

**ERRATA**

This technical background report was drafted prior to the final definition of the current Build Alternative, with Design Options 1 and 2, presented in the draft environmental impact report/environmental assessment (DEIR/EA). Accordingly, several additional build alternatives and design options, other than those presented in the DEIR/EA, are still discussed in this report. They no longer apply and should be disregarded.

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

District	County	Route (Local Agency)	Local Assistance Project Prefix	Post Miles (Project No.)	Charge Unit (Agreement)	Expenditure Authorization (Location)
7	Los Angeles	SR-1	N/A	N/A	N/A	07-464604 BRLS-5107 (002)

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

**Project Description:****California Incline Bridge Widening on the Pacific Coast Highway (PCH) in Santa Monica, California**

Located within the City of Santa Monica, the California Incline is in close proximity to the Pacific coastline (within 950 feet) and provides pedestrian and vehicular access to the beach. The incline extends from the intersection of Ocean and California Avenues at the top of the Palisades bluffs to State Route 1 (SR-1) at the base of the bluffs, bisecting Palisades Park, which extends the length of the bluffs. See Attachment 1 for Project Location, Vicinity, and APE Maps.

Repairs to the existing bridge on the incline are necessary because of the deteriorated condition, which is evidenced by the dilapidated appearance, including spalling (i.e., breaking of concrete into chips or fragments) and cracks. According to bridge inspection reports (1989, 1994), the bridge appears in poor condition. The asphalt deck at the south end of the bridge has potholes, and the sidewalk near the north end has a spall up to 12 inches wide and 3 inches deep. The handrail has spalls exposing rusted rebar. The California Incline has an estimated sufficiency rating of 35.8. It is classified as structurally deficient and qualifies for replacement under the federal Highway Bridge Program (HBP). According to Federal Highway Administration (FHWA) guidelines, if the sufficiency rating for a bridge is less than 50 and is designated as structurally deficient (SD) or functionally obsolete (FO), the bridge is eligible for replacement using HBP funding.

The proposed project includes 3 alternatives: no build, demolition and replacement, and rehabilitation of the existing bridge by 5 feet 8 inches. The build alternatives would entail excavation, grading, bridge construction, road paving, and miscellaneous finish work, where the bridge would be closed to traffic for the entire construction period.

**2. AREA OF POTENTIAL EFFECTS**

The Area of Potential Effects (APE) for the project was established in consultation with Kelly Ewing-Toledo, Principal Architectural Historian and Robert Wong, District Local Assistance Engineer, on December 1, 2009. The APE map is located in Attachment 1 in this Historic Property Survey Report.

The APE was established as the extent of the bridge and the areas along either side where construction would occur and where retaining walls are proposed. The APE includes the Linda Vista Park, now known as Palisades Park, because the California Incline enters the Park at its southern boundary. The California State Lands Commission owns the portion of the Palisades bluffs below the incline, and the portion above the incline is owned by the City of Santa Monica. The City would apply to the California State Lands Commission for a Right-of-Entry Permit and Permanent Encroachment Permit to construct the project.

**3. CONSULTING PARTIES / PUBLIC PARTICIPATION****X** Local Government (*Head of local government, Preservation Office / Planning Department*)

Los Angeles County Historic Landmarks and Records Commission  
Attn: Louis Skelton  
500 West Temple Street  
Los Angeles, CA 90012

Letters from interested parties responding to the proposed project were not received.

For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

**HISTORIC PROPERTY SURVEY REPORT****X** Native American Tribes, Groups and Individuals

The Native American Heritage Committee (NAHC) provided a list of 11 Native American contacts in Los Angeles County, California. The following groups and individuals were listed by the NAHC:

- Anthony Madrigal, Jr., Cahuilla Band of Indians
- John Tommy Rosas, Tongva Ancestral Territorial Tribal Nation
- Anthony Morals, Gabrieleno/Tongva San Gabriel Band of Mission
- Sam Dunlap, Gabrielino Tongva Nation
- Cindy Alvitre, Ti'At Society
- Jim Velasques, Coastal Gabrieleno Diegueno
- Susan Frank, Gabrielino Band of Mission Indians of California
- Robert Dorame, Gabrielino Tongva Indians of California Tribal Council
- Mercedes Dorame, Gabrielino Tongva Indians of California Tribal Council
- Maurice Chacon, Cahuilla Band of Indians

Information was provided to Department staff for their review and to learn if further Native American contact if necessary. Caltrans District 7 has a policy of consulting directly with Native American groups and individuals. Therefore, consultation between Caltrans and Native American groups and individuals was ongoing. See Attachment 5 of the HPSR for the complete project related Native American correspondence.

**X** Native American Heritage Commission

On May 22, 2006, ICF Jones & Stokes archaeologists contacted the Native American Heritage Commission (NAHC) and sent a letter and maps depicting the project location to the NAHC. The letter requested that the NAHC search their Sacred Lands Database and provide a list of potentially interested Native American representatives for the project area. The NAHC responded in writing on June 7, 2009 and indicated that there were no sacred lands in the project area. The NAHC also provided a list of 11 local Native American groups and individuals (See Attachment 5). This information was forwarded to Caltrans District 7, which sent letters regarding the project to Native American groups and individuals from the Department office.

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

California Garden & Landscape History Society  
P.O. Box 2005  
St. Helena, CA 94574

California Preservation Foundation  
5 Third St., Ste 424  
San Francisco, CA 94103

Director of Preservation Issues  
Los Angeles Conservancy  
523 W 6th Street, Suite 1216  
Los Angeles, California 90014

Pacific Palisades Historical Society  
550 Latimer Rd  
Santa Monica, CA 90402

Santa Monica Heritage Museum  
2612 Main Street  
Santa Monica, CA

Santa Monica Historical Society Museum  
P.O. Box 3059  
Santa Monica CA 90408

Santa Monica Preservation Alliance  
509 Pacific Street, Suite 104  
Santa Monica, CA 90405

Letters from interested parties responding to the proposed project were not received.

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For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

## HISTORIC PROPERTY SURVEY REPORT

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

- Scoping Meeting, May 9, 2006. Notice of Scoping was mailed on April 24, 2006. (Attachment 7)

### 4. SUMMARY OF IDENTIFICATION EFFORTS

- |                                     |   |   |
|-------------------------------------|---|---|
| <input checked="" type="checkbox"/> | National Register of Historic Places        | Month & Year: 1979-2002 & supplements               |
| <input checked="" type="checkbox"/> | California Register of Historical Resources | Year: 1992 & supplemental information to date       |
| <input checked="" type="checkbox"/> | California Inventory of Historic Resources  | Year: 1976  |
| <input checked="" type="checkbox"/> | California Historical Landmarks             | Year: 1995 & supplemental information to date       |
| <input checked="" type="checkbox"/> | California Points of Historical Interest    | Year: 1992 & supplemental information to date       |
| <input checked="" type="checkbox"/> | State Historic Resources Commission         | Year: 1980-present, minutes from quarterly meetings |
| <input checked="" type="checkbox"/> | Caltrans Historic Highway Bridge Inventory  | Year: 2006 & supplemental information to date       |
- Results: (*provide a brief summary of records search and research results, as well as inventory findings*)  
The record search revealed that the project site has not been surveyed. One previous cultural resource study has been conducted within a quarter-mile of the project site. No archaeological sites or isolates have been identified within the project site and no archaeological sites or isolates have been identified within a quarter-mile radius of the project site. The California Historical Landmarks lists no properties within a quarter mile radius of the project site. The California Register of Historical Places lists no properties within a quarter-mile radius of the Project site. These are properties determined to have a National Register of Historic Places Status of 1 or 2, a California Historical Landmark numbering 770 and higher, or a Point of Historical Interest listed after January 1, 1998. The National Register of Historic Places lists two properties, The Sovereign Hotel (19-187152/NR97001236) and The Charmont Apartments (NR96000777) within a quarter-mile radius of the project site. The California Historic Resources Inventory lists 93 properties that have been evaluated for historical significance within a quarter-mile radius of the project site.

### 5. PROPERTIES IDENTIFIED

- Bridges listed as Category 5** in the Caltrans Historic Highway Bridge Inventory are present within the APE. Appropriate pages from the Caltrans Historic Bridge Inventory are attached.
- This is the 1957 component of the California Incline, which was originally constructed in 1930 and is a Category 2 bridge. See Attachment 2.
  - The California Incline POC is listed in the Caltrans Historic Highway Bridge State Inventory as a Category 5, constructed in 1979.
- Properties **previously listed or determined eligible** for inclusion in the National Register of Historic Places are present within the Project APE. (*Include date of listing or determination*):
- The California Incline Bridge (#53C0543) is listed in the Caltrans Historic Bridge Inventory. It was determined eligible for listing in the National Register of Historic Places on October 13, 1998 and was identified as an essential character-defining features of the Linda Vista Park, now known as the Palisades Park, which was determined eligible for listing in the National Register in 1994. See SHPO concurrence dated October 13, 1998 in Attachment 5.
  - In addition, the bluffs are a longitudinal element of Palisades Park, a City of Santa Monica Landmark, and therefore, a historical resource for the purposed of the California Environmental Quality Act (CEQA), as defined in Section 15064.5 (a)(2) of the CEQA Guidelines.

### 6. LIST OF ATTACHED DOCUMENTATION

- Project Vicinity, Location, and APE Maps (Attachment 1)
- California Historic Bridge Inventory sheet (Attachment 2)
- Archaeological Survey Report (ASR)  
Prepared by Mark Robinson, ICF Jones & Stokes, August 2006 (Attachment 3)

For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

**HISTORIC PROPERTY SURVEY REPORT**

- Other (Specify below)  
 Native American correspondence (Attachment 4)  
 California Resources Inventory (Attachment 5)  
 -California Incline  
 -Linda Vista Park, Palisades Park  
 -SHPO concurrence letter October 13, 1998.  
 Public Scoping Meeting (Attachment 6)  
 Finding of Effect (Attachment 7)

**7. HPSR to File**

- No properties requiring evaluation** are present within the Project APE.  
 The only two properties in the APE, Palisades Park and California Incline Bridge, were previously determined eligible for the National Register of Historic Places. (See Attachment 5)

**8. HPSR to SHPO**

- Not applicable.

**9. Findings for State-Owned Properties**

- Caltrans has determined that there are **no State-owned cultural resources** within the Project APE.

**10. CEQA IMPACT FINDINGS**

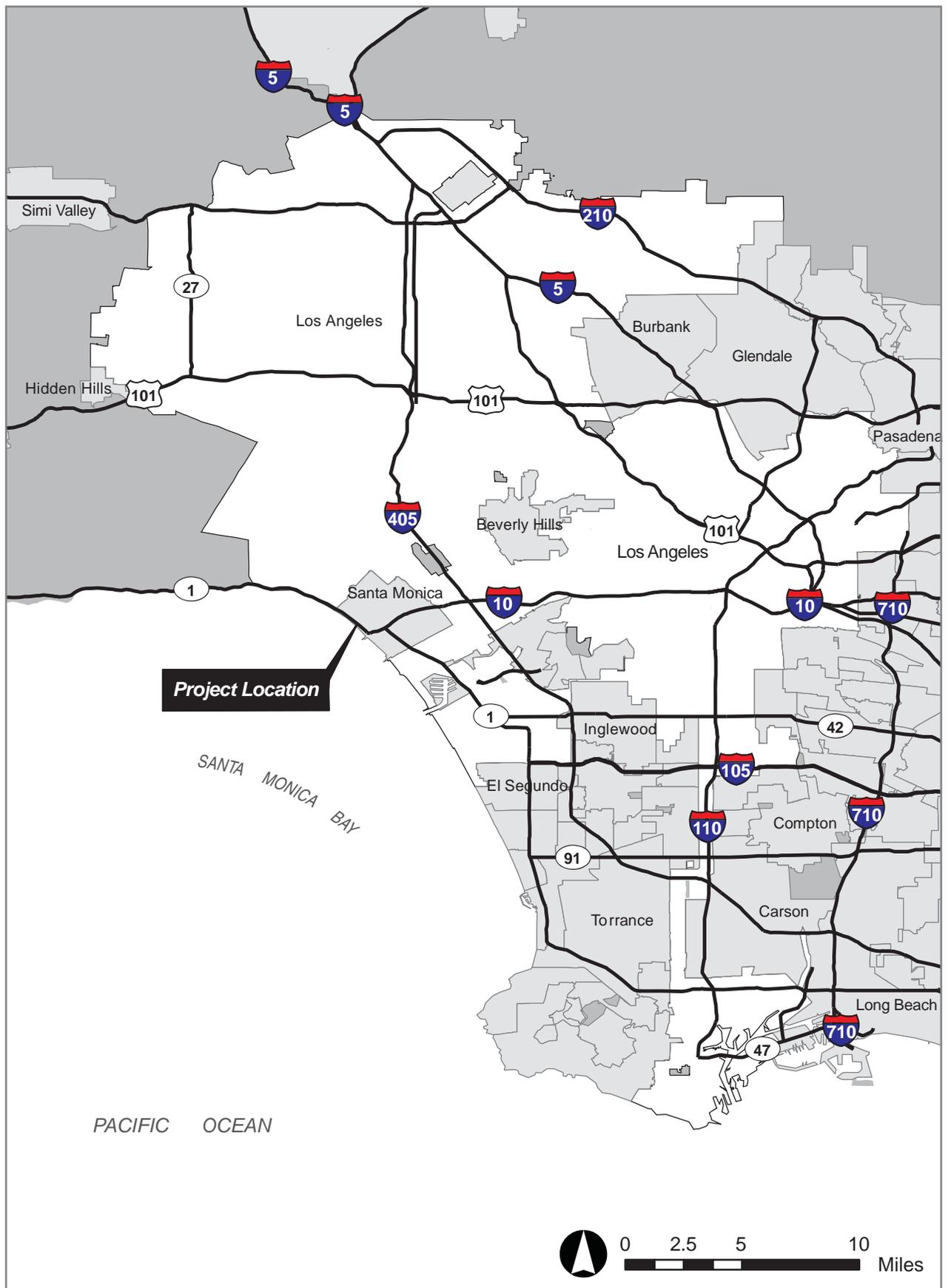
- Caltrans has determined that a **finding of substantial adverse change to historical resources** is appropriate for this project, pursuant to CEQA Guidelines §15064.5(b) because the project will cause adverse change to the following historical resources within the Project Area limits. See Attachment 7 for the Finding of Effect.

- California Incline Bridge #53C0543.
- Bluffs, a longitudinal element of Palisades Park, a City of Santa Monica Landmark.

**11. HPSR PREPARATION AND DEPARTMENT APPROVAL**

Prepared by: (sign on line)		8/18/2010
Consultant / discipline:	<u>Elizabeth Hilton, Architectural Historian</u>	Date
Affiliation	<u>ICF Jones &amp; Stokes, Los Angeles, California</u>	
<hr/>		
Reviewed for approval by: (sign on line)		
District 7 Caltrans PQS discipline/level:	<u>[PQS certification level]</u>	Date
Approved by: (sign on line)		
District 7 EBC:	<u>Gary Iverson, Branch Chief</u>	Date

**Attachment 1**  
Project Vicinity, Location, and APE Maps



Source: U.S. Census TIGER Data, 2000; Jones & Stokes 2006.

Figure 1  
Study Vicinity Map



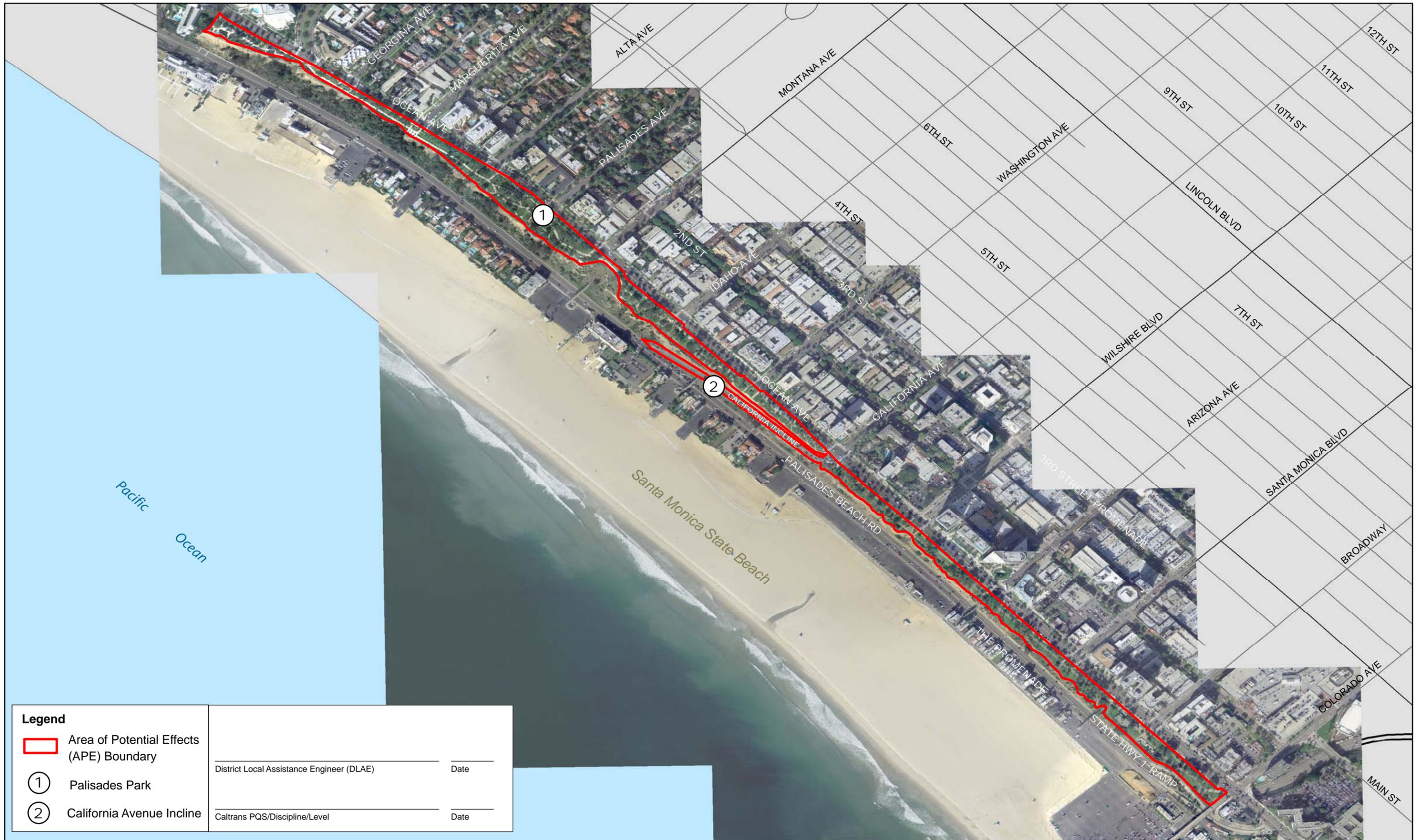
Source: USGS 7.5 minute topographic map, Topanga, CA quadrangle, 1952, photorevised 1981.

Figure 2  
Study Location Map



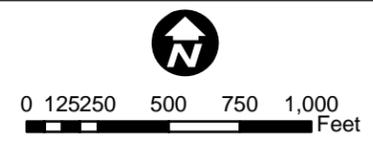
Image Source: GoogleEarth, 2006.

Figure 3  
Survey Coverage Map



Legend		
	Area of Potential Effects (APE) Boundary	
①	Palisades Park	
②	California Avenue Incline	
	District Local Assistance Engineer (DLAE)	Date
	Caltrans PQS/Discipline/Level	Date

Source: TerraServer, 2006; TeleAtlas, 2006.



**Area of Potential Effects Map**  
**California Incline Bridge Replacement Project**

**Attachment 2**  
California Historic Bridge Inventory sheet



# Structure Maintenance & Investigations



## Historical Significance - Local Agency Bridges

### District 07

#### Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0541	RESEDA BLVD UP	0.1 M N/O PARTHENIA ST	5. Bridge not eligible for NRHP	1967	
53C0542	PARTHENIA STREET UP	0.1 MI E/O RESEDA BLVD	5. Bridge not eligible for NRHP	1967	
53C0543	PACIFIC COAST HWY(BLUFF)	0.1 MI S PACIFIC COAST H	2. Bridge is eligible for NRHP	1930	
53C0544	PRIVATE DN 728	50 FT E LINDERO CYN RD	5. Bridge not eligible for NRHP	1968	
53C0545	LOS ANGELES RIVER	0.3 MI WEST INTERSTATE 5	2. Bridge is eligible for NRHP	1909	1974
53C0547	SEPULVEDA BLVD UP	0.4 MI S/O ROSCOE BLVD	5. Bridge not eligible for NRHP	1971	
53C0548	SLAUSON AVE OC	0.7 MI N CENTINELA AVE	5. Bridge not eligible for NRHP	1949	1963
53C0551L	QUEENSWAY DR & L A RIVER	0.6 MI S OF OCEAN BLVD	5. Bridge not eligible for NRHP	1969	
53C0551R	QUEENSWAY DR & L A RIVER	0.6 MI S OCEAN BLVD	5. Bridge not eligible for NRHP	1969	
53C0552	DOMINGUEZ CHANNEL	100' E OF CRENSHAW BLVD	5. Bridge not eligible for NRHP	1966	
53C0554	SOLEDAD CANYON RD	0.1 MI E SIERRA HWY	5. Bridge not eligible for NRHP	1982	
53C0555	SOLEDAD CYN OH	1/8 MI E AGUA DULCE CYN R	5. Bridge not eligible for NRHP	1938	
53C0556	REBECCA LOPEZ POC	150' W/O ORANGE FREEWAY	5. Bridge not eligible for NRHP	1974	
53C0558	COMPTON CREEK	3/4 MI W WILMINGTON AVE	5. Bridge not eligible for NRHP	1948	
53C0559	LAKEWOOD COUNTRY CLB PUC	1/2 MI W LAKEWOOD BLVD	5. Bridge not eligible for NRHP	1964	
53C0561	LANKERSHIM BLVD UP	0.15 MI S/O SHERMAN WAY	4. Historical Significance not determined	1938	
53C0565	EL CAMINO COLLEGE MALL	600' W CRENSHAW BLVD	5. Bridge not eligible for NRHP	1978	
53C0566	190 TH STREET UP	200' E HAWTHORNE BLVD	5. Bridge not eligible for NRHP	1979	
53C0572	PACOIMA WASH DIVERSION CHANNEL	0.1 MI SW ARLETA AVE	5. Bridge not eligible for NRHP	1954	1979
53C0573	STORM DRAIN	700' N CHANNEL ST	5. Bridge not eligible for NRHP	1963	
53C0575	LOS ANGELES RIVER	0.1 MI E LONG BEACH FWY	5. Bridge not eligible for NRHP	1949	
53C0576	LOS ANGELES RIVER	3/4 MI E SOTO ST	5. Bridge not eligible for NRHP	1931	1979
53C0579	DIAMOND BAR CREEK	0.2 MI N LYCOMING STREET	5. Bridge not eligible for NRHP	1980	1983
53C0580	EATON WASH	1/2 MI E SAN GABRIEL BLVD	5. Bridge not eligible for NRHP	1926	
53C0582	LEMON CREEK	200' E LEMON AVE	5. Bridge not eligible for NRHP	1981	
53C0583	LEMON CREEK	0.5 MI N/O VALLEY BLVD	5. Bridge not eligible for NRHP	1976	
53C0584	RUBIO WASH	1 MI W ROSEMEAD BLVD	5. Bridge not eligible for NRHP	1927	1974
53C0585	NORMANDIE AVE UP	0.5 MI S SEPULVEDA BL	4. Historical Significance not determined	1923	
53C0586	PALLETT CREEK	0.1 MI E/O PALLETT CR RD	5. Bridge not eligible for NRHP	1926	1960
53C0589	BIG ROCK CREEK	0.1 MI W/O BOBS GAP RD	5. Bridge not eligible for NRHP	1927	1960
53C0590	WILLOW ST	0.8 MI W LONG BEACH FWY	4. Historical Significance not determined	1932	
53C0591	SPRR OVER VICTORY PL	1/4 MI N BURBANK BLVD	4. Historical Significance not determined	1932	
53C0592	CHERRY AVE	1/2 MI S OF SOUTH ST	4. Historical Significance not determined	1932	
53C0593	ATLANTIC AVE UP	1/8 MI N DEL AMO BLVD	4. Historical Significance not determined	1932	
53C0594	LONG BEACH BLVD UP	0.2 MI S/O DEL AMO BLVD	4. Historical Significance not determined	1932	
53C0595	SIERRA MADRE WASH	0.2 MI W SANTA ANITA AVE	5. Bridge not eligible for NRHP	1953	
53C0596	COLORADO BLVD UP	0.1 MI W SANTA ANITA AVE	4. Historical Significance not determined	1951	
53C0597	DOMINGUEZ CHANNEL	1/4 MI W/O CRENSHAW BLVD	5. Bridge not eligible for NRHP	1960	
53C0598	ALHAMBRA WASH	3/4 MI N OF POMONA FWY	5. Bridge not eligible for NRHP	1937	1969
53C0599	COMPTON CREEK	0.1 MI S ARTESIA BLVD	5. Bridge not eligible for NRHP	1937	
53C0600	MILL CREEK	1.2MI S/O UPRR BIG T CN	5. Bridge not eligible for NRHP	1940	1973
53C0601	ANGELES FOREST HWY TUNNL	17 MI S SIERRA HWY	5. Bridge not eligible for NRHP	1941	
53C0602	BALLONA CR	500FT W LINCOLN BLVD	5. Bridge not eligible for NRHP	1937	



# Structure Maintenance & Investigations



## Historical Significance - Local Agency Bridges

### District 07

#### Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C1548	BOUQUET CANYON CHANNEL	0.2 MI NW BOUQUET CYN RD	5. Bridge not eligible for NRHP	1975	
53C1549	LEFFINGWELL CREEK	0.1 MI W/O COLIMA RD	5. Bridge not eligible for NRHP	1973	
53C1550	DRY CANYON CHANNEL	0.1 MI W SECO CYN RD	5. Bridge not eligible for NRHP	1972	
53C1552	GORMAN CREEK	0.3 MI N LANCASTER RD	5. Bridge not eligible for NRHP	1972	
53C1554	PICO CANYON CHANNEL	0.8 MI N LYONS AVE	5. Bridge not eligible for NRHP	1973	
53C1555	SAN DIMAS WASH	.2 MI N/O E. FOOTHILL BLV	5. Bridge not eligible for NRHP		
53C1556	DOMINGUEZ CHANNEL	0.25 MI W CRENSHAW BLVD	5. Bridge not eligible for NRHP	1974	
53C1557	SAN DIMAS WASH	0.1 MI N COVINA BLVD	5. Bridge not eligible for NRHP	1968	
53C1558	SAWPIT WASH	0.1 MI E MOUNTAIN AVE	5. Bridge not eligible for NRHP		
53C1559	LIVE OAK WASH	0.6 MI W WHITE AVE	5. Bridge not eligible for NRHP		
53C1560	LINDANTE DRIVE	0.1MI N/O LINDANTE DR	5. Bridge not eligible for NRHP		1970
53C1561	DOMINGUEZ CHANNEL	0.3 MI S REDONDO BEACH BL	5. Bridge not eligible for NRHP	1960	
53C1562	DOMINGUEZ CHANNEL	0.3 MI N ARTESIA BLVD	5. Bridge not eligible for NRHP	1960	
53C1563	PRAIRIE AVENUE	0.3 MI N 190TH ST	5. Bridge not eligible for NRHP	1976	
53C1564	TORRANCE BLVD & SPTCO	0.1 MI W WESTERN AVE	1. Bridge is on NRHP	1913	
53C1566	SANTA ANITA WASH	0.2 MI E OF SECOND AVE	5. Bridge not eligible for NRHP	1971	
53C1567	LITTLE DALTON WASH	0.5 MI E AZUSA AVE	5. Bridge not eligible for NRHP	1960	
53C1568	LITTLE DALTON WASH	0.3 MI E AZUSA AVE	5. Bridge not eligible for NRHP	1970	
53C1569	LITTLE DALTON WASH	0.4 MI S FOOTHILL BLVD	5. Bridge not eligible for NRHP	1960	
53C1570	LITTLE DALTON WASH	0.75 MI S FOOTHILL BLVD	5. Bridge not eligible for NRHP	1960	
53C1571	SANTA ANITA WASH	0.2 MI E SANTA ANITA AVE	5. Bridge not eligible for NRHP	1961	
53C1575	162ND STREET	0.5 MI E WESTERN AVE	5. Bridge not eligible for NRHP	1958	
53C1576	CALIFORNIA INCLINE	0.1 MI E PACIFIC COAST H	5. Bridge not eligible for NRHP	1957	
53C1577	COMPTON CREEK	0.3 MI S ALONDRA BLVD	5. Bridge not eligible for NRHP	1938	
53C1578	EAST COMPTON CREEK	0.3 MI N ARTESIA FWY	5. Bridge not eligible for NRHP	1953	
53C1579	EAST COMPTON CREEK	200' E SANTA FE AVE	5. Bridge not eligible for NRHP	1953	
53C1580	LIVE OAK WASH	0.6 MI S OF FOOTHILL BLVD	5. Bridge not eligible for NRHP		
53C1581	LIVE OAK WASH	0.6 MI W WHITE AVE	5. Bridge not eligible for NRHP		
53C1582	RUBIO WASH	400' E SAN GABRIEL BLVD	5. Bridge not eligible for NRHP	1935	
53C1583	ALHAMBRA WASH	0.3 MI N VALLEY BLVD	5. Bridge not eligible for NRHP	1937	
53C1584	TORRANCE LATERAL	0.2 MI N TORRANCE BLVD	5. Bridge not eligible for NRHP	1983	
53C1585	SAN JOSE CREEK	0.13 MI N SAN BERDINO FWY	5. Bridge not eligible for NRHP	1936	
53C1586	DRY CANYON CHANNEL	1.8 MI N BOUQUET CANYN RD	5. Bridge not eligible for NRHP	1979	
53C1587	LOS CERRITOS DRAIN	0.2 MI W BELLFLOWER BLVD	5. Bridge not eligible for NRHP	1963	
53C1588	LOS CERITOS DRAIN	0.4 MI W BELLFLOWER BLVD	5. Bridge not eligible for NRHP	1963	
53C1589	ALAMITOS BAY	0.2 MI N SECOND ST	5. Bridge not eligible for NRHP	1960	
53C1590	HARBOR PLAZA	0.7 MI W/O PICO AVENUE	5. Bridge not eligible for NRHP	1969	
53C1591	STORM DRAIN BOND ISU 133	0.1 MI W CLARK AVE	5. Bridge not eligible for NRHP	1949	
53C1592	QUEEN MARY PRK LOT EXIT	150' E OF HARBOR DR	5. Bridge not eligible for NRHP	1969	
53C1596	PICKENS CANYON CHANNEL	0.1 MI W/O ROSEMONT AVE	5. Bridge not eligible for NRHP	1935	
53C1597	PICKENS CANYON CHANNEL	0.1 MI N/O ROSEMONT AVE	5. Bridge not eligible for NRHP	1935	
53C1598	PICKENS CANYON CHANNEL	0.3 MI E LA CRESENTA AVE	5. Bridge not eligible for NRHP	1935	
53C1599	PICKENS CANYON CHANNEL	0.1 MI W/O ROSEMONT AV	5. Bridge not eligible for NRHP	1935	



# Structure Maintenance & Investigations



## Historical Significance - State Agency Bridges

### District 07

#### Los Angeles County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
53 2525	NORMANDIE AVENUE OC	07-LA-105-R6.25	5. Bridge not eligible for NRHP	1986	
53 2526	BUDLONG AVENUE OC	07-LA-105-R6.52	5. Bridge not eligible for NRHP	1985	
53 2527	VERMONT AVENUE OC	07-LA-105-R6.74-LA	5. Bridge not eligible for NRHP	1985	
53 2528	HOOVER STREET UC	07-LA-105-R7.05-LA	5. Bridge not eligible for NRHP	1985	
53 2531M	DOMINGUEZ CHANNEL RAMPS	07-LA-105-R4.59-HAW	5. Bridge not eligible for NRHP	1988	
53 2535	JACKSON AVENUE POC	07-LA-010-25.1-SGB	5. Bridge not eligible for NRHP	1972	1997
53 2536K	WEST DEL MAR BUSWAY OC	07-LA-010-C25.14-SGB	5. Bridge not eligible for NRHP	1972	
53 2536S	WEST DEL MAR BUSWAY OH	07-LA-010-C25.14-SGB	5. Bridge not eligible for NRHP	1972	
53 2537	UNION STREET OC	07-LA-710-R32.51-PAS	5. Bridge not eligible for NRHP	1975	
53 2538R	EBND BUSWAY OC	07-LA-010-C21.36-MONP	5. Bridge not eligible for NRHP	1974	
53 2539R	EBND BUSWAY OC	07-LA-010-C21.17-LA	5. Bridge not eligible for NRHP	1974	
53 2540L	WBND BUSWAY OC	07-LA-010-C21.07-LA	5. Bridge not eligible for NRHP	1974	
53 2541L	WBND FLORAL PARK BUSWAY OC	07-LA-010-C21.55-ALH	5. Bridge not eligible for NRHP	1974	
53 2542G	E10-N710 BUSWAY CONNECTOR OC	07-LA-010-C21.51-MONP	5. Bridge not eligible for NRHP	1974	
53 2543R	EBD COLLEGE BUSWAY OC	07-LA-010-21.4-MONP	5. Bridge not eligible for NRHP	1974	
53 2547	MAIN STREET UC	07-LA-091-R6.9-CRSN	5. Bridge not eligible for NRHP	1974	1985
53 2547K	MAIN STREET ON-RAMP UC	07-LA-091-R6.9-CRSN	5. Bridge not eligible for NRHP	1985	
53 2548	BROADWAY UC	07-LA-091-R6.73-CRSN	5. Bridge not eligible for NRHP	1985	
53 2549H	W91-S110 CONNECTOR OC	07-LA-091-R6.4-LA	5. Bridge not eligible for NRHP	1985	
53 2551	FIGUEROA STREET UC	07-LA-091-R6.52-LA	5. Bridge not eligible for NRHP	1985	
53 2557H	DOMINGUEZ CHANNEL (S110-S&N405)	07-LA-110-9.13-LA	5. Bridge not eligible for NRHP	1985	
53 2558K	DOMINGUEZ CHANNEL OFF-RAMP	07-LA-110-9.15-LA	5. Bridge not eligible for NRHP	1985	
53 2562	SOUTH BRANCH BIG TUJUNGA WASH	07-LA-210-R10.53-LA	5. Bridge not eligible for NRHP	1980	
53 2564	BARLIN AVENUE OC	07-LA-105-R15.54-DNY	5. Bridge not eligible for NRHP	1987	
53 2565G	E105-19/105 CONNECTOR OC	07-LA-105-R15.76-DNY	5. Bridge not eligible for NRHP	1993	
53 2566	ROUTE 19/105 SEPARATION	07-LA-019-8.57-BFL	5. Bridge not eligible for NRHP	1989	
53 2567	HANWELL AVENUE OC	07-LA-105-R15.94-DNY	5. Bridge not eligible for NRHP	1988	
53 2570	CLARK AVENUE OC	07-LA-105-R16.14-DNY	5. Bridge not eligible for NRHP	1989	
53 2572	ARDIS AVENUE OC	07-LA-105-R16.39-DNY	5. Bridge not eligible for NRHP	1989	
53 2573	BELLFLOWER BLVD OC	07-LA-105-R16.64-DNY	5. Bridge not eligible for NRHP	1989	
53 2574	DUNROBIN AVENUE OC	07-LA-105-R16.89-DNY	5. Bridge not eligible for NRHP	1987	
53 2575	WOODRUFF AVENUE OC	07-LA-105-R17.14-DNY	5. Bridge not eligible for NRHP	1987	
53 2576	SAN GABRIEL RIVER	07-LA-105-R17.49-DNY	5. Bridge not eligible for NRHP	1987	
53 2577M	TUNNEL STATION COVER STRUCTURE	07-LA-005-C45.51-LA	5. Bridge not eligible for NRHP	1971	1974
53 2578	BROADWAY POC	07-LA-001-35.39-SMCA	5. Bridge not eligible for NRHP	1979	
53 2579	CALIFORNIA INCLINE POC	07-LA-001-36.04-SMCA	5. Bridge not eligible for NRHP	1979	
53 2594	ROUTE 605/105 SEPARATION	07-LA-605-R7.61-NRW	5. Bridge not eligible for NRHP	1992	
53 2594S	N605-OFF RAMP IMPERIAL HIGHWAY	07-LA-605-R7.61-NRW	5. Bridge not eligible for NRHP	1992	
53 2597	POMONA BLVD DRAIN	07-LA-057-R6.75-POM	5. Bridge not eligible for NRHP	1972	
53 2598	YUKON AVENUE UC	07-LA-105-R4.23-ING	5. Bridge not eligible for NRHP	1992	
53 2602	MONTANA AVENUE POC	07-LA-001-36.25-SMCA	5. Bridge not eligible for NRHP	1979	
53 2603	AVENUE "P-8" DRAIN	07-LA-014-R60.6-PMDL	5. Bridge not eligible for NRHP	1970	
53 2604	AVENUE P DRAIN	07-LA-014-R61-PMDL	5. Bridge not eligible for NRHP	1970	

**Attachment 3**  
Archaeological Survey Report

# **ARCHAEOLOGICAL SURVEY REPORT**

## **Finding of No Archaeological Resources Present**

*for the*

### **California Incline Bridge Replacement Project City of Santa Monica, California**

**Prepared for:** California Department of Transportation

**Prepared for:** \_\_\_\_\_

**Gary Iverson  
California Department of Transportation District 7  
Office Chief, Cultural Resources Services  
100 S. Main Street, Suite 800  
Los Angeles, California 90012**

**Prepared by:** \_\_\_\_\_

**Mark C. Robinson, Archaeologist  
Jones & Stokes  
811 West 7<sup>th</sup> Street, Suite 800  
Los Angeles, CA 90017**

USGS 7.5' Topanga, CA (1952, photo revised 1981); 850 feet long

**Resources:** California Incline

**Keywords:** Location—Santa Monica, Los Angeles County, California Incline

**October 2009**

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## **SUMMARY OF FINDINGS**

This Archaeological Survey Report (ASR) was prepared for the Federal Highway Administration (FHWA), the California Department of Transportation (Department), and the City of Santa Monica for the California Incline Bridge Replacement Project. Following preparation of an ASR in 2006, an increase in the size of the archaeological APE proposed in 2009 required a reexamination of that APE. The additional areas of the APE encompass steep to near vertical eroding bluff slopes that require stabilization.

The California Incline extends from Ocean Avenue to State Route 1 (SR-1), a distance of approximately 850 feet. The incline follows a north–south alignment, traversing a steep coastal bluff with a three-lane roadway that terminates at each end with a signalized intersection. The California Incline has existed at its current location since the 1930s. Although the footprint and form of the incline changed in its early years, it has remained almost unchanged since 1940.

A record search conducted for the project indicated that no archaeological sites have been recorded in the project APE. A Phase I cultural resources reconnaissance on 15 June 2006 located no archaeological sites and the potential for undiscovered archaeological resources was considered low. Areas added to the APE in 2009 encompass steep to near vertical bluff slopes, which have no potential to encompass archaeological resources. No archaeological resources would be affected by the proposed project.

It is Caltrans' policy to avoid cultural resources whenever possible. If buried cultural materials are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey will be required if the project changes to include areas not previously surveyed.

## **INTRODUCTION**

The California Incline extends from Ocean Avenue to State Route 1 (SR-1), a distance of approximately 850 feet. The incline follows a north–south alignment, traversing a steep coastal bluff with a three-lane roadway that terminates at each end with a signalized intersection. A 4.5-foot-wide sidewalk with a cast concrete balustrade runs along the western edge of the incline, starting at Palisades Park at the top and continuing to the bottom. As-built plans for the incline are not available, but visual observations have led to the conclusion that the incline is entirely supported on soil along the eastern side, while portions along the western side are supported on soil as well as on 14 concrete columns. The incline itself consists of an 8-inch concrete slab supported on transverse floor beams made of concrete. The California Incline has existed at its current location since the 1930s. Although the footprint and form of the incline changed in its early years, it has remained almost unchanged since 1940.

The proposed project entails demolition of the existing incline and construction of a new incline at the same location, following a similar configuration, with several designs

considered. The proposed project is subject to federal, state, as well as City of Santa Monica environmental review requirements because the City of Santa Monica proposes the use of federal funds from the Federal Highway Administration (FHWA) and/or the project requires a FHWA approval action. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City of Santa Monica is the project proponent and the lead agency under CEQA. FHWA's responsibility for environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the California Department of Transportation (Caltrans) under its assumption of responsibility pursuant to Section 6005 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, codified at 23 United States Code 327(a)(2)(A). Effective July 1, 2007, FHWA has assigned, and Caltrans has assumed, all of the U.S. Department of Transportation secretary's responsibilities under NEPA.

## **HIGHWAY PROJECT LOCATION AND DESCRIPTION**

The proposed project entails demolition of the existing California Incline and construction of a new incline at the same location, following a similar configuration. The California Incline would remain a three-lane roadway (two lanes in the southbound direction toward Ocean Boulevard and one lane in the northbound direction toward SR-1) that terminates at each end with a signalized intersection. Overall width of the new incline would be 51 feet 8 inches, an increase of 5 feet 8 inches over the existing incline. Construction of the incline would also require the reconstruction of the upper and lower approaches to the incline at Ocean Avenue and SR-1, respectively. Five options are being considered for replacement of the incline, and for slope stabilization; all would utilize the same proposed footprint.

Located within the City of Santa Monica (Figure 1: Study Vicinity Map), the California Incline is within 950 feet, or 289 meters, of the Pacific coastline and provides access to the beach. The incline extends from the intersection of Ocean and California Avenues at the top of the Palisades bluffs to SR-1 at the base of the bluffs, bisecting Palisades Park, which extends the length of the bluff (Figure 2: Study Location Map). The eastern entrance to a pedestrian overpass that crosses SR-1 is located on the western edge of the incline. Additionally, a pedestrian bridge crosses the incline and connects the Beach bike path with the Idaho path, which leads up to Ocean Avenue and Idaho Avenue through Palisades Park.

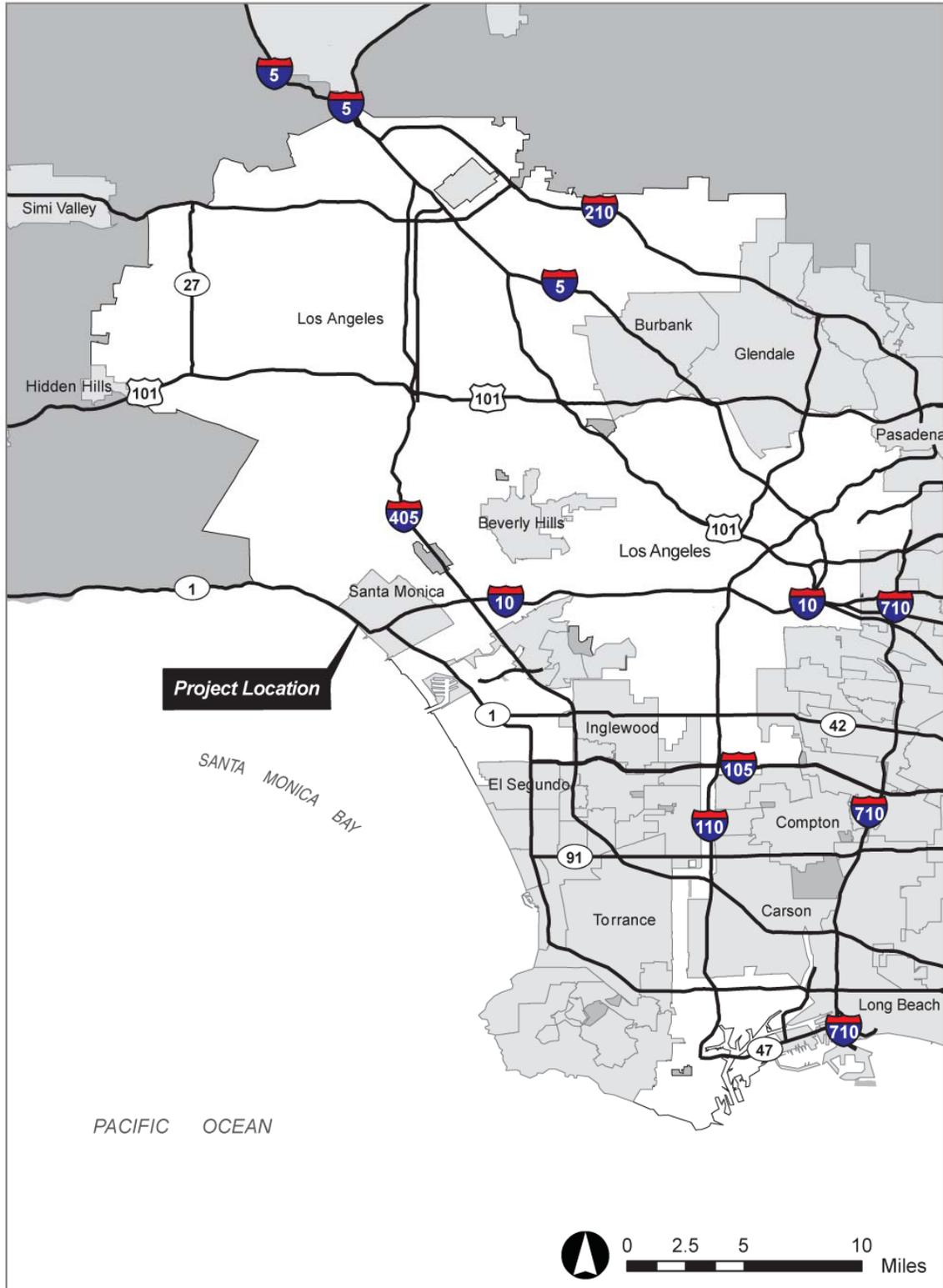
Construction of the proposed project, which would entail demolition of the existing incline, excavation, grading, incline construction, road paving, and miscellaneous finish work, would last approximately 12 months. The construction is anticipated to begin by mid 2011 and be completed by mid 2012. The incline would be closed to traffic for the entire construction period.

## **SOURCES CONSULTED**

### **Record Search**

A literature and records search was conducted at the South Central Coastal Information Center at California State University, Fullerton for the project on 30 May 2006. The search included a review of all recorded archaeological sites within a one-quarter mile

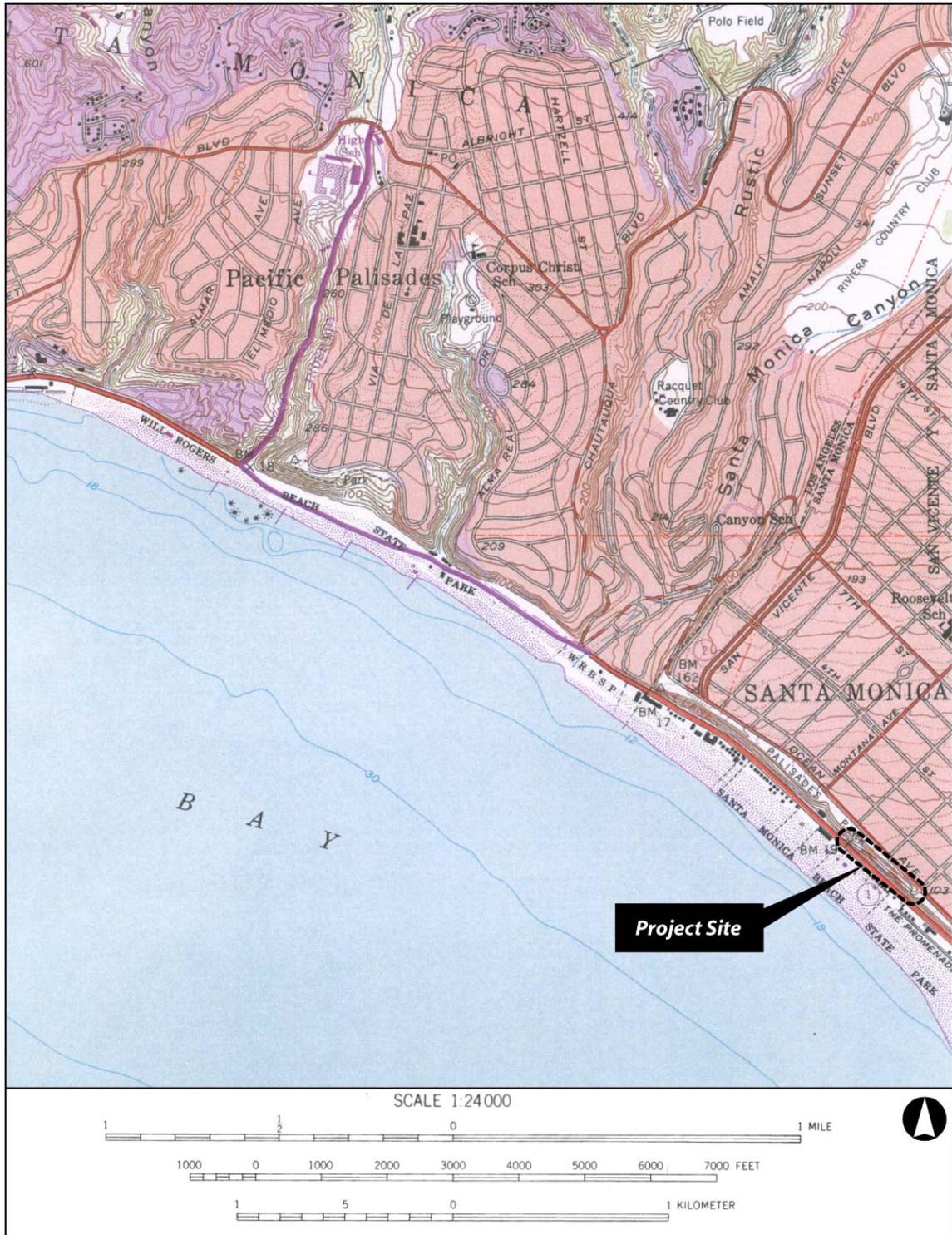
Figure 1: Study Vicinity Map



Source: U.S. Census TIGER Data, 2000; Jones & Stokes 2006.

Figure 1  
Study Vicinity Map

Figure 2: Study Location Map



Source: USGS 7.5 minute topographic map, Topanga, CA quadrangle, 1952, photorevised 1981.

Figure 2  
Study Location Map

radius of the project site as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the California Register of Historical Places (CR), the National Register of Historic Places (NR), and the California State Historic Resources Inventory (HRI) were reviewed.

The record search revealed that the project site has not been previously surveyed. One previous cultural resource study has been conducted within a quarter-mile of the project site. No archaeological sites or isolates have been identified within the project site and no archaeological sites or isolates have been identified within a quarter-mile radius of the project area. The California Historical Landmarks lists no properties within a quarter-mile radius of the project site. The California Register of Historical Places lists no properties within a quarter-mile radius of the project site. These are properties determined to have a National Register of Historic Places Status of 1 or 2, a California Historical Landmark numbering 770 and higher, or a Point of Historical Interest listed after 1/1/1998. The National Register of Historic Places lists two properties, The Sovereign Hotel (19-187152/NR97001236) and The Charmont Apartments (NR96000777) within a quarter-mile radius of the project site. The California Historic Resources Inventory lists 93 properties that have been evaluated for historical significance within a quarter-mile radius of the project site.

### **Native American Consultation**

A letter dated 22 May 2006, including a USGS topographic map depicting the project site, was sent to the Native American Heritage Commission (NAHC) requesting a review of the Sacred Lands file. The NAHC responded on 7 June 2006 and indicated that there were no sacred lands in the project area. The NAHC also provided a list of 12 local Native American groups and individuals (See Appendix A). This information was forwarded to Caltrans District 7, which sent letters regarding the project to Native American groups and individuals.

## **BACKGROUND**

### **Environment**

The project site is situated on the western edge of the Los Angeles Basin in the City of Santa Monica at approximately 19 to 103 feet above mean sea level. The project APE is currently developed, including the existing California Incline, with the Pacific Coast Highway (SR-1) below and Santa Monica Palisades Park on top of the cliff above. Vegetation consists of remnant sage scrub and grasses and ornamental plants on the steep slopes of the cliffs above and below the incline. The project area is depicted on the USGS 7.5 minute Topanga Quadrangle in an unsectioned portion of Township 2 South, Range 16 West. Geology in the area consists of cliff faces of consolidated older Quaternary Alluvium, primarily as fan deposits derived from the Santa Monica Mountains to the north. These deposits are likely more than 10,000 years old.

## **Ethnography**

The project site lies within the territory of the Gabrielino Native American people (Bean and Smith 1978). The Gabrielino are characterized as one of the most complex societies in native southern California, second perhaps only to the Chumash, their coastal neighbors to the northwest. This complexity derives from their overall economic, ritual, and social organization (Bean and Smith 1978:538; Kroeber 1925:621).

The Gabrielino, a Uto-Aztecan (Shoshonean) group, may have entered the Los Angeles Basin as recently as 1500 B.P. In early protohistoric times, the Gabrielino occupied a large territory including the entire Los Angeles Basin. This region encompassed the coast from Malibu to Aliso Creek, parts of the Santa Monica Mountains, the San Fernando Valley, the San Gabriel Valley, the San Bernardino Valley, the northern parts of the Santa Ana Mountains, and much of the middle to the lower Santa Ana River. They also occupied the islands of Santa Catalina, San Clemente, and San Nicolas. Within this large territory were more than 50 residential communities with populations ranging from 50 to 150 individuals. The Gabrielino had access to a broad and diverse resource base. This wealth of resources, coupled with an effective subsistence technology, well developed trade network, and ritual system, resulted in a society that was among one of the most materially wealthy and culturally sophisticated cultural groups in California at the time of contact.

## **Prehistory**

The prehistoric occupation of southern California is divided chronologically into four temporal phases or horizons (Moratto 1984). Horizon I, or the Early Man Horizon, began at the first appearance of people in the region approximately 12,000 years ago, and continued until about 5000 B.C. Although little is known about these people, it is assumed that they were semi-nomadic and subsisted primarily on game.

Horizon II, also known as the Millingstone Horizon or Encinitas Tradition, began around 5000 B.C. and continued until about 1500 B.C. The Millingstone Horizon is characterized by widespread use of milling stones (manos and metates), core tools, and few projectile points or bone and shell artifacts. This horizon appears to represent a diversification of subsistence activities and a more sedentary settlement pattern. Archaeological evidence suggests that hunting became less important and that reliance on collecting shellfish and vegetal resources increased (Moratto 1984).

Horizon III, the Intermediate Horizon or Campbell Tradition began around 1500 B.C. and continued until about A.D. 600-800. Horizon III is defined by a shift from the use of milling stones to increased use of mortar and pestle, indicating a greater reliance on acorns as a food source. Projectile points become more abundant and, together with faunal remains, indicate increased use of both land and sea mammals (Moratto 1984).

Horizon IV, the Late Horizon, which began around A.D. 600-800 and terminated with the arrival of Europeans, is characterized by dense populations; diversified hunting and

gathering subsistence strategies, including intensive fishing and sea mammal hunting; extensive trade networks; use of the bow and arrow; and a general cultural elaboration (Moratto 1984).

## **History**

Spanish occupation of California began in 1769, at San Diego. Mission San Gabriel was established in the Los Angeles Basin in 1771, about 35 miles east of the project site, and the Los Angeles Pueblo was established as a civilian settlement on 4 September 1781.

Mexico rebelled against Spain in 1810, and by 1821, Mexico, including California, achieved independence. A decree of secularization followed in 1834, and the once thriving missions began to be abandoned. After secularization, large land grants were made to individuals in the area that is now western Riverside County. The northern sections of the City of Santa Monica once belonged to Rancho San Vicente y San Monica and Rancho Boca de Santa Monica, while the southwestern section of the city originally belonged to Rancho La Ballona.

Following the Mexican War, Mexico ceded California to the United States in 1848. Thereafter, development increased in the area. A few beach side homes were built in the vicinity, and the first lots in Santa Monica were sold on 15 July 1875. Residents voted to incorporate in 1886, and the Pacific Electric Railroad extended lines to Santa Monica in 1891.

When the Southern Pacific Railroad arrived in Los Angeles in 1889, a controversy erupted over where to locate a port for the Los Angeles basin. The Southern Pacific preferred Santa Monica, while other interests preferred San Pedro Bay. In 1893, the Long Wharf was built at the north end of Santa Monica to accommodate large ships and was dubbed Port Los Angeles. In 1897, the United States government selected San Pedro Bay for port development. Port Los Angeles fell into disuse and was finally destroyed by bad weather.

Amusement piers became enormously popular in the first decades of the 20<sup>th</sup> century. The extensive Pacific Electric Railroad easily transported to the beaches people from across the Los Angeles basin. There were five piers in Santa Monica alone. The 1909 Santa Monica Pier is the last remaining amusement pier on the north bay. A predecessor to the present incline was built in approximately 1918. The bridge was then replaced in the 1930s.

Santa Monica grew during the 1920s, with the population increasing from 15,000 to 32,000 at the end of the decade. Downtown saw a construction boom with many important buildings going up. Santa Monica has continued to grow, with development there and in the adjacent City of Los Angeles merging to create an extensive urban area.

## **FIELD METHODS**

Mark C. Robinson, an ICF Jones & Stokes archaeologist, conducted an archaeological survey of the project APE on 15 June 2006. Mr. Robinson has an MS. degree in Anthropology from the University of Oregon, and 17 years of experience in California archaeology. The California Incline was inspected for cultural resources by walking the length of the pedestrian walkway and examining the surrounding areas and cliffs for cultural resources, and repeating this process by walking along the Pacific Coast Highway (Figure 3: Survey Coverage Map). No cultural resources were observed. The Project APE consists of a built environment set into bedrock cliffs and is largely covered with pavement or disturbed land surfaces.

## **STUDY FINDINGS AND CONCLUSIONS**

No prehistoric or historical archaeological resources were identified as a result of survey within the project APE. The project APE is currently developed, including the existing California Incline, with the Pacific Coast Highway below and Santa Monica Palisades Park on top of the cliff above. Geology in the area consists of cliff faces of consolidated older Quaternary Alluvium, primarily as fan deposits derived from the Santa Monica Mountains to the north. These deposits are likely more than 10,000 years old. The APE has a low potential to contain intact or buried archaeological resources. No further archaeological work is necessary unless project plans change to include unsurveyed areas, or if buried cultural resources are found. If buried cultural resources are encountered during construction, work in that area must halt until a qualified archaeologist can evaluate the nature and significance of the find. If human remains are unearthed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. In either instance, Caltrans District 7, Environmental Division, Cultural Studies Branch will be immediately notified (Environmental Handbook, Vol. 2, Chapter I).

Figure 3: Survey Coverage Map



Source: GoogleEarth, 2006.

## REFERENCES

- Bean, L. J., and C. R. Smith. 1978. Gabrielino. In *Handbook of North American Indians, Vol. 8, California*, R. F. Heizer (ed.), pp. 538–549. Smithsonian Institution, Washington, DC.
- Kroeber, Alfred. 1925. *Handbook of the Indians of California*. Bulletin 78, American Bureau of Ethnology. Reprinted in 1976, Dover Publications, Inc., NY.
- Moratto, Michael J. 1984. *California Archaeology*. Academic Press, Orlando, FL.

**Attachment 4**  
Native American Correspondence



22 May 2006

Rob Wood  
Native American Heritage Commission  
915 Capitol Mall, Room 364  
Sacramento, CA 95814

Dear Mr. Wood:

This letter requests a search of the Sacred Lands files for the California Incline Project. The Project area is indicated on the enclosed copies of the Topanga 7.5 minute USGS topographic map, and page 671 of the 2001 Thomas Guide. The Project area is located in Los Angeles County, in an unsectioned portion of Township 2S, Range 16W.

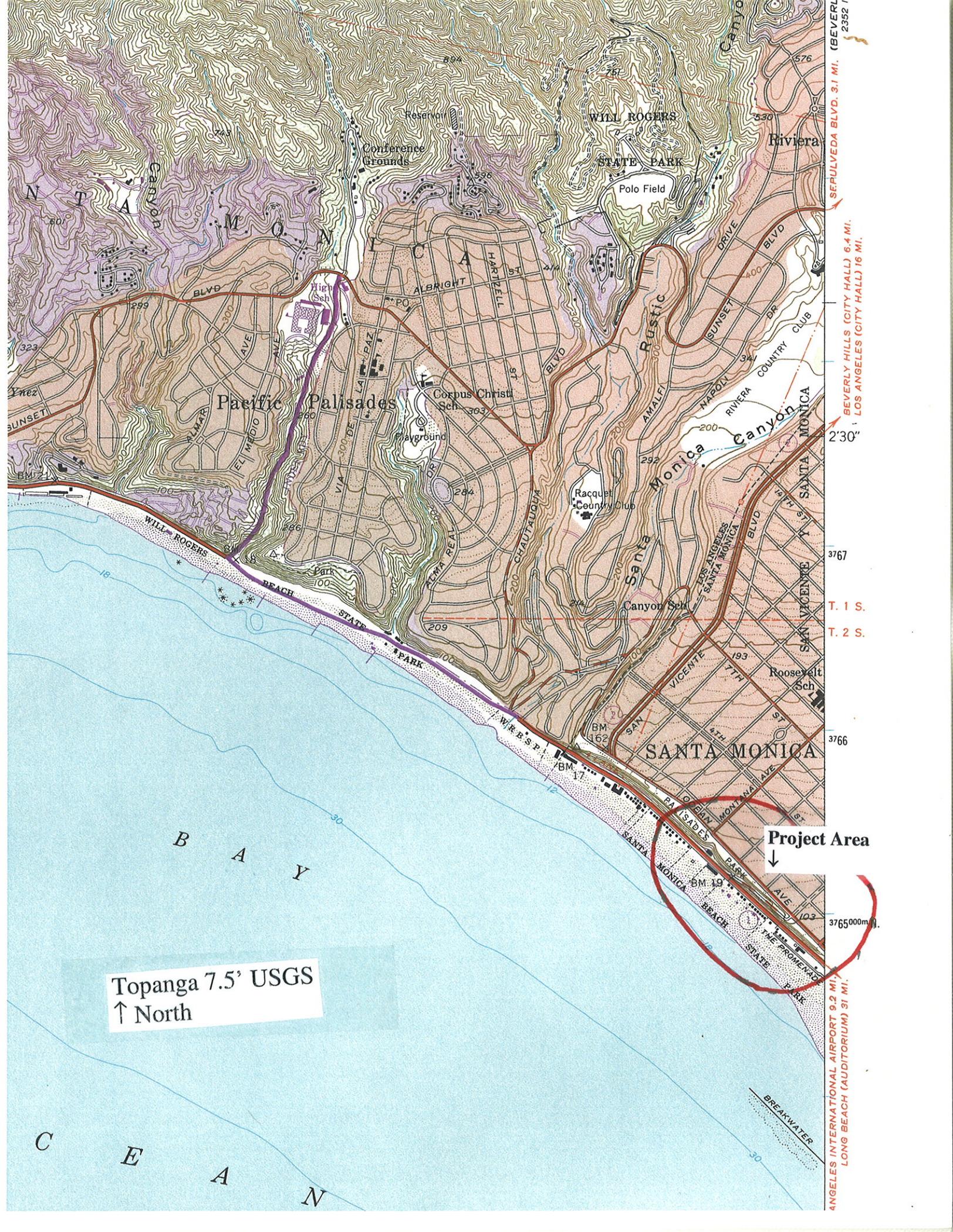
Please also provide me with a list of Native American individuals and organizations who may have additional information about sacred sites or Native American traditional cultural properties in or near the Project area.

If you have questions or need further information, please call me at 213-627-5376. Thank you.

Best regards,

A handwritten signature in blue ink that reads "C. M. Wood".

Catharine M. Wood, RPA  
Archaeologist



Topanga 7.5' USGS  
 ↑ North

Project Area  
 ↓

3765000m

SEPUVEDA BLVD. 3.1 MI. (BEVERLY HILLS (CITY HALL) 6.4 MI. LOS ANGELES (CITY HALL) 16 MI.

ANGELES INTERNATIONAL AIRPORT 9.2 MI.  
 LONG BEACH (AUDITORIUM) 31 MI.

T. 1 S.  
 T. 2 S.

3767

3766

2'30"

SEPUVEDA BLVD. 3.1 MI. (BEVERLY HILLS (CITY HALL) 6.4 MI. LOS ANGELES (CITY HALL) 16 MI.

2352'



MAP 631 SEE 671

672

MAP 701 SEE

- SEE J5
- 1 VICTORIA CT
  - 2 MARLAN CT
  - 3 SANTA CT
  - 4 SANTA CT
  - 5 CRESCENT PL

PACIFIC OCEAN

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE  
COMMISSION915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4082  
Fax (916) 657-5390

June 7, 2006

Catharine M. Wood, RPA  
Archaeologist  
Jones & StokesSent by Fax: 213-627-6853  
Number of Pages: 3RE: Proposed California Incline Project, Los Angeles County.

Dear Ms. Wood:

A record search of the sacred lands file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4040.

Sincerely,

Handwritten signature of Rob Wood in black ink.

Rob Wood  
Environmental Specialist III

**Native American Contacts**  
 Los Angeles County  
 June 7, 2006

**Cahuilla Band of Indians**  
 Anthony Madrigal, Jr., Interim-Chairperson  
 P.O. Box 391760                      Cahuilla  
 Anza                      , CA 92539  
 tribalcouncil@cahuilla.net  
 (951) 763-5549  
 (909) 763-2808 Fax

**Tongva Ancestral Territorial Tribal Nation**  
 John Tommy Rosas, Tribal Administrator  
 4712 Admiralty Way, Suite 172                      Gabrielino Tongva  
 Marina Del Rey                      , CA 90292  
 310-570-6567

**Samuel H. Dunlap**  
 P.O. Box 1391                      Gabrielino  
 Terrecula                      , CA 92593                      Cahuilla  
 (909) 262-9351 (Cell)                      Luiseno  
 samdunlap@earthlink.net

**Gabrieleno/Tongva Tribal Council**  
 Anthony Morales, Chairperson  
 PO Box 693                      Gabrielino Tongva  
 San Gabriel                      , CA 91778  
 (626) 286-1632  
 (626) 286-1758 - Home  
 (626) 286-1262 Fax

**LA City/County Native American Indian Comm**  
 Ron Andrade, Director  
 3175 West 6th Street, Rm. 403  
 Los Angeles                      , CA 90020  
 (213) 351-5324  
 (213) 386-3995 FAX

**Coastal Gabrieleno Diegueno**  
 Jim Velasques  
 5776 42nd Street                      Gabrielino  
 Riverside                      , CA 92509                      Kumeyaay  
 (909) 784-6660

**Ti'At Society**  
 Cindi Alvitre  
 6602 Zelzah Avenue                      Gabrielino  
 Reseda                      , CA 91335  
 calvitre@yahoo.com  
 (714) 504-2468 Cell

**Gabrielino/Tongva Council / Gabrielino Tongva Nation**  
 Sam Dunlap, Tribal Secretary  
 501 Santa Monica Blvd., Suite 500                      Gabrielino Tongva  
 Santa Monica                      , CA 90401-2415  
 (310) 587-2203  
 (310) 587-2281 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural for the proposed.  
 \* California Incline Project, Topanga quadrangle, Los Angeles County.

**Native American Contacts**  
Los Angeles County  
June 7, 2006

Gabrielino Band of Mission Indians of CA  
Ms. Susan Frank  
PO Box 3021                      Gabrielino  
Beaumont                      , CA 92223  
(951) 845-3606 Phone/Fax

Gabrielino Tongva Indians of California Tribal Council  
Robert Dorame, Tribal Chair/Cultural Resources  
5450 Slauson, Ave, Suite 151 PMB      Gabrielino Tongva  
Culver City                      , CA 90230  
gtongva@earthlink.net  
562-761-6417 - voice  
562-920-9449 - fax

Gabrielino Tongva Indians of California Tribal Council  
Mercedes Dorame, Tribal Administrator  
20990 Las Flores Mesa Drive              Gabrielino Tongva  
Malibu                      , CA 90265  
Pluto05@hotmail.com

Cahuilla Band of Indians  
Maurice Chacon, Cultural Resources  
P.O. Box 391760                      Cahuilla  
Anza                      , CA 92539  
cbandodian@aol.com  
(951) 763-5549  
(951) 763-2808 Fax

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans with regard to cultural for the proposed.  
\* California Incline Project, Topanga quadrangle, Los Angeles County.**

# MEMORANDUM

To: File

Date: September 12, 2006

File: 07-Local Assistance  
City of Santa Monica – California  
Incline.  
BRLS 5107 (022)

From: Gary Iverson, District 7 Native American Coordinator/Liaison

Subject: Section 106 Compliance – Native American Consultation

No Federally recognized “tribe” exists within project study area. However, an effort was undertaken to ensure compliance with Section 106 of the National Historic Preservation Act of 1966 in regards to consultation with “other parties likely to have knowledge of or concerns with historic properties in the area”. Below are the steps conducted to ensure this compliance:

- Prior to June 7, 2006 a request was made to the Native American Heritage Commission (NAHC) for a search to be conducted of the Sacred Lands Inventory, and for a list of interested Native American individuals/organizations for the project area.
- On June 7, 2006 the NAHC returned a response (see attached letter) that indicated that no sites were identified to exist in the project area on the Sacred Lands Inventory. A list of interested Native American individuals/organizations was included in the June 7, 2006 response from the NAHC.
- On June 13, 2006 a letter and accompanying map was sent to a list of interested individuals/organizations (see attached letter, map, and list of individuals/organizations). This letter requested a response within 30 days.
- On June 14, 2006 phone contact was made with Ron Andrade. Mr. Andrade indicated that no sites or areas of concern existed in the project area, including Traditional Cultural Properties. Mr. Andrade stated that no Native American Monitor would be required.

The conclusion of this Native American interested individual/organization consultation was that no sites or areas of concern were identified within the identified project area. The recommendation for a Native American Monitor will be based on the information in this memorandum and the results of the Archaeological Survey Report being prepared for this project. If there are any questions or comments regarding the above, please do not hesitate to contact me at (213) 897-3818 or gary\_iverson@dot.ca.gov.

GARY IVERSON  
Caltrans, District 7, Native American Coordinator/Liaison

**Attachment 5**  
California Resources Inventory

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
115408		11962 E FLORENCE AVE	LITTLE LAKE SCHOOL AND AUDITORIUM	SANTA FE SPRINGS	P	1919	HIST.RES. PROJ.REVW.	DOE-19-82-0009-0000	12/17/82	6Y	
126712		13539 E FOSTER RD	GOLDEN WEST REFINING COMPANY	SANTA FE SPRINGS	P	1942	HIST.RES. PROJ.REVW.	DOE-19-00-0354-0000 HUD0005090	06/02/00	2S2	A
158941		13770 FIRESTONE BLVD	HARRON, RICARD, AND MCCONE COMPANY	SANTA FE SPRINGS	P	1958	PROJ.REVW.	FHWA050412B	01/30/06	6Y	
158940		13846 FIRESTONE BLVD	CALIFORNIA PORTLAND CEMENT COMPANY	SANTA FE SPRINGS	P	1957	PROJ.REVW.	FHWA050412B	01/30/06	6Y	
158942		13565 FREEWAY DR	FLOYD BLOWER WAREHOUSE	SANTA FE SPRINGS	P	1957	PROJ.REVW.	FHWA050412B	01/30/06	6Y	
159207		11501 LAKELAND DR		SANTA FE SPRINGS	P		PROJ.REVW.	FHWA050412B	01/30/06	6Y	
159208		11510 LAKELAND DR		SANTA FE SPRINGS	P		PROJ.REVW.	FHWA050412B	01/30/06	6Y	
159206		11505 LAKELAND RD		SANTA FE SPRINGS	P		PROJ.REVW.	FHWA050412B	01/30/06	6Y	
065039		9122 MILLERGROVE DR	RESIDENCE	SANTA FE SPRINGS	U		PROJ.REVW.	HUD870123F	02/19/87	6Y	
065040		9333 MILLERGROVE DR	RESIDENCE	SANTA FE SPRINGS	U		PROJ.REVW.	HUD870123G	02/19/87	6Y	
159237		1414 MULLER ST		SANTA FE SPRINGS	P		PROJ.REVW.	FHWA050412B	01/30/06	6Y	
159234		11402 MULLER ST		SANTA FE SPRINGS	P		PROJ.REVW.	FHWA050412B	01/30/06	6Y	
159239		11408 MULLER ST		SANTA FE SPRINGS	P		PROJ.REVW.	FHWA050412B	01/30/06	6Y	
159240		10821 ORR AND DAY RD		SANTA FE SPRINGS	P	1954	PROJ.REVW.	FHWA050412B	01/30/06	6Y	
159241		10825 ORR AND DAY RD		SANTA FE SPRINGS	P	1957	PROJ.REVW.	FHWA050412B	01/30/06	6Y	
029348	19-178668	10135 PAINTER AVE	GERMAN BAPTIST CHURCH, BIBLE MISSI	SANTA FE SPRINGS	P	1894	HIST.SURV.	0670-0001-0000		3S	
072959		10211 PIONEER BLVD	CLARKE ESTATE	SANTA FE SPRINGS	M	1921	HIST.RES. NAT.REG.	NPS-89002267-0000 19-0031	01/04/90	1S	ABC
							HIST.SURV.	0670-0003-9999	01/04/90	1S	ABC
							HIST.RES.	SPHI-LAN-050	11/20/89	7L	
							ST.PT.INT.	19-0037	11/03/89	7L	
							TAX.CERT.	537.9-19-0035	10/07/88	2S3	
153834		12009 TELEGRAPH RD		SANTA FE SPRINGS		1999	PROJ.REVW.	HUD040329B	04/21/04	6U	
172792		12070 TELEGRAPH RD		SANTA FE SPRINGS	P	1987	PROJ.REVW.	FDIC080407A	05/29/08	6Y	
029349	19-178669	12100 TELEGRAPH RD	HAWKINS-NIMOCKS ESTATE/PATRICIO ON	SANTA FE SPRINGS	U	1814	HIST.RES. ST.PT.INT.	SPHI-LAN-045 19-0021	11/22/88	7L	
							HIST.RES.	NPS-82004982-0000	12/31/87	1S	
							HIST.SURV.	0670-0002-0000	12/31/87	1S	
139167		PIONEER RD	SOUTHERN CALIFORNIA EDISON TRANSMI	(VIC) SANTA FE SP	P	1951	HIST.RES. PROJ.REVW.	DOE-19-02-1190-0000 FCC020530G	11/14/02	6Y	
118785			SANTA MONICA PIER SIGN	SANTA MONICA	M	1940	HIST.RES. PROJ.REVW.	DOE-19-98-0196-0000 FHWA980923M	10/13/98	2S2	AC
118786			SANTA MONICA PIER BRIDGE	SANTA MONICA	M	1939	HIST.RES. PROJ.REVW.	DOE-19-98-0197-0000 FHWA980923M	10/13/98	6Y	
118784			CALIFORNIA AVENUE INCLINE, BRIDGE	SANTA MONICA	M	1930	HIST.RES. PROJ.REVW.	DOE-19-98-0194-0000 FHWA980923M	10/13/98	2D2	A
143109			2200 BLOCKS 21ST & 22ND STREETS DI	SANTA MONICA	P		HIST.SURV.	0406-0210-9999		6L	
143159			APARTMENT COURTS OF SANTA MONICA D	SANTA MONICA	P		HIST.SURV.	0406-0213-9999		5S1	
143168			CENTRAL BUSINESS DISTRICT	SANTA MONICA	P		HIST.SURV.	0406-0219-9999		5S1	
							HIST.SURV.	0406-0214-9999		5S1	
143081			19TH AND LATE TURN-OF-THE-CENTURY	SANTA MONICA			HIST.SURV.	0406-0205-9999		5S1	
142965			SAINT MONICA'S DISTRICT	SANTA MONICA	P		HIST.SURV.	0406-0093-9999		2S2	
143176			THE CRAFTSMAN DISTRICT	SANTA MONICA	P		HIST.SURV.	0406-0215-9999		6L	
142968			SOUTH BEACH DISTRICT	SANTA MONICA	P		HIST.SURV.	0406-0094-9999		5S2	
142970			THE PALISADES TRACT DISTRICT	SANTA MONICA	P		HIST.SURV.	0406-0095-9999		5S2	
143097			2000-2100 BLOCK OF THIRD STREET DI	SANTA MONICA			HIST.SURV.	0406-0208-9999		5S1	
142923			TURN-OF-THE-CENTURY THEMATIC DISTR	SANTA MONICA			HIST.SURV.	0406-0090-9999		5S2	
143178			ELEGANT APARTMENT BUILDINGS THEMAT	SANTA MONICA	P		HIST.SURV.	0406-0216-9999		3S	
028437	19-177759	10TH ST	CRAFTSMAN THEMATIC GROUPING	SANTA MONICA	P	1912	HIST.SURV.	0406-0018-9999		5S2	
028428	19-177750	315 10TH ST		SANTA MONICA	P	1913	HIST.SURV.	0406-0115-0000		5S3	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for LOS ANGELES County.				Page 908	02-03-09							
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT	
028447	19-177769	911 MONTANA AVE		SANTA MONICA	P	1941	HIST.SURV.	0406-0020-0003				5D2
028361	19-177683	1401 MONTANA AVE	TWIGS ET AL	SANTA MONICA	P	1926	HIST.SURV.	0406-0169-0000				5S3
							HIST.SURV.	0406-0005-0000				5S2
028362	19-177684	1611 MONTANA AVE		SANTA MONICA	P	1930	HIST.SURV.	0406-0170-0000				5S3
							HIST.SURV.	0406-0006-0000				5S2
028363	19-177685	1631 MONTANA AVE	ASHFORD BUILDING, REGENT SQUARE PH	SANTA MONICA	P	1934	HIST.SURV.	0406-0007-0000				5S2
143074		2928 NEBRASKA AVE		SANTA MONICA	P		HIST.SURV.	0406-0197-0000				5S2
028873	19-178194	2410 NEILSON WY		SANTA MONICA	U	1923	HIST.SURV.	0406-0076-0059				3D
113853		1616 OAK ST		SANTA MONICA	P	1937	HIST.RES.	DOE-19-98-0002-0000	01/14/98			6Y
							PROJ.REVW.	HUD971201A	01/14/98			6Y
028582	19-177904	OCEAN AVE	LINDA VISTA PARK, PALISADES PARK	SANTA MONICA	M	1892	HIST.SURV.	0406-0061-9999				7N
028533	19-177855	401 OCEAN AVE	HENRY WEYSE HOUSE	SANTA MONICA	P	1910	HIST.SURV.	0406-0039-0000				3S
028674	19-177996	419 OCEAN AVE	PROVINCE HOUSE	SANTA MONICA	U	1936	HIST.SURV.	0406-0073-0057				5D2
028675	19-177997	423 OCEAN AVE		SANTA MONICA	P	1936	HIST.SURV.	0406-0095-0031				5D1
							HIST.SURV.	0406-0073-0058				5D1
028676	19-177998	603 OCEAN AVE	EL TOVAR SITE	SANTA MONICA	P	1927	HIST.SURV.	0406-0095-0032				7R
							HIST.SURV.	0406-0073-0059				7N
028677	19-177999	701 OCEAN AVE	RIVINGTON PLACE	SANTA MONICA	U	1932	HIST.SURV.	0406-0073-0060				3S
028534	19-177856	815 OCEAN AVE	LEO J. MUCHENBERGER HOUSE	SANTA MONICA	P	1911	HIST.SURV.	0406-0040-0000				3S
028584	19-177906	923 OCEAN AVE		SANTA MONICA	P	1936	HIST.SURV.	0406-0171-0000				5S3
							HIST.SURV.	0406-0063-0000				5S2
028585	19-177907	927 OCEAN AVE	OCEAN CREST APARTMENTS	SANTA MONICA	P	1922	HIST.SURV.	0406-0172-0000				5S3
							HIST.SURV.	0406-0064-0000				5S2
028586	19-177908	933 OCEAN AVE		SANTA MONICA	P	1925	HIST.SURV.	0406-0173-0000				5S3
							HIST.SURV.	0406-0065-0000				5S2
028538	19-177860	1301 OCEAN AVE	THE SHANGRILA APARTMENT HOTEL	SANTA MONICA	P	1939	HIST.SURV.	0406-0174-0000				7N1
							HIST.SURV.	0406-0048-0000				3S
028535	19-177857	1323 OCEAN AVE	GERTRUDE MORAN HOUSE	SANTA MONICA	P	1891	HIST.SURV.	0406-0041-0000				3S
028579	19-177901	1333 OCEAN AVE		SANTA MONICA	P	1903	HIST.SURV.	0406-0058-0000				5S2
028587	19-177909	1337 OCEAN AVE		SANTA MONICA	P	1925	HIST.SURV.	0406-0066-0000				5S2
028588	19-177910	1341 OCEAN AVE	BELLEVUE RESTAURANT	SANTA MONICA	P	1926	HIST.SURV.	0406-0067-0001				5D2
028589	19-177911	1341 OCEAN AVE	THE MAIL HOUSE	SANTA MONICA	P	1926	HIST.SURV.	0406-0067-0002				5D2
028590	19-177912	1341 OCEAN AVE	BELLEVUE RESTAURANT COMPLEX (SITE	SANTA MONICA	P	1926	HIST.SURV.	0406-0175-0000				7R
							HIST.SURV.	0406-0067-9999				5S2
							HIST.SURV.	0406-0075-0008				5D2
028580	19-177902	1415 OCEAN AVE	THE GEORGIAN	SANTA MONICA	P	1931	HIST.SURV.	0406-0059-0000				3S
028591	19-177913	1642 OCEAN AVE		SANTA MONICA	U	1920	HIST.SURV.	0406-0068-0000				5S2
028592	19-177914	1646 OCEAN AVE		SANTA MONICA	P	1924	HIST.SURV.	0406-0069-0000				5S2
028581	19-177903	1673 OCEAN AVE	ATLANTA HOTEL	SANTA MONICA	P	1895	HIST.SURV.	0406-0060-0000				3S
028593	19-177915	1810 OCEAN AVE	YE OLDE MUCKY DUCK	SANTA MONICA	U	1928	HIST.SURV.	0406-0070-0000				5S2
123417		1910 OCEAN AVE	CLUB CASA DEL MAR / HOTEL CASA DEL	SANTA MONICA	P	1926	HIST.RES.	NPS-00001169-0000	09/29/00			1S AC
							NAT.REG.	19-0285	01/11/00			3S AC
							TAX.CERT.	537.9-19-0204	12/23/96			
							HIST.SURV.	0406-0185-0000	09/28/95			3S
029014	19-178335	OCEAN FRONT WALK	SUNSET BEACH TRACT, THE PROMENADE	SANTA MONICA	D	1909	HIST.SURV.	0406-0079-9999				5S2
161742		1601 OCEAN FRONT WALK		SANTA MONICA	P	1921	PROJ.REVW.	FHWA050909A	02/01/06			6Y
161743		1605 OCEAN FRONT WALK		SANTA MONICA	P	1920	PROJ.REVW.	FHWA050909A	02/01/06			6Y
161744		1611 OCEAN FRONT WALK		SANTA MONICA	P	1917	PROJ.REVW.	FHWA050909A	02/01/06			6Y
161745		1615 OCEAN FRONT WALK		SANTA MONICA	P	1924	PROJ.REVW.	FHWA050909A	02/01/06			6Y
161746		1619 OCEAN FRONT WALK		SANTA MONICA	P	1950	PROJ.REVW.	FHWA050909A	02/01/06			6Y
161747		1633 OCEAN FRONT WALK	HOT DOG ON A STICK	SANTA MONICA	P	1946	PROJ.REVW.	FHWA050909A	02/01/06			6Y
028759	19-178081	OCEAN PARK BLVD	BUNGALOW COURTS	SANTA MONICA	P	0	HIST.SURV.	0406-0074-9999				5S2
028874	19-178195	117 OCEAN PARK BLVD		SANTA MONICA	P	1905	HIST.SURV.	0406-0076-0060				3D
028875	19-178196	123 OCEAN PARK BLVD		SANTA MONICA	P	1902	HIST.SURV.	0406-0076-0061				3D
028876	19-178197	125 OCEAN PARK BLVD		SANTA MONICA	P	1902	HIST.SURV.	0406-0076-0062				3D
028877	19-178198	131 OCEAN PARK BLVD		SANTA MONICA	P	1905	HIST.SURV.	0406-0076-0063				3D

STATE OF CALIFORNIA — THE RESOURCES AGENCY

PETE WILSON, Governor

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

October 13, 1998



Reply To: FHWA980923M

Mr. Ron Kosinski, Chief  
Environmental Planning Branch  
Department of Transportation  
District 07  
120 South Spring Street  
Los Angeles CA 90012-3606

Re: HRER For Properties in the Beach Improvement Group, Santa Monica , CA

Dear Mr. Kosinski:

Pursuant to Stipulation V. of the Programmatic Agreement (PA) executed for the Bridge Rehabilitation and Replacement Program in California, Caltrans has asked for my comments on the HRER cited above.

Based upon information in the HRER, Caltrans has made the following National Register of Historic Places eligibility determinations for properties located in the APE of the proposed undertaking:

- 1) The Santa Monica Pier Bridge is not eligible
- 2) The McClure Tunnel is not eligible
- 3) The California Incline is eligible
- 4) The Santa Monica Pier sign is eligible
- 5) The Santa Monica Pier is not eligible

I have the following comments on the foregoing determinations:

- 1) I concur that the Santa Monica Pier Bridge is not eligible for the specific reasons adduced in the HRER.
- 2) I concur that the McClure Tunnel is not eligible for the specific reasons adduced in the HRER.
- 3) I concur that the California Incline is eligible for the reasons adduced in the HRER, as a contributor to Palisades Park. I concur with the choice of the National Register Criteria under which significance was demonstrated. I do not yet concur that the period of significance ends in 1944 and would ask why 1948 was not chosen to be the end of the period of significance.
- 4) I concur that the Santa Monica Pier sign is eligible for the specific reasons adduced in the HRER. I concur with the choice of the National Register Criteria under which significance was demonstrated. I do not yet concur that the period of significance ends in 1944 and would

Mr. Ron Kosinski  
October 13, 1998  
Page 2

ask why 1948 was not chosen to be the end of the period of significance.

- 5) The Santa Monica Pier was previously determined ineligible (cf. HRER) under a process not connected with the present consultation. Caltrans has sustained this earlier determination and I concur in this decision.

In addition to requesting clarification of the period of significance (see above) for two properties, I would also ask Caltrans to explain why the HRER included a section (#6) pertaining to California Register Eligibility and why the Caltrans cover letter mentioned California Register eligibility under item #4. I see no evidence that the Programmatic Agreement under the terms of which the HRER was submitted, requires any sort of California Register related evaluation to be done. The California Register is mentioned under item 5 of the Short Form HPSR Instructions appended to the Programmatic Agreement; however, this merely refers to "sources consulted". Finally, I would ask Caltrans whether it believes the following statement, included in the last paragraph of the HRER's Introduction, is a correct representation of the terms of the Programmatic Agreement: "If the State Historic Preservation Officer (SHPO) does not object within fifteen (15) working days of the receipt of the Determination of Eligibility, the City of Santa Monica will request FHWA's approval of the undertaking."

I look forward to receiving your clarification of the questions listed above and to reviewing documentation prepared pursuant to Stipulation VI. of the Programmatic Agreement. Please direct any questions you may have in the interim to Hans Kreutzberg by calling (916) 653-9107.

Sincerely,

Daniel Abeyta  
Acting State Historic Preservation Officer

STATE OF CALIFORNIA - THE RESOURCES AGENCY  
Governor

GRAY DAVIS,

OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 942806  
SACRAMENTO, CA 94298-0001  
(916) 653-6524 Fax: (916) 653-9824  
calshpo@mail2.quiknet.com



February 2, 1999

Reply To: FHWA980923M

Mr. Ron Kosinski, Chief  
Environmental Planning Branch  
Department of Transportation  
District 07  
120 South Spring Street  
LOS ANGELES CA 90012-3606

**Re: Beach Improvement Group, Santa Monica, CA**

Thank you for responding to my letter of October 13, 1998.

### SECTION 106 ISSUES

I acknowledge your agency's decision to establish 1948 as the end date for the period of significance of the California Incline and the Santa Monica Pier Sign.

I acknowledge your agency's now correct representation of the language in Stipulation V.E.1. of the applicable PA, pertaining to SHPO comment time frames on determinations of National Register eligibility.

With these acknowledgments, this phase of the Section 106 consultation on this undertaking is satisfactorily concluded.

### CALIFORNIA REGISTER/CEQA ISSUES

The following remarks are provided because Caltrans is frequently a lead agency under the California Environmental Quality Act (CEQA).

Your agency's letter states that, "Caltrans also recognizes that it has the responsibility for determining California Register eligibility." Caltrans does not have the authority to make a formal or legally dispositive determination of California Register eligibility. That authority is given only to the State Historical Resources Commission (SHRC), pursuant to Title 14, §4855(c)(1) of California Code of Regulations (CCR). The SHRC may exercise this authority when an owner objects to the nomination of his or her property to the California Register.

Title 14, §4852(a)(1) of the CCR states that when the federal agency and the SHPO concur that a property meets the National Register Criteria, that property is automatically listed in the California Register. See also §5024.1(d)(1) of the Public Resources Code in this regard. Therefore, a consensus determination of National Register eligibility pursuant to Section 106 and its implementing regulations (36 CFR Part 800), or pursuant to an agreement document duly executed pursuant to 36 CFR Part 800, obviates the need for any separate or additional "California Register" determination of eligibility. Any comment on California Register eligibility by the OHP/SHPO would, in this context, be superfluous.

When a Section 106 related National Register eligibility determination is *not* made, then Caltrans is required for purposes of CEQA, to determine if a resource is an historical resource. §15064.5(a)(2)-(3) of the CEQA Guidelines, which incorporates and permits use of the

FHWA980923M

Mr. Ron Kosinski  
February 2, 1999  
Page 2

California Register criteria, also establishes the other categories of properties that qualify as "historical resources" for purposes of CEQA. Of course, Caltrans does not need to make a determination if the SHRC, pursuant to item (a) of this section of the CEQA Guidelines, has already determined a resource to be eligible for inclusion in the California Register.

Based on the foregoing analysis, we recommend the following:

- (1) Caltrans may indicate in its reports that when a property is determined eligible for inclusion in the National Register in connection with a Section 106 related action, the property is an historical resource included in the California Register.
- (2) Caltrans may indicate in its reports that it has used §5020.1(j) or §5024.1. of the Public Resources Code to determine that a resource is an historical resource for purposes of CEQA.

If a report is submitted to the SHPO in which an action by Caltrans under (2), above, is documented, the SHPO may comment on this action in any reply that is provided.

Please refer any questions you may have about these matters to Hans Kreutzberg of our staff.

Sincerely,

Daniel Abeyta, Acting  
State Historic Preservation Officer

**Attachment 6**  
Public Scoping Meeting



CITY OF SANTA MONICA  
CIVIL ENGINEERING DIVISION  
1918 MAIN STREET  
SANTA MONICA, CA 90405

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## **NOTICE OF SCOPING MEETING FOR THE CALIFORNIA INCLINE REPLACEMENT PROJECT ENVIRONMENTAL IMPACT REPORT**

The City of Santa Monica will hold a Public Scoping Meeting for the California Incline Replacement Project Environmental Impact Report (EIR). Information on the date, time and location of the meeting is provided below. The purpose of the meeting is to provide information on the proposed project, the environmental process, and to receive your input on the information to be included in the EIR.

Public Scoping Meeting will be held on:

**Tuesday, May 9, 2006**  
**Ken Edwards Center**  
**1527 4<sup>th</sup> Street**  
**Santa Monica, CA 90401**  
**2: 30 p.m. – 5:00 p.m.**

The project proposes reconstruction and rehabilitation of the California Avenue Incline Bridge to meet current seismic standards. Construction of the new bridge will require the reconstruction of the upper and lower approaches to the bridge at Ocean Avenue and Palisades Beach Road, respectively. The California Avenue Incline Bridge will remain a three-lane roadway that terminates at either end with a signalized intersection. The California Incline Bridge has been identified as a historic resource. Alternatives are being developed by the design team that would minimize impacts to this historic resource. Construction is expected to last approximately 10 months. The proposed project would require closure of the bridge to traffic during the construction period.

As specified by the State CEQA Guidelines, the EIR Notice of Preparation will be circulated for a 30-day review period. The City of Santa Monica welcomes public input during this period regarding the scope and content of environmental information that must be included in the Draft EIR. **Comments may be submitted, in writing, by 5:30 p.m. on May 29, 2006** and addressed to:

James Creager, P.E.  
Civil Engineering Division  
1918 Main Street  
Santa Monica, CA 90405  
Fax: (310) 393-4425  
E-mail: Jim.Creager@SMGOV.NET

Copies of the Notice of Preparation and Initial study for the California Incline Replacement Project EIR can be found at the following locations:

- Fairview Branch Library – 2102 Ocean Park Blvd., Santa Monica, CA 90405
- Montana Avenue Branch Library - 1704 Montana Ave., Santa Monica, CA 90403
- Santa Monica Main Library - 601 Santa Monica Blvd., Santa Monica, CA 90401
- Ocean Park Branch Library - 2601 Main St., Santa Monica, CA 90405

**Attachment 7**  
Finding of Effect

# **FINDING OF EFFECT**

for the

## **California Incline Bridge (Bridge No. 53C0543) Project City of Santa Monica, Los Angeles County, California**

**PM N/A, PK N/A, Charge Unit N/A, EA 07-464604 BRLS-5107 (002)**

### **PREPARED FOR**

City of Santa Monica  
1685 Main Street  
Santa Monica, CA 90401

### **FOR REVIEW BY**

Caltrans District 7  
100 S. Main St.  
Los Angeles, CA 90012

### **PREPARED BY**

Elizabeth Hilton, Architectural Historian  
ICF Jones & Stokes  
811 West Seventh Street, Suite 800  
Los Angeles, CA 90017

December 2009

## I. INTRODUCTION

The purpose of this Finding of Effect Report is to determine what effects the proposed project would have on two historic properties: the California Incline Bridge (Bridge No. 53C0543) and the Linda Vista Park (Palisades Park), in the City of Santa Monica, Los Angeles County, California. The California Incline Bridge connects Ocean Avenue with State Route 1 (SR-1). The City of Santa Monica Civil Engineering Department, Environmental and Public Works Division (City), in cooperation with the California Department of Transportation (Caltrans), is proposing three alternatives: demolish the existing California Incline Bridge and construct a new one at the same location, rehabilitate and widen the existing bridge, and no build. The California Incline Bridge is classified as structurally deficient, and thus has qualified for replacement under the federal Highway Bridge Replacement and Rehabilitation Program (HBRRP).

A Historic Resources Evaluation Report (HRER) was previously prepared and approved for the California Incline Bridge, Robert E. McClure Tunnel and Santa Monica Pier Bridge and Pier Sign as part of the Beach Improvement Group Project by Historic Resources Group (HRG) in July 1998. The findings of the 1998 HRER report are used as the basis for this Finding of Effect Report. Based on a letter from the State Historic Preservation Officer (SHPO) dated October 13, 1998, the California Incline Bridge (Bridge No. 53C-0543) is eligible for inclusion in the National Register of Historic Places (NRHP) as an essential character-defining feature of Palisades Park. The California Incline Bridge (Bridge No. 53C-0543) was erroneously identified in the Caltrans September 2009 Structure Maintenance and Investigations inventory as constructed in 1979 and listed as a Category 5, or “Not eligible for the NRHP.” However, another entry in the inventory states the 1957 component of the California Incline (which was originally constructed in 1930) is listed as a Category 2, or “Eligible for the NRHP.”

Linda Vista Park, now known as Palisades Park, appears to have been determined eligible for listing in the National Register of Historic Places in 1994. The HRER states on Page 5: “Palisades Park was determined eligible for listing in the National Register in 1994 under Criterion A.” Additionally, correspondence from the State Historic Preservation Officer (SHPO) dated October 13, 1998 states “I concur that the California Incline Bridge is eligible for the reasons adduced in the HRER, as a contributor to Palisades Park. I concur with the choice of the National Register Criteria under which significance was demonstrated.”<sup>1</sup> The preponderance of evidence indicates Palisades Park has been determined eligible for listing in the National Register under Criterion A because it is highly significant in the history of parks and recreation in the City of Santa Monica, and therefore, Palisades Park is presumed to be a historical resource for the purposes of the California Environmental Quality Act (CEQA) by the lead agency (CEQA Public Resources Code Section 15064.5(3)).

This report was prepared in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. This report implements the revised regulations (effective August 2004) of the Advisory Council on Historic Preservation for the Protection of Historic

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<sup>1</sup> The California State Office of Historic Preservation (OHP) was contacted on June 30, 2006 to confirm Palisades Park was determined eligible for listing in the National Register in 1994. OHP could not verify Palisades Park eligibility status, and Palisades Park is not currently listed in the California Historic Resource Inventory System as eligible for listing in the National Register.

Properties (36 CFR 800). This report follows the current Caltrans format described in the Caltrans Environmental Handbook, Volume 2—Cultural Resources, Exhibit 2.9 (January 2004 revised October 2008), for the application of the Criteria of Adverse Effect. Under Alternative 1, the demolition of the California Incline Bridge would be an Adverse Effect. The demolition of the California Incline Bridge would also result in an Adverse Effect on Palisades Park because it is a contributor to the Park. In addition, the bluffs are a longitudinal element of Palisades Park, a City of Santa Monica Landmark, and therefore a historical resource for the purposes of CEQA, as defined in Section 15064.5(a)(2). Under Alternative 2, the rehabilitation and seismic retrofit strategy for the bridge would result in a loss of historic materials. By completing the retrofit, rehabilitation, and widening, this alternative would result in a Finding of Adverse Effect on the California Incline Bridge and Palisades Park. The no-build alternative would have no adverse effect because no structural or physical changes would occur.

Caltrans, in applying the Criteria of Adverse Effect, has determined that the demolition and replacement (Alternative 1), as well as the alternative of rehabilitation and widening the existing bridge (Alternative 2), would result in an Adverse Effect on historic properties pursuant to Section 106 PA Stipulation X.C, and with the cooperation and assistance of Caltrans, is seeking SHPO concurrence regarding the resolution of adverse effects, pursuant to Section 106 Programmatic Agreement (PA) Stipulation XI, 36 CFR 800 (6)a and 800.6(b)(1).

## **II. DESCRIPTION OF THE UNDERTAKING**

The California Incline Bridge extends from Ocean Avenue to SR-1 within the City of Santa Monica, within Los Angeles County. The incline is located in close proximity (950 feet or 289 meters) to the Pacific Ocean coastline and situated south of the center of Santa Monica, providing pedestrian access to the beach. The California Incline Bridge extends from the intersection of Ocean and California Avenues (at the top of the Palisades bluffs) to Palisades Beach Road (SR-1), at the base of the Palisades bluffs. The bridge bisects Palisades Park, which extends the width of the bluffs.

Based on preliminary design review, two build alternatives (a rehabilitation alternative and a replacement alternative with five design options) are considered to construct the bridge structure.

The proposed project entails demolition of the existing incline and construction of a new incline at the same location, or rehabilitation and widening of the existing incline. The California Incline would remain a three-lane roadway (two lanes in the southbound direction toward Ocean Avenue and one lane in the northbound direction toward SR-1) that terminates at each end with a signalized intersection. The three 12-foot-wide vehicular lanes would be maintained and the proposed improvements would be designed to accommodate both pedestrians and bicyclists. Construction of the incline would also require the reconstruction of the upper and lower approaches to the incline at Ocean Avenue and SR-1, respectively. Both build alternatives, including all of the design options, would also require the installation of soil nails for geologic stability in the upper bluff slope.

No lighting is proposed on the incline. Construction of the proposed project would last approximately 12 months. The construction is anticipated to begin by mid-2011 and be completed by mid-2012. The California Incline would be closed to traffic for the entire construction period.

Project Location and Project Vicinity Maps (Figures 1 and 2) are located in Attachment 1 of the Historic Property Survey Report (HPSR). The Area of Potential Effects (APE) map for the project was established in consultation with Kelly Ewing-Toledo, Principal Architectural Historian, and Robert Wong, District Local Assistance Engineer, on December 1, 2009. The APE and focused study area maps are located in Attachment 1 (Figure 3). The APE is being established as the proposed widened footprint of the California Incline Bridge and the property boundary of Palisades Park.

## **Alternatives**

### **Alternative 1: Demolition of Existing Structure and Replacement with New Structure**

A new incline is anticipated to be a reinforced concrete slab structure with spans of approximately 44 feet. The overall width of the new incline would be 51 feet 8 inches, an increase of 5 feet 8 inches over the existing incline.

#### ***Option A: Earth Retaining Structure (MSE Wall)***

Due to the alignment of the incline along the bluff slope, an earth retaining structure in the form of a mechanically stabilized earth (MSE) wall is one of the design options under consideration for replacement of the incline structure. The upper bluff slope would be reinforced with soil nails and the MSE wall would be constructed to stabilize the lower bluff slope up to the roadway elevation, as shown in Figure 3.

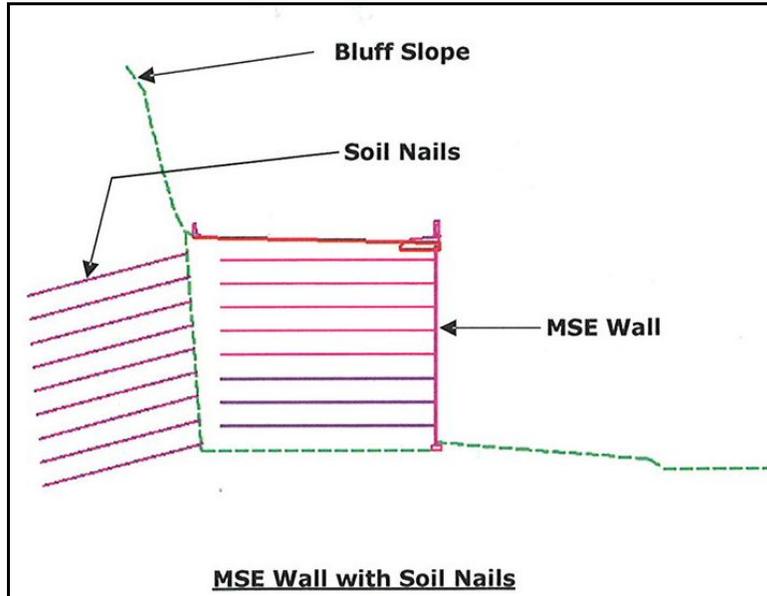
Construction elements for this design option would involve the following:

- Mass grading and excavation of the California Incline roadway to suitable bearing elevation;
- Construction of soil nail wall with shotcrete (spray on concrete) facing on the upper bluff slope;
- Construction of MSE wall in horizontal lifts up to the original roadway grade installing precast facing panels on the lower bluff slope;
- Reconstruct roadway surface, curbs, gutters, sidewalks, remove temporary access road, and revegetate disturbed slope.

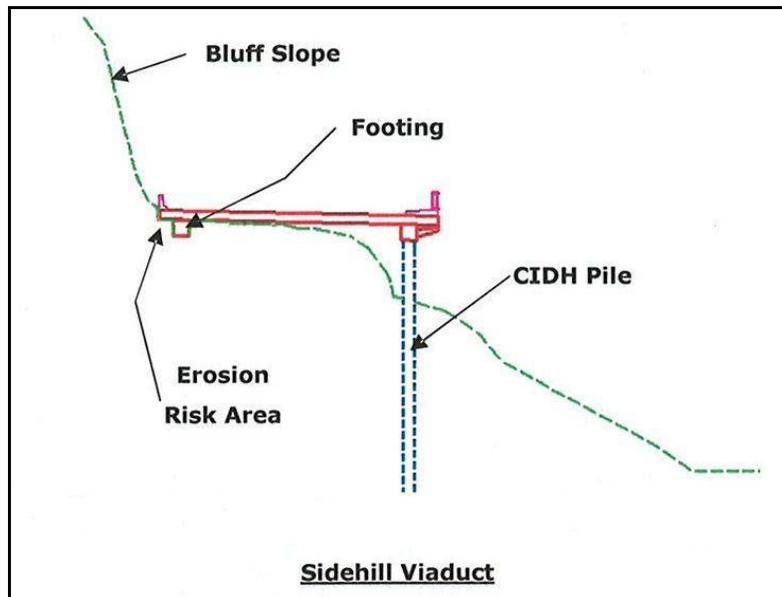
#### ***Option B: Sidehill Viaduct Structure***

The existing California Incline structure is considered a sidehill viaduct structure, therefore, replacing with a similar sidehill viaduct structure is being considered. The substructure would be composed of a combination of footings and cast-in-drilled-hole (CIDH) piles. Shallow footings would be cast on the east side while CIDH piles would be used on the west side (see Figure 4).

**Figure 3: Earth Retaining Structure (MSE Wall)**



**Figure 4: Sidehill Viaduct Structure**



The superstructure would be a cast-in-place or precast concrete structure and would require a concrete facing over the lower slope bluffs to minimize erosion potential of footings.

Construction for this design option would involve the following:

- Soil excavation for shallow footings and drill holes for CIDH piles;
- Excavation and smoothing of lower bluff slope and outcroppings for soil nail wall;
- Drilling holes and installing soil nails in lower slope;
- Placing reinforcing steel on slope and shotcrete facing to form concrete wall;
- Installation of reinforcing for footings and CIDH piles and pour concrete;
- Installation of temporary falsework footings and erection of temporary columns and beams;
- Installation of reinforcing and pouring of concrete on falsework for sidehill viaduct;
- Construction of retaining wall and north end, curb, gutter, sidewalk, and barrier.
- Placement of architectural concrete surface over soil nail wall;
- Reconstruction and restriping roadway;
- Removal of falsework and temporary footings;
- Removal of temporary access road, regrade, and revegetate disturbed slope.

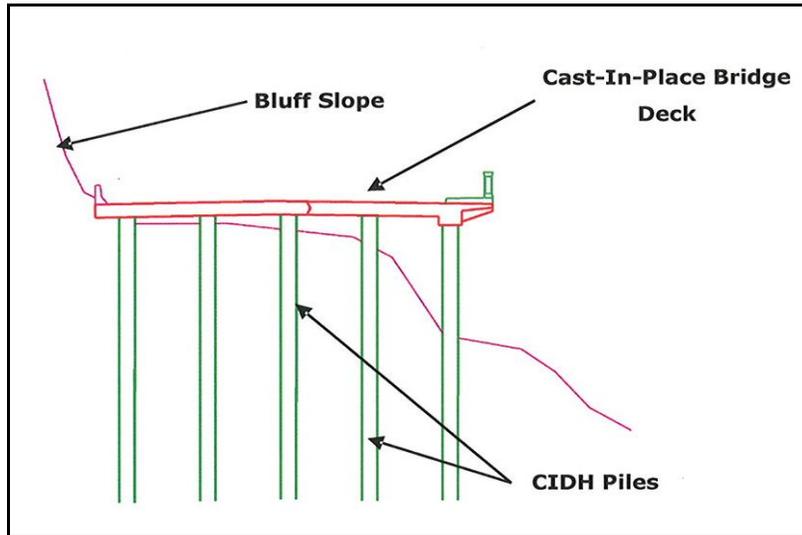
#### ***Option C: Cast-In-Place Concrete Slab Bridge***

A standard reinforced concrete cast-in-place slab bridge supported on CIDH piles (see Figure 5) is being considered for the replacement structure. This bridge type would be designed to carry legal loads, be visually similar to the existing structure, and would require minimal maintenance. However, constructing this structure would require the use of a large amount of falsework to be supported on the bluff slope. Temporary footings would be needed to support the falsework bents. Some of the bluff features may need to be removed in order to bring in equipment for constructing the falsework.

Construction of this design option would involve:

- Excavating soil for temporary falsework footings and drill holes for CIDH piles;
- Installing reinforcing cages and pouring of concrete for CIDH piles;
- Erecting temporary falsework columns and beams;
- Placing reinforcing steel and pouring concrete for new bridge deck;
- Constructing a retaining wall at north end, curb, gutter, sidewalk, and barrier;
- Reconstructing and restriping the roadway and reconstructing the curb and gutter;
- Removing falsework and temporary footings; and
- Removing the temporary access road, regrading, and revegetating the disturbed slope.

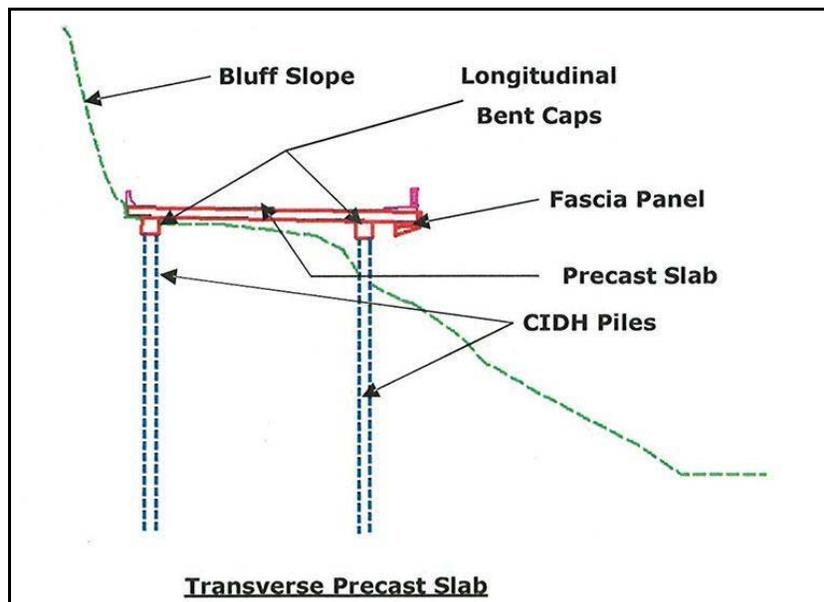
**Figure 5: Cast-In-Place Concrete Slab Bridge**

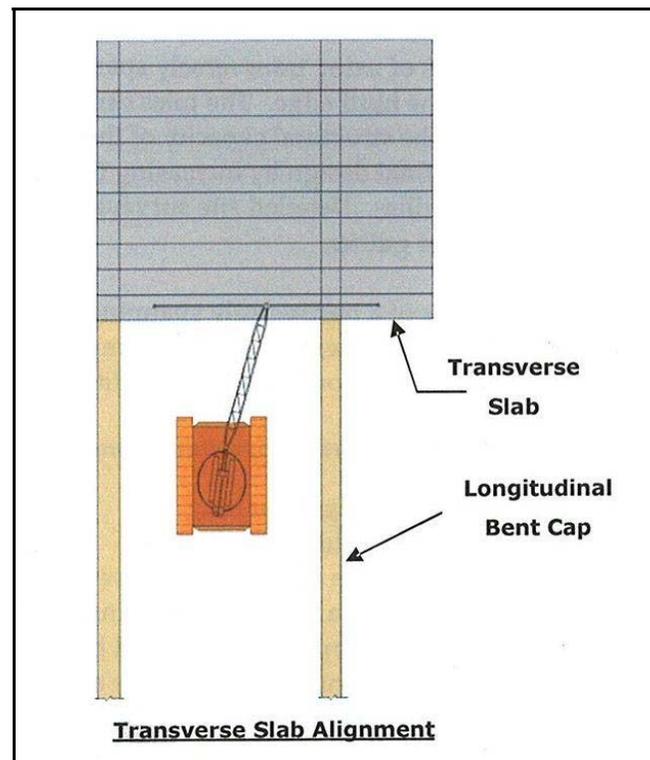


**Option D: Precast Slab Bridge Spanning Transversely**

A precast slab bridge spanning transversely is one of the design options considered for replacement. A precast slab bridge would be supported on CIDH piles so that it would be independently stable from slope erosion. Precast panels would span transversely between two longitudinal girders connected directly to the CIDH piles. The CIDH piles would be cast in two lines, one near the slope face and another along the bluff edge in order to minimize disturbance to the slope (see Figures 6 and 7). The longitudinal bent caps would be cast-in-place on the ground and on falsework. The falsework needed would be relatively small and the forms could be supported on the pile extensions to minimize ground disturbance.

**Figure 6: Precast Slab Bridge Spanning Transversely**



**Figure 7: Transverse Slab Placement Alignment**

The precast slabs would be designed to act compositely with a cast-in-place topping slab. The use of a topping slab will ensure structural continuity between the precast slabs, will increase the strength of the superstructure for negative bending over the cantilever, and will vary in thickness to provide the desired roadway crown. A fascia panel would be used on the transverse edge to provide a smooth surface at the ends of the slabs and to replicate the existing concrete bracket.

Construction of this design option would involve:

- Excavating soil for temporary falsework footings and drill holes for CIDH piles;
- Installing reinforcing cages and pouring of concrete for CIDH piles;
- Erecting temporary falsework columns and beams for pile bent caps (smaller falsework than used for cast-in-place bridge construction);
- Delivery of precast beams to site, lift, and set beams on bent caps;
- Pouring of composite reinforced concrete slab over precast beams;
- Removing falsework and temporary footings;
- Constructing a retaining wall at the north end, curb, gutter, sidewalk, and barrier;
- Reconstructing and restriping of roadway and reconstruction of curb and gutter; and
- Removing the temporary access road, regarding, and revegetating of the disturbed slope.

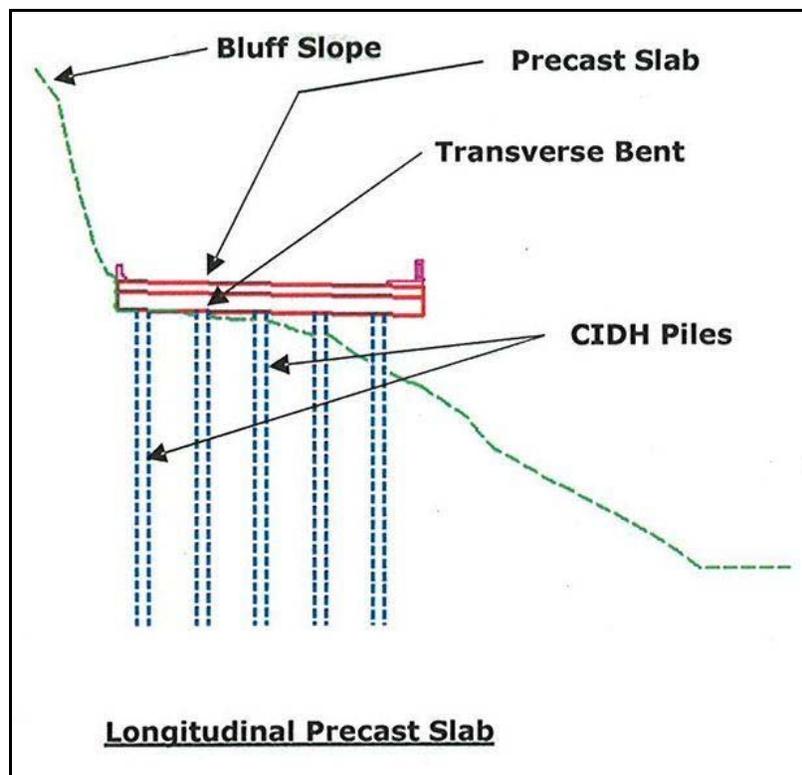
### **Option E: Precast Slab Bridge Spanning Longitudinally**

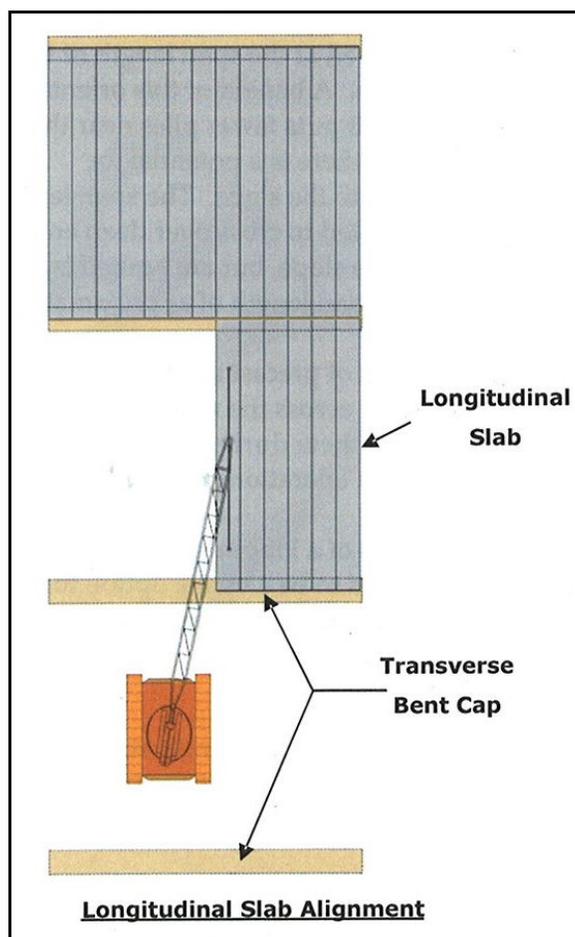
A precast slab bridge spanning longitudinally is also under consideration and it would have similar benefits as a transversely spanning structure described under Option D. This type of structure would be supported on CIDH piles that are aligned in transverse bents that are spaced at the span length of the precast slabs (see Figures 8 and 9). A cast-in-place (CIP) topping slab would be used to provide structural continuity and the desired roadway profile. Construction of this design alternative would involve the same elements as described above for Option D.

### **Alternative 2: Rehabilitate and Widen Existing Structure**

Under this alternative, the existing structure would be rehabilitated and strengthened to improve the sufficiency rating and widened to the proposed roadway width. This alternative would include removing the corroded reinforcing bars, repairing the spalled concrete, and strengthening the existing structure with additional concrete columns and beams. The existing incline structure would be widened by 5 feet, 8 inches by extending the concrete deck slab and adding additional beams, columns, and footings.

**Figure 8: Precast Slab Bridge Spanning Longitudinally**



**Figure 9: Longitudinal Slab Placement Alignment**

Construction of this alternative would involve:

- Constructing a temporary access road on the lower bluffs;
- Removing the existing bridge railing, sidewalk, and retaining wall at the north end;
- Removing the deteriorated concrete and reinforcing bars, and patching concrete;
- Excavating soil for temporary falsework footings and permanent footings;
- Installing reinforcing bars and pouring concrete for footings;
- Erecting temporary falsework columns and beams;
- Placing reinforcing steel and pouring concrete for the widened bridge deck;
- Constructing a new retaining wall, curb, gutter, sidewalk, and barrier at the north end;
- Reconstructing and restriping roadway and reconstructing the curb and gutter;
- Removing falsework and temporary footings;
- Removing the temporary access road, regrading, and revegetating the disturbed bluff.

### No-Build Alternative

The No-Build (or No-Action) Alternative would result in no structural or physical changes to the incline or the surrounding environment. Under this alternative the incline could continue to deteriorate if not properly maintained or repaired and could be susceptible to damage or collapse in the event of a major earthquake, posing a hazard to motorists and pedestrians on the incline and residents in the vicinity.

## III. PUBLIC PARTICIPATION

On June 8, 2006, a letter was sent to consulting and interested parties who may have knowledge or concerns with historic properties in the area, and to request information regarding any historic buildings, districts, site, objects, or archaeological sites of significance within the proposed Project area. The letter was sent to the following recipients:

California Garden & Landscape History Society P.O. Box 2005 St. Helena, CA 94574	Pacific Palisades Historical Society 550 Latimer Rd Santa Monica, CA 90402
California Preservation Foundation 5 Third St., Ste 424 San Francisco, CA 94103	Santa Monica Heritage Museum 2612 Main Street Santa Monica, CA
Historical Society of Southern California 65 S. Grand Avenue, First Floor Pasadena, CA 91105	Santa Monica Historical Society Museum P.O. Box 3059 Santa Monica CA 90408
Los Angeles Conservancy Director of Preservation Issues 523 W 6 <sup>th</sup> Street, Suite 1216 Los Angeles, California 90014	Santa Monica Preservation Alliance 509 Pacific Street, Suite 104 Santa Monica, CA 90405
Los Angeles County Historic Landmarks and Records Commission Attn.: Louis Skelton 500 West Temple Street Los Angeles, CA 90012	Santa Monica Public Library 601 Santa Monica Boulevard Santa Monica, CA 90401

No comments were received regarding the proposed project.

An Environmental Impact Report/Environmental Assessment (EIR/EA) is being prepared for this project as required by the California Environmental Quality Act (CEQA). In order to fulfill the public disclosure elements of CEQA, a public scoping meeting was held on May 9, 2006. Notice of the scoping meeting was mailed on April 24, 2006. Several comments were received at the scoping meeting regarding the project, but none were related to cultural resources.

At the scoping meeting, it was disclosed that the California Incline Bridge has been identified as an essential character-defining feature of the Palisades Park and the California Incline Bridge has been determined eligible for listing in the National Register as a contributor to the Palisades Park. No public concern was raised regarding cultural resource issues at the scoping meeting. No responses pertaining to cultural resources to the letters sent on June 8, 2006 were received.

Since the circulation of the Draft EIR/EA, certain refinements have been made to the project design such as design options under the replacement alternative, inclusion of slope stability measures, as well as a temporary construction road. Therefore, the lead agencies have decided to re-circulate the Draft EIR/EA to reflect these changes.

#### IV. DESCRIPTION OF HISTORIC PROPERTIES

In order to identify historic properties the following sources were reviewed:

- California Historic Resource Inventory System (CHRIS)
- Determination of Eligibility Report for the California Incline, prepared by Historic Resources Group in March, 1995
- Historic Resource Evaluation Report for the Properties in the Beach Improvement Group, July 1998
- Caltrans Structure Maintenance and Investigations Inventory, September 2009

##### **Linda Vista Park, now known as Palisades Park<sup>2</sup>**

Palisades Park, of which the California Avenue is a contributing feature, appears to have been determined eligible for listing in the National Register of Historic Places in 1994. The preponderance of evidence indicates Palisades Park has been determined eligible for listing in the National Register under Criterion A because it is highly significant in the history of parks and recreation in the City of Santa Monica. The period of significance is 1892 to 1948. The boundary of the Palisades Park is the City of Santa Monica limits to the north, Ocean Avenue to the east, the Pier Bridge to the south, and the bluffs and SR-1 to the west.

*The Palisades Park is a linear park. Nine-thousand feet long, the park stretches fourteen city blocks from the north side of Colorado Boulevard on the south to the city limits to the north. The width of the park varies from 50 to 150 feet. ... The 26.41 acre park sits atop natural palisades which rise with a near vertical face approximately 146 feet above Palisades Beach Road (also known as the PCH.) The park is only broken once, for the California Incline Bridge connecting the plateau to [PCH]. The ground surface of the park is mostly lawns. It contains both rectilinear and curvilinear pathways which wind among many trees, including several varieties of palms and eucalyptus. A chain link metal fence has been attached to the distinctive cast concrete border fence along the edge of the bluffs. The park is further distinguished by a colonnade of Washingtonian Robusta (Canary Island date palms) along Ocean Avenue. A wooden pergola and field stone gates, ornamented with brick and Batchelder-type tile, are located opposite Idaho Avenue.<sup>3</sup>*

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<sup>2</sup> Photographs of Palisades Park and the California Incline can be found in Attachment 6 of this document.

<sup>3</sup> DPR 523a Primary Record, HRG, 5/15/1998

The contributing features of the park were identified as over 30 species of mature trees, colonnades of date palms, a cast concrete border, fieldstone gateways, wood pergola, 7 monuments or markers, 2 cannons, 1 sundial, 1 totem pole, a Moderne statue of Saint Monica, the Camera Obscura and the California Incline Bridge. In addition, the bluffs are a longitudinal element of Palisades Park, a City of Santa Monica Landmark, and therefore a historical resource for the purposes of CEQA, as defined in Section 15064.5(a)(2).

### **California Incline Bridge**

The California Incline Bridge (Bridge No. 53C-0543) was determined to be eligible for the National Register under Criterion A by FHWA, DOE-19-98-0194-0000 on October 13, 1998, as a contributing element of a historic district, Palisades Park. The period of significance was identified as 1882-1944 on the Department of Parks and Recreation (DPR) 523 Building, Structure and Object Report in the 1995 Determination of Eligibility for the California Incline Bridge report. The 1998 Historic Resource Evaluation Report (HRER) indicates the period of significance began in 1905 when the Linda Vista Drive was first established and ended in 1935, the approximate year in which the Roosevelt Highway was completed and the incline acquired its present characteristics. A letter dated February 2, 1999 from the State Historic Preservation Officer established the end of the period of significance as 1948. As a result of this previous report and correspondence, the period of significance recorded for the California Incline Bridge is 1905-1948. The boundary is limited to the footprint and form of the bridge.

The California Incline Bridge extends from Ocean Avenue to Palisades Beach Road (SR-1), a distance of approximately 1400 feet. The California Incline Bridge is a three-lane roadway. A 4.5-foot sidewalk is located along the western edge with a cast concrete balustrade that runs from the park to the bottom of the incline. The incline is entirely supported on soil along the eastern side, while portions along the western side are supported on soil as well as 14 concrete columns. The incline consists of an 8-inch concrete slab supported on transverse floor beams made of concrete. The characteristics that make the California Incline Bridge eligible for the National Register are the concrete railing on the western edge of the road, and the configuration of a slightly curving roadway of this particular width with a sidewalk running along its western edge.

Historic engineering drawings of the site from the first decade of the 1900s show that the California Incline Bridge (then Linda Vista Drive) was part of Palisades Park (then Linda Vista Park) from its inception and its design features were consistent with those of the park. Later photographs from the 1920s reveal the same visual continuity between the park and the California Incline Bridge. Today, the California Incline Bridge remains the only road that cuts through the park, and it is the only point at which the paths along the top of the bluffs are fractured. The California Incline Bridge also continues to be used as a path down to the beach for pedestrians and bicyclists in addition to vehicular traffic.

Both the footprint and the form of the California Incline Bridge have changed somewhat since it was first developed as a road for automobiles in the early years of this century. The bluffs where the incline is located have also changed due both to erosion and to widening of the California Incline Bridge, which appears to have necessitated the removal of some natural features and plantings. However, the California Incline Bridge itself has remained substantially unaltered since 1940. A photograph dated from that year reveals that the road had been paved and the

current concrete railing was in place. Photographs from the 1970s and present day site inspections indicate that the basic shape, the length, and the width of the California Incline Bridge have remained the same since at least 1940.

The current character-defining features of the California Incline Bridge were installed when the California Incline Bridge was last widened and paved, prior to 1940 as noted above. These features include the concrete railing on the western edge of the road, and the configuration of a slightly curving roadway of this particular width with a sidewalk running along its western edge. The materials of the road surface and sidewalk were originally concrete. The road surface is refinished in asphalt and the sidewalk may have been partially refinished. Nevertheless, they are compatible with the California Incline Bridge's 1940s feeling and are strongly associated with the California Incline Bridge's overall character. There is no distinctive signage or lighting from the period associated with the California Incline Bridge. The later pedestrian overpass, which is located over and adjacent to the California Incline Bridge, was constructed in 1979 and should not be considered a feature of the incline.

## **V. APPLICATION OF THE CRITERIA OF ADVERSE EFFECT**

In order to comply with Section 106 of the National Historic Preservation Act, any effects of the proposed undertaking on historic properties listed in or determined eligible for inclusion in the National Register must be analyzed by applying the Criteria of Adverse Effect [36 CFR '800.5(a)], as follows:

- 1) An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.
- 2) Examples of adverse effects. Adverse effects on historic properties include, but are not limited to:
  - i) Physical destruction of or damage to all or part of the property;
  - ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
  - iii) Removal of the property from its historic location;
  - iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
  - v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;

- vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Linda Vista Park, now known as Palisades Park, appears to have been determined eligible for listing in the National Register of Historic Places in 1994. The preponderance of evidence indicates Palisades Park has been determined eligible for listing in the National Register under Criterion A because it is highly significant in the history of parks and recreation in the City of Santa Monica. The California Incline Bridge (Bridge No. 53C0543) was determined eligible for the National Register on October 13, 1998 under Criterion A and was identified as an essential contributing feature of Palisades Park.

Repairs to the existing bridge on the incline are necessary because of the deteriorated condition, which is evidenced by the dilapidated appearance, including spalling (i.e., breaking of concrete into chips or fragments) and cracks. According to bridge inspection reports (1989, 1994), the bridge appears in poor condition. The asphalt deck at the south end of the bridge has potholes, and the sidewalk near the north end has a spall up to 12 inches wide and 3 inches deep. The handrail has spalls exposing rusted rebar. The California Incline has an estimated sufficiency rating of 35.8. It is classified as structurally deficient and qualifies for replacement under the federal Highway Bridge Program (HBP).<sup>4</sup>

The primary objective of Alternatives 1 and 2 is the demolition and replacement, and rehabilitation and widening of the existing California Incline Bridge (Bridge No. 53C0543). As the historic property was determined eligible for listing on the National Register as an essential character-defining feature of Palisades Park, Alternatives 1 and 2 would constitute an adverse effect, under criterion 2i. All materials, design, and workmanship that characterize the historic property would be destroyed. The California Incline Bridge has always been a pathway from the bluffs, or Palisades Park, to the beach. Therefore, the replacement incline, which would replicate the existing California Incline Bridge, would continue to function as a pathway from the park to the beach and retain integrity of feeling and association and the proposed project would not result in an impact on these two aspects of integrity. Both alternatives, however, would replicate the physical elements of the California Incline Bridge, which would mitigate the effect on the incline, but not to a level less than adverse, because original materials would be replaced, workmanship would become contemporary and the design would be altered by the road widening.

A small portion of the California Incline Bridge is visible from Palisades Park, and California Avenue traverses a small portion of the park. Since the California Incline Bridge was identified as an essential character-defining feature of Palisades Park, the demolition of the California Incline Bridge would result in an adverse effect on Palisades Park under Criteria 2i, ii, and iv;

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<sup>4</sup> According to FHWA guidelines, if the sufficiency rating for a bridge is less than 50 and is designated as structurally deficient (SD) or functionally obsolete (FO), the bridge is eligible for replacement using HBP funding.

only a small portion of the park would be affected. Alternatives 1 and 2 would replicate the physical elements of the California Incline Bridge, which would mitigate the effect on the park, but would not mitigate the effect to a level less than adverse.

The no-build alternative would result in No Adverse Effect, in which no structural or physical changes to the incline or the surrounding environment. However, the incline could continue to deteriorate if not properly maintained or repaired and could be susceptible to damage or collapse in the event of a major earthquake, posing a hazard to motorists and pedestrians on the incline and residents in the vicinity.

## **VI. MITIGATION MEASURES (Adverse Effect Only)**

A Memorandum of Agreement (MOA) is located in Attachment C.

## **VII. CONCLUSIONS**

The proposed replacement (Alternative 1) would result in an Adverse Effect on the California Incline Bridge, an essential character-defining feature of the Palisades Park, because it would result in complete destruction of the historic property and an important element of the National Register eligible property. Additionally, because the California Incline Bridge is an essential feature of Palisades Park, demolition of the California Incline Bridge would result in an Adverse Effect on Palisades Park. The proposed rehabilitation and widening (Alternative 2) would result in an Adverse Effect on the California Incline Bridge, as it would result in partial destruction and loss of materials of an important element of the National Register eligible property. Additionally, because the California Incline Bridge is an essential feature of Palisades Park, rehabilitation of the California Incline Bridge would result in an Adverse Effect on Palisades Park. The no-build alternative would result in No Adverse Effect on the Incline or Palisades Park, as no structural or physical changes would occur.

Caltrans proposes that the alternative requiring demolition and replacement, as well as the alternative requiring rehabilitation and widening, will have an Adverse Effect for the following properties: California Incline Bridge and Palisades Park, and is consulting to resolve adverse effects pursuant to Section 106 PA Stipulation XI, 36 CFR 800.6(a) and 800.6(b)(1).

This document serves only to obtain SHPO concurrence that the undertaking will have a No Adverse Effect on historic properties if the no-build alternative is chosen for the proposed project. The undertaking will have an Adverse Effect if the alternative requiring demolition and replacement (Alternative 1) or the rehabilitation and widening (Alternative 2) are chosen for the proposed project. The mitigation measures are discussed in the draft MOA, located in Attachment C.

## **VIII. ATTACHMENTS**

- Photographs of Palisades Park and the California Incline Bridge (Attachment A)
- Proposed Rehabilitation and Widening Simulation (Attachment B)
- Memorandum of Agreement (MOA) (Attachment C)

**Attachment A: Photographs of Palisades Park and the California  
Incline Bridge**

*California Avenue Incline Project*



Photo 1: View of California Avenue Incline, facing north. Note: Palisades Park is in right of frame.



Photo 2: View of California Avenue Incline, facing north.



*California Avenue Incline Project*



Photo 3: View of California Avenue Incline, facing south from Palisades Park.



Photo 4: View of California Avenue Incline where California Avenue crosses Palisades Park.



*California Avenue Incline Project*



Photo 5: Facing north on the California Avenue Incline.



Photo 6: Facing south on the California Avenue Incline.



**Attachment B: Rehabilitation Simulation the California Incline  
Bridge**



**Attachment C: Memorandum of Agreement (MOA)**

**MEMORANDUM OF AGREEMENT**  
BETWEEN THE  
**FEDERAL HIGHWAY ADMINISTRATION**  
AND THE  
**CALIFORNIA STATE HISTORIC PRESERVATION OFFICER**  
REGARDING THE  
**CALIFORNIA INCLINE BRIDGE REPLACEMENT PROJECT**  
**CITY OF SANTA MONICA, LOS ANGELES COUNTY, CALIFORNIA**

**WHEREAS**, the Federal Highway Administration (FHWA) has determined that the California Incline Bridge Replacement Project (Undertaking), which is described in Exhibit A to this Memorandum of Agreement (MOA), in the City of Santa Monica (City), Los Angeles County, California, will have an adverse effect on the California Incline (Bridge No. 53C-0543) and Palisades Park, a property determined to be eligible for inclusion in the National Register of Historic Places (National Register) and a contributing element; and

**WHEREAS**, FHWA has consulted with the California State Historic Preservation Officer (SHPO) pursuant to 36 Code of Federal Regulations (CFR) Part 800, regulations implementing Section 106 of the National Historic Preservation Act (NHPA) (16 United States Code [U.S.C.] Section 470f), and notified the Advisory Council on Historic Preservation (Council) of the adverse effect finding pursuant to 36 CFR Section 800.6(a)(1); and

**WHEREAS**, FHWA, in consultation with the SHPO, has determined that the Undertaking's adverse effects cannot be avoided and that implementation of the treatments set forth in Stipulation IV of this MOA will satisfactorily take into account the Undertaking's adverse effects on the historic property; and

**WHEREAS**, the California Department of Transportation (Caltrans) and the City have participated in the consultation between FHWA and the SHPO and have been invited to concur in this MOA; and

**WHEREAS**, FHWA, Caltrans, the SHPO, and the City intend to use the provisions of this MOA to address applicable requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA); and

**WHEREAS**, there are provisions applicable to this MOA already agreed to in the *"Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation regarding compliance with Section 106 of the National Historic Preservation Act, as it pertains to the administration of the Federal-aid Highway Program in California"* (Section 106 Programmatic Agreement [PA]), and FHWA and Caltrans intend to use the provisions in Attachments 1 and 6 of the Section 106 PA that govern professionally qualified staff standards and the standard treatment of archeological sites; and

**NOW, THEREFORE**, FHWA and the SHPO agree that if the Undertaking proceeds, the Undertaking shall be implemented in accordance with the following stipulations to take into account the effects of the Undertaking on historic properties and further agree that these stipulations shall govern the Undertaking and all of its parts until this MOA expires or is terminated.

## **STIPULATIONS**

FHWA/Caltrans shall ensure that the stipulations outlined below are carried out.

### **I. DEFINITIONS**

The definitions provided at 36 CFR Section 800.16 are applicable throughout this MOA.

### **II. PROFESSIONAL QUALIFICATIONS AND STANDARDS**

- A. Professional Qualifications. All actions prescribed by this MOA that involve identification, evaluation, analysis, recording, treatment, or monitoring of historic properties shall be carried out by a person or persons who meet the Secretary of the Interior's Professional Qualification Staff Standards in Section 106 PA Attachment 1, as appropriate for that discipline or task. However, nothing in this stipulation may be interpreted to preclude FHWA or Caltrans or any agent or contractor thereof from using the services of persons who are not qualified as long as their activities are overseen by a person or persons who meet the qualifications.
- B. Documentation Standards. Written documentation of activities prescribed by Stipulations III.B, IV.A, and IV.C of this MOA shall conform to the Secretary of the Interior's Guidelines for Archaeology and Historic Preservation (48 Federal Register [FR] 44716-44740) as well as to applicable standards and guidelines established by the SHPO.

### **III. AREA OF POTENTIAL EFFECTS**

- A. The Undertaking's Area of Potential Effects (APE) is depicted in the September 2010 *Historic Property Survey Report (HPSR) for the California Incline Bridge Replacement Project*, which is located in Attachment 1 (Figure 3).
- B. If modifications to the Undertaking, subsequent to the execution of this MOA, necessitate revision of the APE, Caltrans will consult with the City, FHWA, and the SHPO to facilitate mutual agreement on the subject revisions. If the City, Caltrans, FHWA, and the SHPO cannot reach such agreement, then the parties to this MOA shall resolve the dispute in accordance with stipulation VII.C, below. If FHWA and the SHPO reach mutual agreement on the proposed revisions, the City and Caltrans will submit a final map of the revisions, consistent with the requirements of stipulation VII.D and Attachment 3 of the Section 106 PA, no later than 30 days following such agreement.

### **IV. TREATMENT OF HISTORIC PROPERTY**

Caltrans shall ensure that the City constructs the replacement California Incline bridge in accordance with a design developed in consultation with the SHPO and submitted to the SHPO for comments to minimize the indirect visual impact (i.e., profile, scale, color, and material) of the replacement bridge on the setting of Palisades Park and the bluffs, a longitudinal element of Palisades Park and a historical resource for the purposes of CEQA. The proposed design of the replacement bridge is depicted in the simulations provided in Exhibit C. In addition, existing photographs of the California Incline bridge are provided in Exhibit B.

- A. FHWA/Caltrans shall ensure that the City installs informative permanent metal plaques at both ends of the proposed replacement bridge, at public locations, that provide a brief history of the California Incline bridge, information regarding its engineering features and characteristics, the reasons for its demolition, and a statement regarding the characteristics of the replacement structure.
- B. FHWA/Caltrans shall, pursuant to Section 110(b) of the NHPA, before the California Incline bridge is demolished or widened, contact the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Division of the National Parks Service (NPS) to determine what level and kind of recordation is required for the property. FHWA/Caltrans shall ensure that all documentation is completed by the City and accepted or substantially approved by HABS/HAER before the California Incline bridge is demolished.
- C. FHWA/Caltrans shall ensure that the City disseminate copies of the HABS/HAER report to the Los Angeles Public Library (LAPL) and the Santa Monica Public Library.
- D. FHWA/Caltrans shall ensure that the City adapt its web site to make the information from the HABS/HAER report available to the public for 10 years.
- E. FHWA/Caltrans shall ensure that the City offers artifacts removed from the California Incline bridge during the preliminary stages of the demolition process to local museums and provides for their delivery to accepting institutions. Examples of such artifacts may include structural members, railings, signage, plaques or other identifying ornamentation, etc.

All stipulations shall be completed within 1 year of demolition, unless an extension of time is agreed upon after negotiation with the signing parties.

## **V. DISCOVERIES AND UNANTICIPATED EFFECTS**

If FHWA determines after construction has commenced that the Undertaking will affect a previously unidentified property that may be eligible for inclusion in the National Register or affect a known historic property in an unanticipated manner, FHWA will address the discovery or unanticipated effect in accordance with 36 CFR Part 800.13(a)(2).

## **VI. ADMINISTRATIVE PROVISIONS**

- A. Confidentiality. The parties to this MOA acknowledge that historic properties covered by this MOA are subject to the provisions of Section 304 of the NHPA and Section 6254.10 the California Government Code (Public Records Act) related to the disclosure of archaeological site information and, having so acknowledged, will ensure that all actions and documentation prescribed by this MOA are consistent with Section 304 of the NHPA and Section 6254.10 of the California Government Code.

### C. Resolving Objections

1. Should any party object at any time to the manner in which the terms of this MOA are implemented, or to any documentation prepared in accordance with and subject to the terms of this MOA, or should the parties fail to reach a consensus on any issue subject to consultation under this MOA, FHWA will immediately notify the other signatories in writing of the objection, request their written comments on the objection within 7 days of FHWA's receipt of notification, and then proceed to consult with the objecting party for no more than 14 days to resolve the objection. FHWA will honor the request of any other signatory to participate in the consultation and will take any comments provided by the other signatories into account.
2. If at the end of the 14-day consultation period FHWA determines that the objection cannot be resolved through such consultation, FHWA shall forward all documentation relevant to the objection to the Council, including FHWA's proposed response to the objection, with the expectation that the Council, within 30 days of receipt of such documentation, will
  - a. advise FHWA that the Council concurs with FHWA's proposed response to the objection, whereupon FHWA will respond to the objection accordingly; or
  - b. provide FHWA with recommendations, which FHWA will take into account in reaching a final decision regarding its response to the objection; or
  - c. notify FHWA that the objection will be referred for comment pursuant to 36 CFR Part 800.7(a)(4) and Section 110(b) of the NHPA.
3. FHWA shall take into account the Council's recommendations or comments provided in accordance with this stipulation with reference only to the subject of the objection. FHWA's responsibility to carry out all other actions under this MOA that are not the subject of the objection will remain unchanged.
4. FHWA shall provide all parties to this MOA, and the Council when the Council has issued comments hereunder, with a copy of its final written decision regarding any objection addressed pursuant to this stipulation.
5. FHWA may authorize any action subject to objection under this stipulation to proceed after the objection has been resolved in accordance with the terms of this stipulation.
6. At any time during implementation of the measures stipulated in this MOA should an objection pertaining to such implementation be raised by a member of the public, FHWA shall notify the parties to the MOA in writing of the objection and take the objection into consideration. FHWA shall consult with the objecting party and, if the objecting party so requests, with the SHPO, Caltrans, and the City for no more than 15 days. Within 10 days of closure of this consultation period, FHWA will render a decision in writing. In reaching its decision, FHWA will take into account any comments from the other parties to this MOA regarding the objection, including the objecting party. FHWA may authorize any action subject to objection under this paragraph to proceed after the objection has been resolved in accordance with the terms of this paragraph.

D. Amendments. Any party to this MOA may propose that this MOA be amended, whereupon the parties to this MOA shall consult for no more than 30 days to consider such amendment. The amendment process shall comply with 36 CFR Parts 800.69(c)(1) and 800.6(c)(7). This MOA may be amended only upon written agreement of the signatory parties.

E. Termination

1. If this MOA is not amended as provided for in Administrative Provisions C or if either signatory party proposes termination of this MOA for other reasons, the signatory party proposing termination shall, in writing, notify the other parties to this MOA, explain the reasons for proposing termination, and consult with the other parties for at least 30 days to seek alternatives to termination. Such consultation shall not be required if FHWA proposes termination because the Undertaking no longer meets the definition set forth in 36 CFR Part 800.16(y).
2. Should such consultation result in agreement on an alternative to termination, then the parties shall proceed in accordance with the terms of that agreement.
3. Should such consultation fail, the signatory party proposing termination may terminate this MOA by promptly notifying the other parties to this MOA. Termination hereunder shall render this MOA without further force or effect.
4. If this MOA is terminated hereunder and FHWA determines that the Undertaking will nonetheless proceed, then FHWA shall either consult in accordance with 36 CFR Part 800.6 to develop a new MOA or request the comments of the Council pursuant to 36 CFR Part 800.

F. Duration of the MOA

1. Unless terminated pursuant to Administrative Provision VII.E or superseded by an amended MOA, this MOA will be in effect following execution by the signatory parties until FHWA, in consultation with the other parties, determines that all of its stipulations have been satisfactorily fulfilled. This MOA will terminate and have no further force or effect on the day that FHWA notifies the other parties in writing of its termination.
2. The terms of this MOA shall be satisfactorily fulfilled within 5 years of the date of execution by the signatory parties. If FHWA determines that this requirement cannot be met, the parties to this MOA will consult to reconsider its terms. Reconsideration may include continuation of the MOA as originally executed, amending it, or termination. In the event of termination, FHWA will comply with Administrative Provision E.4.
3. If the Undertaking has not been implemented within 5 years of execution of this MOA by the signatory parties, this MOA shall automatically terminate and have no further force or effect. In such event, FHWA shall notify the other parties in writing and, if it chooses to continue with the Undertaking, shall reinstate review of the Undertaking in accordance with 36 CFR Part 800.

G. Effective Date of This MOA. This MOA will take effect on the date when it is executed by FHWA and the SHPO.

**EXECUTION** of this MOA by FHWA and the SHPO and its transmittal to the Council, in accordance with 36 CFR Section 800.6(b)(1)(iv), and subsequent implementation shall evidence, pursuant to 36 CFR Section 800.6(c), that FHWA has afforded the Council an opportunity to comment on the Undertaking and its effects on historic properties and that FHWA has taken into account the effects of the Undertaking on historic properties.

**SIGNATORY PARTIES**

**FEDERAL HIGHWAY ADMINISTRATION**

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Division Administrator

**CALIFORNIA STATE HISTORIC PRESERVATION OFFICER**

By: \_\_\_\_\_ Date: \_\_\_\_\_  
State Historic Preservation Officer

**CONCURRING PARTIES**

**CALIFORNIA DEPARTMENT OF TRANSPORTATION**

By: \_\_\_\_\_ Date: \_\_\_\_\_  
District Director

**CITY OF SANTA MONICA**

By: \_\_\_\_\_ Date: \_\_\_\_\_  
City Manager