	Fee
F-1214-14	46822-1	Parril,	3/18/1969	Bellevue Dr.		Fee
F-1214-14	46823	Fellows, et. Al.	8/13/1968	Havendale Dr.		Fee
F-1214-14	46824-1	Berber, et. Ux.	8/6/1969	Havendale Dr.	376 Havendale Dr.	Fee
F-1214-14	46825-1	Smith.	9/16/1968	Havendale Dr.	386 Havendale Dr.	Fee
F-1214-14	46826-1	Sakahara, et. Ux.	11/12/1968	Havendale Dr.	400 Havendale Dr.	Fee
F-1214-14	46827-1	Kawashima, et. Ux.	10/3/1968	Havendale Dr.		Fee
F-1214-14	46828-1	Burgess	7/23/1968	Bellevue Dr.		Fee
F-1214-14	46829	Snook, et. Ux.	8/7/1968	Bellevue Dr.		Fee
F-1214-14	46830	Fellows, Jr.	12/12/1968	Waverly Dr.		Fee
F-1214-14	46831-1	Padua, et. Ux.	7/20/1968	Havendale Dr.	268 Waverly Dr.	Fee
F-1214-14	46832-1	Alvarez, et. Ux.	4/28/1970	Havendale Dr.	375 Havendale Dr.	Cond.
F-1214-14	46833-1	Cole, et. Ux.	7/12/1968	Havendale Dr.	385 Havendale Dr.	Fee
F-1214-14	46834-1	Nakahiro, et. Ux.	7/15/1968	Havendale Dr.	405 Havendale Dr.	Fee
F-1214-14	46835	Hinckley,	8/14/1968	Bellevue Dr.	255 Bellevue Dr.	Fee
F-1214-14	46849-1	City of Pasadena	11/26/1969	Waverly Dr.		Fee
F-1214-14	49321-1	Ambassador College		Del Mar Blvd.		Fee
F-1214-14	49321-2	Ambassador College		Del Mar Blvd.		Temp. Eas.
F-1214-14	49322	Magee,	6/23/1970	Waverly Dr.	265 Waverly Dr.	Fee
F-1214-14	49323	Williamson		Waverly Dr.	288 Waverly Dr.	Temp. Eas.
F-1214-14	49324-1	Kawashima,		Frontage Rd.		Fee
F-1214-14	49324-2	Kawashima,		Frontage Rd.		Temp. Eas.

Map No.	Parcel No.	Grantor/Grantee	Recording Date	Street	Street Address	Purchase Type
F-1214-14	49325-1	Ambassador College	10/30/1969	Gordon Terr.		Fee
F-1214-14	49325-2	Ambassador College	Consent	Gordon Terr.		Temp. Eas.
F-1214-14	49326-1	Suzuki		Gordon Terr.	406 Gordon Terr.	Fee
F-1214-14	49326-2	Suzuki		Gordon Terr.	406 Gordon Terr.	Temp. Eas.
F-1214-14	49327	McMahon	5/12/1969	Bellevue Dr.		Fee
F-1214-14	49321-3	Ambassador College		Waverly Dr.		Temp. Eas.
F-1214-14	60984-1	Ambassador College	7/19/1970	Del Mar Blvd.		Fee
F-1214-14	60984-2	Ambassador College		Del Mar Blvd.		Temp. Eas.
F-1214-14	DD 49327-01-01	AL TAMIMI	12/2/1974	Gordon Terr.		D.D.
F-1214-14	DD 46832-01-01	KAWASHIMA	8/5/1975	Gordon Terr.	376 Gordon Terr.	D.D.
F-1214-15	43402	C. MAITLAND et. Al.	5/28/1968	Palmetto Dr.		Fee
F-1214-15	45903-2	L.A. & S.L. Railway Co.	12/15/1969	Bellevue Dr.		Q.C.
F-1214-15	46836	Bennett, et. Ux.	2/20/1969	Bellevue Dr.	220 Bellevue Dr.	Fee
F-1214-15	46837	Brown,	8/23/1968	Palmetto Dr.	237 Palmetto Dr.	Fee
F-1214-15	46838	Carmack, et. Ux.	9/20/1968	Bellevue Dr.	250 Bellevue Dr.	Fee
F-1214-15	46839	Lauderdal, et. Ux.	2/17/1969	Palmetto Dr.	253 Palmetto Dr.	Fee
F-1214-15	46840	Wood, et. Ux.	7/9/1968	Palmetto Dr.	194 Palmetto Dr.	Fee
F-1214-15	46841	Gearhart	4/7/1969	Palmetto Dr.	206 Palmetto Dr.	Fee
F-1214-15	46842	Haskin	5/20/1968	Palmetto Dr.	216 Palmetto Dr.	Fee
F-1214-15	46843	Neighborhood Church of Pasadena	7/28/1969	Pasadena Blvd.	535 S. Pasadena Dr.	Fee
F-1214-15	46844	Singer Park Bldg. Cor.	2/4/1969	California Blvd.	225 W. California Blvd.	Fee
F-1214-15	46845	Mitsumori, et. Ux.	1/2/1969	Palmetto Dr.	230 Palmetto Dr.	Fee
F-1214-15	46847	Shelton, et. Ux.	8/29/1968	Palmetto Dr.		Fee
F-1214-15	47380	C. Maitland	5/28/1968	Bellevue Dr.		Fee

Map No.	Parcel No.	Grantor/Grantee	Recording Date	Street	Street Address	Purchase Type
F-1214-15	49328	Pickeli, et. Ux.	12/22/1969	Bellevue Dr.		Fee
F-1214-15	49329	McCoy	12/17/1970	Palmetto Dr.	269 Palmetto Dr.	Fee
F-1214-15	49330-1	Bartle		California Blvd.		Fee
F-1214-15	49330-2	Bartle		California Blvd.		Temp. Ease.
F-1214-15	46848	Hines, et. Ux.	4/1/1970	California Blvd.	260 Palmetto Dr.	Fee
F-1214-15	49505	McInerny		Bellevue Dr.		Ease.
F-1214-15	49506	Neil		Palmetto Dr.	275 Palmetto Dr.	Ease.
F-1214-15	49507	Jervey		Palmetto Dr.	285 Palmetto Dr.	Ease.
F-1214-15	49508	Riddell		Palmetto Dr.	274 Palmetto Dr.	Ease.
F-1214-15	46846-1	M. Alfers, et. Ux.	10/18/1968	California Blvd.	245 W. California Blvd.	Fee
F-1214-15	46846-2	R. La Rue	10/18/1968	California Blvd.	245 W. California Blvd.	Fee
F-1214-15	46846-3	D. Wall	10/18/1968	California Blvd.	245 W. California Blvd.	Fee
F-1214-15	46846-4	W. Bauer, et. Ux.	10/18/1968	California Blvd.	245 W. California Blvd.	Fee
F-1214-15	46846-5	R. Tabor	10/18/1968	California Blvd.	245 W. California Blvd.	Fee
F-1214-15	46846-6	M. Colton, et. Ux.	10/18/1968	California Blvd.	245 W. California Blvd.	Fee
F-1214-15	46846-7	W. Gilmour	10/18/1968	California Blvd.	245 W. California Blvd.	Fee
F-1214-15	46846-8	E. Vaupel	10/18/1968	California Blvd.	245 W. California Blvd.	Fee
F-1214-15	46846-9	B. Birdsall, et. Ux.	10/18/1968	California Blvd.	245 W. California Blvd.	Fee
F-1214-15	46846-10	T. Mathews, et. Ux.	10/18/1968	California Blvd.	245 W. California Blvd.	Fee
F-1214-15	46846-11	M. Bishop, et. Al.	10/18/1968	California Blvd.	245 W. California Blvd.	Fee
F-1214-15	46846-12	A. Dettre	10/18/1968	California Blvd.	245 W. California Blvd.	Fee
F-1214-15	46846-13	D. Edward, et. Al.	10/18/1968	California Blvd.	245 W. California Blvd.	Fee
F-1214-15	60884	Keith		Palmetto Dr.	284 Palmetto Dr.	Ease.
F-1214-15	68923	G. Westin		California Blvd.		Fee
F-1214-15	68924	M. Worthington		California Blvd.		Fee

Map No.	Parcel No.	Grantor/Grantee	Recording Date	Street	Street Address	Purchase Type
F-1214-15	68942	F. Graff		California Blvd.		Fee
F-1214-15	D-46848	State to M.S. Keith	3/23/1973	Palmetto Dr.	245 W. Palmetto Dr.	D.D.
F-1214-15	D-49328	McInerny	3/27/1974	Bellevue Dr.	245 W. Bellevue Dr.	D.D.
F1534-5	68919-1	Stevens	Not listed	Bellefontaine St.		Not listed
F1534-5	68920-1	Simpson	Not listed	Bellefontaine St.		Not listed
F1534-5	68920-2	Simpson	Not listed	Bellefontaine St.		Not listed
F1534-5	68800-1	Braune	Not listed	Bellefontaine St.	156 Bellefontaine St.	Not listed
F1534-5	68800-2	Braune	Not listed	Bellefontaine St.		Temp. Gr. Ease.

Architectural Resources Group

Appendix C: City of Pasadena City Directory Listings, 1966-1968

No.	Street	Number	Last Name/Business or Institution Name	First Name	Building Type	Source	Notes
1	Bellefontaine St.	156	Yamato	Chiyo Mrs.	Residential	1968 City Directory	Oral histories have revealed that these residents were displaced due to construction related to Huntington Hospital, even though they are in the relinquishment area
2	Bellefontaine St.	172	Slack	A. Bruce	Residential	1968 City Directory	
3	Bellefontaine St.	182	Guerrero	Carlos M.	Residential	1968 City Directory	
4	Bellefontaine St.	196	Yovanovich	Allan J.	Residential	1967 City Directory	
5	Bellefontaine St.	234	Burnham	John R.	Residential	1968 City Directory	
6	Grove St.	205	Peerless Sheet Metal Works		Commercial	1968 City Directory	
7	Grove St.	210	Vacant	Vacant	Vacant/Unknown	1966 City Directory	
8	Grove St.	212	Vacant	Vacant	Vacant/Unknown	1966 City Directory	
9	Grove St.	214	Vacant	Vacant	Vacant/Unknown	1966 City Directory	
10	Grove St.	221	Vacant	Vacant	Vacant/Unknown	1966 City Directory	
11	Grove St.	254	Not Listed	Not Listed	Vacant/Unknown	Sanborn	
12	Grove St.	204	Echols	Carl L.	Residential	1968 City Directory	
13	Grove St.	204 1/2	Johnson	Ida	Residential	1968 City Directory	
14	Grove St.	206	Lewis	Delton	Residential	1968 City Directory	
15	Grove St.	208	Roussell	William	Residential	1966 City Directory	
16	Grove St.	210	Vacant	Vacant	Vacant/Unknown	1966 City Directory	
17	Grove St.	221	Vacant	Vacant	Vacant/Unknown	1966 City Directory	
18	Havendale Dr.	375	Alvarez	Felix J.	Residential	1968 City Directory	
19	Havendale Dr.	376	Berber	Jack	Residential	1968 City Directory	
20	Havendale Dr.	385	Cole	Gordon	Residential	1968 City Directory	
21	Havendale Dr.	386	Smith	Rose M.	Residential	1968 City Directory	
22	Havendale Dr.	400	Sakahara	Henry H.	Residential	1968 City Directory	
23	Havendale Dr.	405	Nakahiro	Toshio	Residential	1968 City Directory	
24	Havendale Dr.	410	Kane	John A.	Residential	1968 City Directory	
25	Havendale Dr.	420	Snook	James E.	Residential	1968 City Directory	
26	N. Pasadena Ave.	47	Vacant	Vacant	Vacant/Unknown	1966 City Directory	
27	N. Pasadena Ave.	49	Michaels	Ola	Residential	1966 City Directory	
28	N. Pasadena Ave.	51	Morris	Sadie	Residential	1966 City Directory	
29	N. Pasadena Ave.	55	Geo L. Throop Company Yard		Commercial	1968 City Directory	
30	N. Pasadena Ave.	71	Bill's Beech Inn Tavern		Commercial	1968 City Directory	
31	N. Vernon Ave	172	Wallace LR Co Roller & Conveyor	Vacant	Commercial	1966 City Directory	
32	N. Vernon Ave	186	Croan Engineering Co. Plastic Mfg		Commercial	1968 City Directory	
33	N. Vernon Ave	198	Northside Metal Products, Screw Machine Products		Commercial	1968 City Directory	
34	N. Vernon Ave	200	Evans	Ethel	Residential	1968 City Directory	
35	N. Vernon Ave	214	Vaughn	Ed Jr.	Residential	1968 City Directory	
36	N. Vernon Ave	250	Vacant	Vacant	Vacant/Unknown	1966 City Directory	
37	N. Vernon Ave	258	Allen	Emmanuel B.	Residential	1968 City Directory	
38	N. Vernon Ave	260	Wright	Estelle L. Mrs.	Residential	1967 City Directory	
39	N. Vernon Ave	266	Wright	Estelle Mrs.	Residential	1968 City Directory	

No.	Street	Number	Last Name/Business or Institution Name	First Name	Building Type	Source	Notes
40	N. Vernon Ave	273	Wilson	Lucille	Residential	1968 City Directory	
41	N. Vernon Ave	273	Williams	Joan	Residential	1968 City Directory	
42	N. Vernon Ave	274	Vacant	Vacant	Vacant/Unknown	1968 City Directory	
43	N. Vernon Ave	276	Woods	Henrietta	Residential	1967 City Directory	
44	N. Vernon Ave.	148	Obazawa	Hoshitane	Residential	1968 City Directory	
45	Palmetto Dr.	194	Wood	John E. Jr.	Residential	1968 City Directory	
46	Palmetto Dr.	196	McMullen	David	Residential	1968 City Directory	
47	Palmetto Dr.	206	Gearhart	Edna	Residential	1968 City Directory	
48	Palmetto Dr.	215	Vacant		Residential	1966 City Directory	
49	Palmetto Dr.	216	Haskin	John M.	Residential	1968 City Directory	
50	Palmetto Dr.	230	Mitsumori	John M.	Residential	1968 City Directory	
51	Palmetto Dr.	237	Brown	Barbara M.	Residential	1968 City Directory	
52	Palmetto Dr.	244	Gray	Robert L.	Residential	1968 City Directory	
53	Palmetto Dr.	253	Lauderdale	Robert V.	Residential	1968 City Directory	
54	Palmetto Dr.	260	Hines	Wilson S.	Residential	1968 City Directory	
55	S. Pasadena Ave.	29	Kunelogic Coprp. MFG Magnetic Tape Recorders		Commercial	1968 City Directory	
56	S. Pasadena Ave.	33	Birnie F.W. Co. Inc. Auto Parts		Commercial	1968 City Directory	
57	S. Pasadena Ave.	55	Dud's Auto Service Repair		Commercial	1968 City Directory	
58	S. Pasadena Ave.	77	Orban Lumber Co.		Industrial	1968 City Directory	
59	S. Pasadena Ave.	205	Epoxycon MFG Chemicals		Industrial	1968 City Directory	
60	S. Pasadena Ave.	213	Mayweather	Arthur	Residential	1968 City Directory	
61	S. Pasadena Ave.	231	Gerhart Ray Inc. Building Contractors		Commercial	1968 City Directory	
62	S. Pasadena Ave.	235	Humpries	Brinkie C.	Residential	1963 City Directory	
63	S. Pasadena Ave.	237	Dugan	Robert	Residential	1968 City Directory	
64	S. Pasadena Ave.	241	Casteneda	Tomasa G.	Residential	1968 City Directory	
65	S. Pasadena Ave.	249	Hammond	Charlie A.	Residential	1968 City Directory	
66	S. Pasadena Ave.	249 1/2	Sims	Ethel	Residential	1968 City Directory	
67	S. Pasadena Ave.	251	Hernandez	Albert S.	Residential	1968 City Directory	
68	S. Pasadena Ave.	267	Miyo	Oki	Residential	1968 City Directory	
69	S. Pasadena Ave.	275	The Green Buck Restaurant		Commercial	1968 City Directory	
70	S. Pasadena Ave.	299	Cooper	Rufus	Residential	1963 City Directory	
71	S. Pasadena Ave.	315	Braden's California Products		Commercial	1968 City Directory	
72	S. Pasadena Ave.	335	Litho Chemical & Supply Co.		Commercial	1968 City Directory	
73	S. Pasadena Ave.	367	Vroman's California School Book Depository		Commercial	1968 City Directory	
74	S. Pasadena Ave.	421	Current Control Devices		Commercial	1968 City Directory	
75	S. Pasadena Ave.	535	Neighborhood Church of Pasadena/Sugar Tree Nursery School		Institutional	1968 City Directory	
76	S. Pasadena Ave.	551	Young	Fred	Residential	1968 City Directory	
77	S. Pasadena Ave.	866	Luttrell	Lena M.	Residential	1968 City Directory	
78	S. Vernon Ave	30	Peter Satori Coach Works		Commercial	1966 City Directory	
79	S. Vernon Ave	120	Union Pacific Railroad freight station		Commercial	1967 City Directory	
80	S. Vernon Ave	254	Lewis	Anna	Residential	1960 City Directory	

No.	Street	Number	Last Name/Business or Institution Name	First Name	Building Type	Source	Notes
81	S. Vernon Ave	260	Imperial Schools		Institutional	1967 City Directory	
82	S. Vernon Ave	266	Corbin	Beatrice	Residential	1960 City Directory	
83	S. Vernon Ave	268	Johnson	Charles	Residential	1960 City Directory	
84	S. Vernon Ave	272	Winbush	Vera	Residential	1960 City Directory	
85	S. Vernon Ave	282	Not Listed	Not Listed	Vacant/Unknown	Sanborn	
86	W. Bellevue Dr.	215	Henderson	Countess	Residential	1968 City Directory	
87	W. Bellevue Dr.	220	Bennett	Paul (int. designer)	Residential	1968 City Directory	
88	W. Bellevue Dr.	250	Carmak	James A.	Residential	1968 City Directory	
89	W. California Blvd.	215	Neighborhood House Parish Hall		Institutional	1968 City Directory	
90	W. California Blvd.	225A	Boren	Jack S.	Residential	1968 City Directory	Singer Park Apartments; single apartment building with 225-227
91	W. California Blvd.	225B	Cristy	Sumner L..	Residential	1968 City Directory	
92	W. California Blvd.	225C	Gross	Katherine	Residential	1968 City Directory	
93	W. California Blvd.	225D	Goodchild	John	Residential	1968 City Directory	Singer Park Apartments; single apartment building with 225-227
94	W. California Blvd.	227A	Bartow	Benjamin F.	Residential	1968 City Directory	Singer Park Apartments; single apartment building with 225-227
95	W. California Blvd.	227B	Hall	William	Residential	1968 City Directory	
96	W. California Blvd.	229A	Ruger	D.	Residential	1968 City Directory	Single apartment building with 229-231-233
97	W. California Blvd.	229B	Drachman	Helene S.	Residential	1968 City Directory	
98	W. California Blvd.	229C	Mercer	Lura A.	Residential	1968 City Directory	
99	W. California Blvd.	229D	Vacant	Vacant	Residential	1966 City Directory	
100	W. California Blvd.	231	Klapper	Ivis M.V. Mrs.	Residential	1968 City Directory	Single apartment building with 229-231-233
101	W. California Blvd.	233	Hoesley	R.F.	Residential	1968 City Directory	Single apartment building with 229-231-233
102	W. California Blvd.	245-1	Smith	George	Residential	1968 City Directory	
103	W. California Blvd.	245-2	La Rue	Roberta	Residential	1968 City Directory	
104	W. California Blvd.	245-3	Wall	David A.	Residential	1968 City Directory	
105	W. California Blvd.	245-4	Bauer	William F.	Residential	1968 City Directory	
106	W. California Blvd.	245-5	Tabor	Henry W.	Residential	1968 City Directory	
107	W. California Blvd.	245-6	Bornes	J.W.	Residential	1968 City Directory	
108	W. California Blvd.	245-7	Bracken	Glenda	Residential	1968 City Directory	
109	W. California Blvd.	245-8	Vaupel	Edith M.	Residential	1968 City Directory	
110	W. California Blvd.	245-9	Birsdall	Bergen Rev.	Residential	1968 City Directory	
111	W. California Blvd.	245-10	Mathews	Thomas E.	Residential	1968 City Directory	
112	W. California Blvd.	245-11	No return	No return	Residential	1968 City Directory	
113	W. California Blvd.	245-12	Bishop	Maitland L.	Residential	1968 City Directory	
114	W. California Blvd.	245-13	Not Listed	Not Listed	Residential	1968 City Directory	
115	W. California Blvd.	245-14	Dettre	Adeline	Residential	1968 City Directory	
116	W. California Blvd.	245-15	Edwards	Doris	Residential	1968 City Directory	
117	W. California Blvd.	257	Herzig	Nettie	Residential	1968 City Directory	
118	W. Clay St.	211	Pasadena Brake Bond Co. Inc.		Commercial	1968 City Directory	

No.	Street	Number	Last Name/Business or Institution Name	First Name	Building Type	Source	Notes
119	W. Clay St.	211	Reconditioned Brake Shoes		Commercial	1968 City Directory	
120	W. Clay St.	235	Ambassador College Building and Grounds Department		Institutional	1968 City Directory	
121	W. Colorado Blvd.	200	German Cars Sales and Service/Car Dealership New		Commercial	1968 City Directory	
122	W. Colorado Blvd.	205	Union Pacific Railroad Company ticket office		Commercial	1968 City Directory	
123	W. Colorado Blvd.	212	King-Sport Line Co Sporting Goods Mfg		Commercial	1966 City Directory	
124	W. Colorado Blvd.	238	Aero Mayflower Transit Company, Orth Mayflower Van and Storage		Commercial	1968 City Directory	
125	W. Colorado Blvd.	244	Vacant	Vacant	Vacant/Unknown	1966 City Directory	
126	W. Colorado Blvd.	245	Jack Wall Chevrolet Auto Dealership		Commercial	1968 City Directory	
127	W. Colorado Blvd.	246	Bill's Coffee Shop and Restaurant		Commercial	1966 City Directory	
128	W. Colorado Blvd.	254	Thale Engineering Corp Auto Air Conditioning		Commercial	1968 City Directory	
129	W. Del Mar Blvd.	203	Echols	Carl L.	Residential	1968 City Directory	
130	W. Del Mar Blvd.	210	King Sport-Line Co.		Commercial	1968 City Directory	
131	W. Del Mar Blvd.	219	Ambassador College Circulation Annex		Institutional	1968 City Directory	
132	W. Del Mar Blvd.	244	Martinez	Amelia	Residential	1968 City Directory	
133	W. Del Mar Blvd.	280	Imperial School		Institutional	1966 City Directory	
134	W. Del Mar Blvd.	281	Student Dormitory		Institutional	1966 City Directory	
135	W. Del Mar Blvd.	283	Under Construction		Institutional	1966 City Directory	
136	W. Del Mar Blvd.	300	Tilton	Georgia A.	Residential	1968 City Directory	
137	W. Del Mar Blvd.	320	Rothe	Louis G.	Residential	1968 City Directory	
138	W. Green St.	181	Pasagreen Body & Fender Shop		Commercial	1968 City Directory	
139	W. Green St.	201	Capitol Salvage Co		Commercial	1968 City Directory	
140	W. Green St.	215	H.A. Jones Desert Stone		Commercial	1968 City Directory	
141	Waverly Dr.	186	Vroman's (A C Inc) (retail purchasing office)		Commercial	1967 City Directory	
142	Waverly Dr.	194	Lyons & Carnahan Publishers		Commercial	1968 City Directory	
143	Waverly Dr.	231	Arbuckle	Eliz	Residential	1968 City Directory	
144	Waverly Dr.	237	Phillips	Thelma	Residential	1968 City Directory	
145	Waverly Dr.	238	Friedman	Raymond	Residential	1968 City Directory	
146	Waverly Dr.	255	Bailey	Harrison	Residential	1967 City Directory	
147	N Pasadena Ave.	*55*	Throop Geo L Co (Yard)		Commercial	1968 City Directory	
148	N Pasadena Ave.	71	Bill's Beech Inn Tavern		Commercial	1968 City Directory	
149	N Pasadena Ave.	109	Clark	Anita M Mrs.	Residential	1968 City Directory	
150	N Pasadena Ave.	109 1/2	Zackerman	Laureen	Residential	1968 City Directory	
151	N Pasadena Ave.	111	Hinojos	Antonia Mrs.	Residential	1968 City Directory	
152	N Pasadena Ave.	119	Tanaka	Kinai	Residential	1966 City Directory	
153	N Pasadena Ave.	125	Vacant	Vacant	Vacant/Unknown	1967 City Directory	
154	N Pasadena Ave.	133	Johnson Tank & Tower (WHSE Metal Division)		Commercial	1967 City Directory	
155	N Pasadena Ave.	143	Williams	Alice	Residential	1967 City Directory	
156	N Pasadena Ave.	145	Vacant	Vacant	Vacant/Unknown	1966 City Directory	
157	N Pasadena Ave.	151	Nobco MFG Metal Parts		Commercial	1966 City Directory	
158	N Pasadena Ave.	165	Escobedo	Frank	Residential	1967 City Directory	
159	N Pasadena Ave.	171	Skarie	Louis L	Residential	1967 City Directory	

No.	Street	Number	Last Name/Business or Institution Name	First Name	Building Type	Source	Notes
160	N Pasadena Ave.	183	The Allen Company - Kitchens Custom Made		Commercial	1966 City Directory	
161	N Pasadena Ave.	191	Anderson's Chet Furn Repair / Anderson Chet C Cabt Mkr		Commerical	1967 City Directory	
162	N Pasadena Ave.	193-1	MC Nish	Jane L	Residential	1967 City Directory	
163	N Pasadena Ave.	193-2	No Return		Vacant/Unknown	1967 City Directory	
164	N Pasadena Ave.	193-3	Wagner	Hedwig	Residential	1967 City Directory	
165	N Pasadena Ave.	193-4	Gasonkos	Frank	Residential	1967 City Directory	
166	N Pasadena Ave.	193-5	Chattman	David	Residential	1967 City Directory	
167	N Pasadena Ave.	193-6	Valdovinos	Jesus	Residential	1967 City Directory	
168	W. Holly St.	200	Ward Service Auto Repair		Commercial	1968 City Directory	
169	W. Holly St.	204	Throop Geo L Co Bldg Sup		Industrial	1968 City Directory	
170	W. Holly St.	205	Buzek	Matilda G Mrs. Clarence M Piano Teacher	Residential	1968 City Directory	
171	W. Holly St.	217	Davis Cabinet Co, Cave's Plywood Service, Pasadena Brick & Tile Co., Crown City Paving Co.		Industrial	1968 City Directory	
172	W. Holly St.	223	Foothill Home Service Electric Appliances		Commercial	1968 City Directory	
173	W. Holly St.	309-1	Talbot	Bob	Residential	1967 City Directory	
174	W. Holly St.	309-2	Teller	Don	Residential	1967 City Directory	
175	W. Holly St.	309-3	Lewis	Ernest	Residential	1967 City Directory	
176	W. Holly St.	309-4	Talbot Jr	Robrt	Residential	1966 City Directory	
177	W. Holly St.	309-5	Villalobos	James	Residential	1967 City Directory	
178	W. Holly St.	309-6	Young	Jessie	Residential	1966 City Directory	
179	W. Holly St.	309-7	Lau	H H	Residential	1967 City Directory	
180	W. Holly St.	309-8	Garcia	James	Residential	1966 City Directory	
181	Mary St.	195	Naungavan	Dimas R	Residential	1967 City Directory	
182	Mary St.	201	Arvizu	Mary	Residential	1967 City Directory	
183	Mary St.	212	Bada Company Metal Products		Industrial	1963 City Directory	Listed under 210 Mary Street
184	Mary St.	249	Roselawn (or Roselane) Pottery		Commercial	1967 City Directory	
185	Mary St.	250	Jimmy's Lawnmower Shop		Commercial	1968 City Directory	
186	Mary St.	253	Clay Eug Painter Contractor		Commercial	1967 City Directory	
187	Mary St.	283	Gonzalez	Javier	Residential	1967 City Directory	
188	Mary St.	285	Gonzalez	Manuel	Residential	1967 City Directory	
189	Mary St.	285 1/2	Yamaguchi	I. Iwazo	Residential	1967 City Directory	
190	Mary St.	291	De La Vega	Bernandino	Residential	1967 City Directory	
191	Mary St.	293	Mercado	Lupe	Residential	1967 City Directory	
192	Mary St.	301	Orth's Mayflower Van & Storage.		Commercial	1968 City Directory	
193	Mary St.	312	Amado	Amparo	Residential	1967 City Directory	
194	Mary St.	320	Love	Maggie M.	Residential	1963 City Directory	
195	Mary St.	336	Brown	Earl	Residential	1967 City Directory	
196	Mary St.	339	Walker	Wm	Residential	1967 City Directory	
197	Mary St.	342	Kidd	Tessie	Residential	1967 City Directory	

No.	Street	Number	Last Name/Business or Institution Name	First Name	Building Type	Source	Notes
198	Kensington Pl.	305	Pasadena Union Presbyterian Church		Institutional	1968 City Directory	
199	Kensington Pl.	311	Yamaoka	Masawo	Residential	1967 City Directory	
200	Kensington Pl.	319	Patton	Eug S.	Residential	1968 City Directory	
201	Kensington Pl.	327	Ralston	Tracy T.	Residential	1967 City Directory	
202	Kensington Pl.	329	Daily	Mrs. Theresa E.	Residential	1967 City Directory	
203	Kensington Pl.	335	Clark	Earl	Residential	1967 City Directory	
204	Kensington Pl.	345	Busch	Corita	Residential	1966 City Directory	
205	Kensington Pl.	296	Inouye	James K.	Residential	1968 City Directory	
206	Kensington Pl.	304	Huber	Helene T.	Residential	1967 City Directory	
207	Kensington Pl.	316	Yamashita	James E.	Residential	1968 City Directory	
208	Kensington Pl.	322	Kodama	Takao	Residential	1967 City Directory	
209	Kensington Pl.	342	Nakamura	Richard T.	Residential	1967 City Directory	
210	N Vernon Ave.	105	Williams	EDW P	Residential	1967 City Directory	
211	N Vernon Ave.	117	First African American Methodist Episcopal Church		Institutional	1968 City Directory	
212	N Vernon Ave.	108	Lee	Evelyn Mrs.	Residential	1968 City Directory	
213	N Vernon Ave.	116	Cal-Swiss MFG Co Inc Precision Instruments		Commercial	1968 City Directory	
214	N Vernon Ave.	124	Wm A Saathoff Real Estate		Commercial	1966 City Directory	
215	N Vernon Ave.	132	Schmidt	Petra R Mrs.	Residential	1968 City Directory	
216	N Vernon Ave.	140	Gutierrez	Trinidad G	Residential	1968 City Directory	
217	N Vernon Ave.	148	Obazawa	Hoshitane	Residential	1968 City Directory	
218	N Vernon Ave.	172	Wallace L R Co Roller & Conveyor MFR		Industrial	1967 City Directory	
219	N Vernon Ave.	186	Croan Engineering Co. Plastic Mfg		Industrial	1968 City Directory	
220	N Vernon Ave.	198	Northside Metal Products, Screw Machine Products		Industrial	1968 City Directory	
221	N Vernon Ave.	200	Evans	Ethel Mrs	Residential	1968 City Directory	
222	N Vernon Ave.	214	Vaughn	Ed Jr.	Residential	1968 City Directory	
223	N Vernon Ave.	145	Ozawa	Harris H.	Residential	1967 City Directory	
224	N Vernon Ave.	153	No return		Vacant/Unknown	1967 City Directory	
225	N Vernon Ave.	163	Sunairi	Shigeru	Residential	1967 City Directory	
226	N Vernon Ave.	175	Ray Fitting & Bolt Co.		Commercial	1968 City Directory	
227	N Vernon Ave.	189	Valenzuela	Rudolph L.	Residential	1967 City Directory	
228	N Vernon Ave.	195	Cooley	Jessie	Residential	1967 City Directory	
229	N Vernon Ave.	217 -1	Dashniell	Dorothy	Residential	1966 City Directory	
230	N Vernon Ave.	217 -2	Chavez	Lorenza	Residential	1967 City Directory	
231	N Vernon Ave.	217 -3	Fox	Richard	Residential	1967 City Directory	
232	N Vernon Ave.	217 -4	Emerson	Raymond	Residential	1967 City Directory	
233	N Vernon Ave.	217 -5	Emerson	Raymond	Residential	1967 City Directory	
234	N Vernon Ave.	217 -6	Dashiell	Dorothy J.	Residential	1967 City Directory	
235	N Vernon Ave.	217 -7	Vacant	Vacant	Residential	1966 City Directory	
236	N Vernon Ave.	217 -8	Solario	Peter R.	Residential	1968 City Directory	
237	N Vernon Ave.	217 -9	Vacant	Vacant	Residential	1966 City Directory	
238	N Vernon Ave.	217 -10	Vacant	Vacant	Residential	1966 City Directory	

No.	Street	Number	Last Name/Business or Institution Name	First Name	Building Type	Source	Notes
239	W. Walnut St.	209	Hendricks	Mary Mrs.	Residential	1967 City Directory	
240	W. Walnut St.	210	Pitts	Willie	Residential	1967 City Directory	
241	W. Walnut St.	211	Sanders	Veisie L	Residential	1968 City Directory	
242	W. Walnut St.	215	Lawler	Marie C Mrs.	Residential	1968 City Directory	
243	W. Walnut St.	231	Huerta	Joseph	Residential	1968 City Directory	
244	W. Walnut St.	231 1/2	Huerta	Manuel	Residential	1968 City Directory	
245	W. Walnut St.	240	Roberts	Wilfred	Residential	1968 City Directory	
246	W. Walnut St.	250	Bailey	Aurelius	Residential	1968 City Directory	
247	W. Walnut St.	254	Golden Market Grocery		Commercial	1967 City Directory	
248	W. Walnut St.	270	Big-O Liquors		Commercial	1968 City Directory	
249	W. Walnut St.	282	Sanchez	Mrs. Louise	Residential	1967 City Directory	
250	W. Walnut St.	288	Laurent	Mercy	Residential	1964 City Directory	
251	W. Walnut St.	318	Lee's Welding Store		Commercial	1968 City Directory	
252	W. Walnut St.	326	Martin	Louis	Residential	1968 City Directory	
253	W. Walnut St.	340	Bishop	John D.	Residential	1967 City Directory	

Architectural Resources Group

Appendix D: Sanborn Fire Insurance Maps

(SEA)

PASADENA, CAL. VOL. 2.

242

(25-26-28 VOL. 1)

CAL...069

WINONA AV. | CYPRESS AV. | W. WALNUT | E. WALNUT | N. DE LACEY (DELACY) | N. FAIR OAKS AV. | MARY | ROSEMONT AV. | N. VERNON AV. | PACIFIC PL. | MILLARD AV. | KENSINGTON PL.

244 | 264 | 243 | 223 | 203 | 204 | 265 | 241 | 201 | 202

THE SALVATION ARMY PASADENA CITADEL CORPS
GYMNASIUM
AUDITORIUM 1½ STY. OFFICES 2ND
3-4'x8' W.G. SKYLIGHTS
STEEL TRUSS RF. ON PILASTERS
REINFORCED CONC. MEZZ
8-6'x6' W.G. SKYLIGHTS
WOOD TRUSS RF.
WOOD TRUSS RF. CONC. FL. 6-6'x8' W.G. SKYLTS.
W. HO.
REST.
LAYNE MEMORIAL TABERNACLE
LIGHTS - ELEC. HEAT - GAS - RADS.
REINF'D CONC.
NO CH.
SOCIAL HALL & D
REINF. C.B.
RADIANT HEAT
OPEN BIBLE CHURCH
CHURCH
HEAT - FURN.
SCOTT M.E. CHURCH
LIGHTS - ELEC - HEAT - GAS - RADS.
AUDITORIUM WALLS BUTTRESSED
6-APTS
LODGINGS
9 Apt's
4 Flats
2-Flats
AUTO REPR.
CONC. FL.
GAR. & OIL
2207 (34)
2208
2204
2203
Fire Proof Construction.
THESE SECTIONS REINFD CONC. & TILE
THESE SECTIONS REINFD CONC. & BR.
GENERAL STORAGE
HOUSEHOLD GOODS STORAGE
AUTO STORAGE
VAN & STORAGE CO.
ALLEY
MACH. SHOP CONC. FL.
UNION PRESBYN CHURCH
HEAT: GAS RADIATORS
6 Apts
DH
FA
6" W PIPE
4" W PIPE
16" W PIPE
19" W PIPE
30" W PIPE
90" W PIPE

(564) PASADENA, CAL. VOL. 2.

243

(20-26 VOL. 1)

CAL. . . 069

N. VERNON AV.

N. PASADENA AV.

WINONA AV.

W. WALNUT

MARY

265

266

242

244

201

203

2308

2312

2206

2207 (34)

(155)

(156)

(157)

6" W. Pipe

4" W. Pipe

8" W. Pipe

16" W. Pipe

Sewer

Pasadena Branch

DH.

FA

Gas & Oil

Lumber Stge

Equipment Stge Yard

Plaster & Wire Storage

Pottery Mfg

Lodgings

Auto Repg

Offs.

4 Flats

2-Flats

6 Apts

Stge

243

N. PASADENA AV.

W. UNION

CHRISTIANSEN ALLEY

W. HOLLY

W. COLORADO

N. VERNON AV.

KENSINGTON PL.

N. TERRACE DRIVE (PRIVATE)

MARY

203

242

202

2108

2106

2014

2012

(44)

(36)

(31)

(2106)

LUMBER YARD

METAL WKG.

LBR. PRODUCTS STGE.

LBR. & WOODWKG.

WHITE CAB CO. (PRKG.)

AUTO PAINTG

SEED & FERTILIZER STGE

STEEL STGE YARD

BLDG. MATLS. REINF. CONC. & FR.

BLDG. MATLS & STGE (REINF. CONC.)

AUTO PARK'G.

UNION PACIFIC SYSTEM PASSENGER STA.

U. P. SYSTEM PASADENA BRANCH

AUTO FINISH'G.

AUTO REP'G

USED AUTO SALES

AUTO PARTS DEPT.

TRIMMING & UPHOLSTG

AUTO SALES & SERVICE

PAINT BOOTH

PAINT & SPRAY'G.

MACH. SHOP

1ST A.M.E. CHURCH

8-APTS.

JOYCE INC.

MACH. SHOP & REP'G

MOTORCYCLE SALES & SERVICE

AIRCRAFT INSTR'T MF'G.

REP'G

AUTO. SALES & SERVICE

METAL PAINT SPRAY BOOTH

AUTO REP'G.

AUTO SALES

AERODYNAMICS LAB'Y. EQUIPT. MF'G.

AUTO. REP'G. SOME PAINTG

PARTLY BR. FACED

OFF.

CANDY FACY

STGE

RMS

GAS

DH

FA

8" W. PIPE

6" W. PIPE

10" W. PIPE

4" W. PIPE

(574)

PASADENA, CAL. VOL. 1

109

113

114

S. PASADENA AV.

FLETCHER AVIATION CORP'N, PASADENA

PASADENA WATCHMAN WITH CLOCK

DISPLAY & OFFICE

AUTO ELECT'L SERVICE

EXPERIMENTAL DEPT

PHOTO ENGRAVG 2ND RECEIVING DEPT.

AUTO SALES

AUTO REPG

INSTRUMENT RESEARCH

STGE

MACH SHOP & METAL WORKS

SAWTOOTH WOOD RF W.G. MONITOR SKYLTS

STEEL TRUSS RF ON PILAS. & STEEL POSTS

CRATING

1050

1052

GAS & OIL

AUTO REPG

STGE

LUMBER STGE YARD

PLANING MILL

BLOWER SYSTEM

LUMBER SHED

FINISHED LUMBER SHED

SAWDUST BIN

ORBAN LUMBER CO.

NO WATCHMAN

ELEC. SAW

1054

IRREGULAR LUMBER PILES

U.P. SYSTEM (PASADENA BRANCH)

SYNDICATE AL.

CLAY

W. GREEN

W. COLORADO

HOUSEHOLD GOODS STGE & PACK'G

2018

AIRCRAFT INSTRUMENT MFG

REST

AUTO STGE

CONC. FLR

LUMBER SHED

(2019)

CROWN PLANING MILL

V.P.'S

SASH & DOOR M'F'G

SASH & DOOR M'F'G

LUMBER & MILL CO.

WOOD POSTS

CONC. FLR'S

SAWTOOTH RF.

HIGH WATCHMAN. APPD CLOCK. 1 500 GAL. CHEMAL ENG'S POWER ELEC. BLOWER SYSTEM

L&R YARD

LBR. SHED

LUMBER DRIVE

(2137)

CONC. PLATFORM 3' HIGH

UNION PACIFIC SYSTEM FREIGHT HO.

S. VERNON AV.

110

USED AUTO SALES

AUTO REPG CONC. FL.

METAL PARTS ASSEMBLY 1ST

AUTO SALES

SERVICE CONC. FL.

AUTO REPG. & PAINTG WOOD POST 1ST, CONC. FLR 1ST, WOOD FLR 2ND

STEEL BERM ON BUTTRESSED WALLS

1041

AUTO SERVICE & REPG

AUTO SALES

AUTO PARTS OFF.

AUTO REPG

3 W.G. SKYLTS BODY SHOP

4 PLATS

OFF.

S. TERRACE DRIVE

W. GREEN

GAS & OIL

AUTO REPG & PAINTG

MACH SHOP CONC. FL.

UNDERTAKER

CHAPEL

LODGINGS

LUMBER YARD

1042 (2132)

STGE

LATH

CAMDEN

REST.

1043 (2133)

STGE No CH.

MENTORIA CT.

105

OLCOTT PL.

SCALE 50 FT. TO ONE INCH

114

S. PASADENA AV.

110

(154 VOL. 2)

10" W PIPE

6" W PIPE

4" W PIPE

LUMBER YARD

LUMBER SHED

LUMBER YARD

LUMBER SHED

IRREGULAR LUMBER PILES

(2142)

1055

1057

U. P. SYSTEM (PASADENA BRANCH)

GROVE

(2139)

R 266 VERNON

R 254 GROVE

R 249 PASADENA

R 275 PASADENA

R 251 S. PASADENA

R 195 PASADENA

R 163 PASADENA

109

S. VERNON AV.

W. DEL MAR

MENTORIA CT.

1044
(2134)

1045
(2135)

1032

1033

S. TERRACE DRIVE

GROVE

R 300 MENTORIA

R 260 TERRACE

R 253 S. VERNON

R 157 S. VERNON

R 139 S. VERNON

R 131 S. VERNON

R 109 S. VERNON

CHURCH RM.

TILE

106

SCALE 50 FT. TO ONE INCH

Copyright 1932 by the Sanborn Map Co.

(57A) PASADENA, CAL. VOL. 1

1.11

(175-176 VOL. 2)

115 S. PASADENA AV.

6" W. PIPE

4" W. PIPE

12" W. PIPE

6" W. PIPE

60'

295 S. PASADENA 299

315 PASADENA

335 S. PASADENA

PASADENA 367 369 401

PASADENA 421 423

OFFS

OFFS & DISPLAY

W. HO. WOOD TRUSS RF. ON 1-ROW IRON POSTS & STEEL BEAM

PILASTD WALLS

PRESERVES IN HO WOOD TRUSS RF

GAS & OILS

AUTO REPG. CONC FL

WASH RACK

WORK SHOP

315A

FRUIT PRESERVING CONC FL WOOD TRUSS

REINF CONC

C.B. APRON WALLS 5' FR ABOVE

ENCLOSED BY 7' WIRE FENCE AROUND

SWEET PICKLE FACTY.

BLR

T.C. VENT.

REINF CONC

STGE

WOODWKG & CRATING

STEEL FR & POSTS CONC FL

TEXT BOOK S.

TRADE BOOK S.

GUNITE FR. & WALLS STEEL BEAMS & POSTS

BOOK WARE HOUSE & RECEIVING

CONC. PL FM 2'

STEEL SAW ASSEMBLING

GEAR MFG WOOD TRUSS RF. & PILASTD REINF. C.B.

A REINF C.B.

WALK (PRIVATE)

PASADENA BRANCH U.P. SYSTEM

4" W.P.

420 HAVENDALE

HAVENDALE DRIVE

405 HAVENDALE DR.

395

375

410

400

6" W.P.

4" W.PIPE

20

1059

1061 (3078)

R. 395 HAVENDALE

R. 237 HAVENDALE

237½

SCATTERED LIGHTS & HUTCHES

R. 255 HAVENDALE

R. 347 HAVENDALE

(3076)

3' BR. WALL

2-F

R. 277-283-289-295-299-315

R. 289 WAVERLY

R. 297 WAVERLY

PARK BR. WALL FRONT

STCH

BRICK WALL

STONE WALL

RM.

HOUSE

1034 (3071)

ST. CH.

D (TILE)

1036 (BL. 1036) (3072)

R. 320½ HAVENDALE

W. DEL MAR

WAVERLY DRIVE

W. BELLEVUE DRIVE

S. TERRACE DR

GORDON TER.

360 GORDON TER. 376 378A GORDON 386 390 GORDON 424

GORDON 359 GORDON

110

112

107

4" W. PIPE

12" W. PIPE

S. PASADENA AV. 116

CAL. ST. 9.

W. CALIFORNIA

PALMETTO DRIVE

W. BELLEVUE DRIVE

GORDON TER.

ST. JOHN AV.

6" W.P. PIPE

4" W.P. PIPE

U. P. SYSTEM (PASADENA BRANCH)

NEIGHBORHOOD CHURCH
HEAT FURN. & GAS HTRS

SUNDAY SCHOOL RMS

NEIGHBORHOOD HOUSE

STAGE & SCENERY

SUNDAY SCHOOL RMS REMR. BR.

10 CARS

6 APTS

225-27

(3081)

(3082)

(3080)

(3075)

(3074)

(3073)

1063

1064

1037

1038

TENNIS COURTS

TENNIS COURT

DRESSING RMS IN B

CONC PLUNGE

STORE RM

BADMINTON COURTS
WOOD TRUSS RF

108

SCALE 50 FT TO ONE INCH

(5401) PASADENA, CAL. VOL. 5 CAL. . .072

523

(198-201-213 VOL. 2)

504

MARKHAM PL. (ST.)

6" W. PIPE

ST. JOHN AV.

S. PASADENA AV.

(3329)

5168

(3332)

5170
(3335)

BELLEFONTAINE

522

524

12" W.P.

10" W. PIPE

(3330)

(3333)

(3336)

5198 BARCLAY ALLEY

(3466)

WIGMORE DRIVE

534

HURLBUT

SCALE 50 FT. TO ONE INCH

505

S. PASADENA AV.

FAIRMOUNT AV.

LA FUENTE ALLEY

(3338)

5172

(3340)

4-Flats

(3472)

5200

(3477)

ALESSANDRO PL

(3473)

5201

BARCLAY ALLEY

WIGMORE DR.

PASADENA FIRE DEPT STATION No 5

BELLEFONTAINE

HURLBUT

523

525

535

SCALE 50 FT. TO ONE INCH

Copyright 1931 by the Sanborn Map Co.