

HISTORICAL RESOURCES EVALUATION REPORT

Interstate 10 Corridor Project

San Bernardino and Los Angeles Counties

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08-SBD-10 PM 0.0/R37.0

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STATE OF CALIFORNIA
Department of Transportation

Historical Resources Evaluation Report
For
Interstate 10 Corridor Project
San Bernardino and Los Angeles Counties, California

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SUMMARY OF FINDINGS

The California Department of Transportation (Caltrans), in conjunction with San Bernardino Associated Governments (SANBAG), proposes to improve the Interstate 10 (I-10) corridor. The proposed I-10 Corridor Project (Project) consists of adding lane(s) and providing improvements along all or a portion of the existing 33-mile stretch of I-10 from approximately 2 miles west of the Los Angeles/San Bernardino county line in the City of Pomona to Ford Street in the City of Redlands (see the Project's Historic Property Survey Report [HPSR]; Exhibit 1, Figures 1 and 2). The Project considers one "no build" alternative and two "build" alternatives to address existing and future projected traffic demands.

This Historic Resources Evaluation Report (HRER) was prepared in compliance with the First Amended Section 106 Programmatic Agreement (PA) among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and Caltrans regarding compliance with Section 106 of the National Historic Preservation Act (NHPA), as it pertains to the administration of the Federal-Aid Highway Program in California executed January 1, 2014. Potential historic properties were identified and evaluated for inclusion in the National Register of Historic Places (NRHP) as required by 36 Code of Federal Regulations (CFR) Part 800 and the regulations implementing Section 106 of the NHPA of 1966, as amended. This assessment also conforms to California Environmental Quality Act (CEQA) requirements and evaluates potential historical resources for inclusion in the California Register of Historical Resources (CRHR) in accordance with Section 15064.5(a) (2)–(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code (PRC).

The historic property survey and identification effort included cultural resource records and literature searches, reconnaissance survey of the Area of Potential Effects (APE), archival research, and consultation with historical societies and local government agencies. Reconnaissance surveys of the Project APE were undertaken June through August 2008, September 2009, and December 2013 through February 2014 in accordance with standard Caltrans guidelines and procedures (January 2014) (HPSR; Exhibit 1, Figure 3). A total of 2,227 parcels containing buildings, groups of buildings, and structures were identified within the APE; of these, only 67 properties contained historic period resources that required evaluation. These included 66 historic architectural properties and one historic archaeological site (Curtis Homestead [CA-SBR-12989H; 36-014510]). The remaining parcels within the APE were either vacant, contained buildings or structures constructed after 1964, or contained buildings or structures exempt from evaluation in accordance with Attachment 4 of the PA.

As a result of this study, the APE contains five historic properties listed in or eligible for listing in the NRHP and CRHR, and 11 historical resources for the purposes of CEQA, six of which are CEQA only historical resources. Mill Creek *Zanja*, Redlands (CA-SBR-8092H; Map Reference No. 48) and Euclid Avenue/SR-83, Upland and Ontario (36-015982; Map Reference No. 1a) are listed in the NRHP and CRHR. This study concurs with a previous survey-level evaluation of The Peppers/El Carmelo, located at 926 E. Highland Avenue, Redlands (36-016795; Map

Reference No. 67), and finds the property eligible for listing in the NRHP and the CRHR. The property located at 1055 E. Highland Avenue, Redlands (Map Reference No. 66) was found to be eligible for listing in the NRHP under Criterion C as a result of this study. One historic archaeological site, the Curtis Homestead (CA-SBR-12989H; 36-014510; Map Reference No. 29), is presumed eligible for inclusion in the NRHP pursuant to Stipulation VIII.C.3 of the PA without formal evaluation for the purposes of this Project only and will be protected in place during Project construction through the establishment of an Environmentally Sensitive Area and archaeological monitoring.

Properties listed or formally determined eligible for listing in the NRHP are automatically listed in the CRHR, and are historical resources for the purposes of CEQA. Properties listed in the CRHR and/or local designations are also considered historical resources under CEQA. The City of Ontario designated Euclid Avenue (Map Reference No. 1b) and fronting properties as a local historic district named the Euclid Avenue Historic District. Three frontage properties, (1531 N. Euclid Avenue [Map Reference No. 2], 1540 N. Euclid Avenue [Map Reference No. 3], and 1524 N. Euclid Avenue [Map Reference No. 4]) are contributors to the locally designated Euclid Avenue Historic District and are eligible for individual local designation. These four resources are historical resources for the purposes of CEQA. In Upland, Euclid Avenue is zoned as a scenic corridor, but has not been designated as a local historical resource. The Terrace Park, located between Colton and Terrace avenues and Church and Sixth streets, Redlands (Map Reference No. 39) has been designated a City of Redlands local "Historic Property" (Historic and Scenic Resource No. 115), and is a historical resource for the purposes of CEQA. This survey concurs with a previous survey-level evaluation of the B.W. Cave Residence/322 Terrace, Redlands (Map Reference No. 42), and finds the property may be eligible for local designation and is considered a historical resource for the purposes of CEQA. No additional properties were found eligible for inclusion in the NRHP and/or CRHR as a result of this study (see Appendix A, DPR forms).

**Table S-1
Summary of Survey Results**

Number of Properties	Summary Survey Results
2,227	Parcels located within the APE
2	Previously listed in the NRHP (Historic Property)
1	Previously designated California Point of Historical Interest
4	Previously listed in local registers
67	Were evaluated for this HRER
66	Historic Architectural Resources
1	Historic Archaeological Resource
2	Were found eligible for the NRHP/CRHR as a result of this study
1	Were presumed/found eligible for the NRHP/CRHR without formal evaluation
5	Historic Properties within the Project APE
6	Historical Resources for the purposes of CEQA only within the Project APE
11	Total Historical Resources within the Project APE

**Table S-2
Summary of Historic Properties for the Purposes of Section 106**

Resources Identified	NRHP Status
Euclid Avenue (Map Reference No. 1a)	Listed
Curtis Homestead (CA-SBR-12989H; 36-014510; Map Reference No. 29)	Presumed eligible without formal evaluation
Mill Creek <i>Zanja</i> (CA-SBR-8092H; Map Reference No. 48)	Listed
1055 E. Highland Avenue (Map Reference No. 66)	Found eligible
The Peppers/El Carmelo (Map Reference No. 67)	Found eligible

**Table S-3
Summary of Historical Resources for the Purposes of CEQA Only**

Resources Identified	CRHR Status Code
Euclid Avenue (Map Reference No. 1a and 1b) ¹	5B, or "Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible, or appears eligible through survey evaluation."
1531 N. Euclid Avenue (Map Reference No. 2)	5B
1540 N. Euclid Avenue (Map Reference No. 3)	5B
1524 N. Euclid Avenue (Map Reference No. 4)	5B
Terrace Park (Map Reference No. 39)	5S1, or "Individual property that is listed or designated locally."
B.W. Cave Residence (Map Reference No. 42)	5S3, or "Appears to be individually eligible for local listing or designation through survey evaluation."

¹ Because Euclid Avenue in its entirety in the cities of Upland and Ontario is listed in the NRHP (Map Reference No. 1a), it is also a historical resource for the purposes of CEQA. The Euclid Avenue Historic District within the City of Ontario only is a CEQA historical resource, of which Euclid Avenue is a contributing element (Map Reference No. 1b). For CEQA analysis, both Euclid Avenue itself and the locally designated historic district have been combined into Map Reference No. 1b.

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ACRONYMS AND ABBREVIATIONS

Æ	Applied EarthWorks, Inc.
ADI	Area of Direct Impact
APE	Area of Potential Effects
ASR	Archaeology Survey Report
AT&SF	Atchison, Topeka & Santa Fe Railway
BNSF	Burlington Northern Santa Fe Railway
Caltrans	State of California Department of Transportation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CRHR	California Register of Historical Resources
CSAs	Construction Staging Areas
DPR	State of California Department of Parks and Recreation
ESA	Environmentally Sensitive Area
HOV	High Occupancy Vehicle
HPSR	Historic Property Survey Report
HRER	Historical Resources Evaluation Report
I-10	Interstate 10
Project	Interstate 10 Corridor Project, San Bernardino and Los Angeles Counties, California
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act of 1966, as amended
NRHP	National Register of Historic Places
PA	First Amended Section 106 Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and Caltrans regarding compliance with Section 106 of the NHPA, as it pertains to the administration of the Federal-Aid Highway Program in California
PE	Pacific Electric Railway
PRC	Public Resource Code
ROW	Right-of-way
SANBAG	San Bernardino Associated Governments
SBAIC	San Bernardino Archaeological Information Center
SCCIC	South Central Coastal Information Center
SER	Standard Environmental Reference
SLF	Sacred Land File
SHPO	State Historic Preservation Officer
SP RR	Southern Pacific Railroad
UP RR	Union Pacific Railroad
V/C	Volume-to-Capacity
WW	World War

1 PROJECT DESCRIPTION

1.1 INTRODUCTION

The purpose of the Interstate 10 (I-10) Corridor Project (Project) is to improve traffic operations on the I-10 freeway in San Bernardino County in order to reduce congestion, increase throughput, and enhance trip reliability for the planning design year of 2045 (see Project's Historic Property Survey Report [HPSR]; Exhibit 1, Figures 1 and 2).

The objectives of the Project are to:

- Reduce volume-to-capacity (v/c) ratios along the corridor;
- Improve travel times within the corridor;
- Provide a facility that is compatible with transit and other modal options;
- Provide consistency with the Southern California Association of Governments (SCAG) Regional Transportation Plan;
- Provide a cost effective Project solution; and
- Minimize environmental impacts and right-of-way (ROW) acquisition.

Elements of the Project which may affect cultural resources include the following:

- Modification or replacement of bridges;
- Drainage improvements;
- ROW acquisitions (full and partial);
- Construction of soundwalls;
- Construction of overhead signage;
- Utility relocations;
- Temporary Construction Easements (TCEs); and
- Construction Staging Areas (CSAs).

1.2 PROJECT DESCRIPTION

A No Build and two build alternatives are being considered for the Project, as described below:

- Alternative 1 (No Build) would maintain the existing lane configuration of the I-10 corridor with no additional mainline lanes or associated improvements to be provided.
- Alternative 2 (High Occupancy Vehicle [HOV] Lane Alternative) proposes to extend the existing HOV lane in each direction of I-10 from the current HOV terminus near Haven Avenue in Ontario to Ford Street in Redlands, a distance of approximately 25 miles. Alternative 2 traverses seven cities (Ontario, Fontana, Rialto, Colton, San Bernardino, Loma Linda, and Redlands) and unincorporated areas of San Bernardino County including Etiwanda, Bloomington, and Bryn Mawr.

- Alternative 3 (Express Lanes Alternative) proposes to provide two Express Lanes in each direction of I-10 from the Los Angeles/Santa Bernardino county line to California Street in Redlands and one Express Lane in each direction from California Street to Ford Street in Redlands, a total of 33 miles. Between the Los Angeles/San Bernardino county line and Haven Avenue, the existing HOV lane in each direction of I-10 would be combined with an additional lane to provide two express lanes in each direction. The Express Lanes would be priced managed lanes in which vehicles not meeting the minimum occupancy requirement would pay a toll. Alternative 3 traverses 10 cities (Claremont, Pomona, Montclair, Ontario, Fontana, Rialto, Colton, San Bernardino, Loma Linda, and Redlands) and unincorporated areas of San Bernardino County including Etiwanda, Bloomington, and Bryn Mawr.

1.2.1 Alternative 1 – No Build

Except as discussed in the subsequent paragraphs, the No Build Alternative would maintain the existing configuration of the I-10 corridor with no additional freeway lanes to be provided. Without additional freeway lanes, additional traffic congestion resulting from regional growth will further degrade traffic conditions along the corridor and worsen operational deficiencies, resulting in reduced travel speeds and longer commute times. Additionally, the No Build Alternative is inconsistent with the regional programs for transportation improvements and the California Department of Transportation's (Caltrans') goal of providing an efficient and effective interregional mobility system. Since there are no improvements anticipated within the Project limits, there are no construction or ROW costs associated with this alternative.

The future (design year 2045) configuration under the No Build Alternative assumes the completion of improvements along the Project corridor by San Bernardino Associated Governments (SANBAG), Caltrans, and local agencies that are currently in planning or being implemented including:

Recently Completed Improvements (shown in topographic base map as existing)

- I-10/Cherry Avenue interchange project (EA 468004) completed in 2014
- I-10/Citrus Avenue interchange project (EA 648104) completed in 2015
- I-10/Riverside Avenue interchange project (EA 422304) completed in 2014
- I-10/Tippecanoe Avenue interchange project (EA 384204 & 448124) completed in 2015
- Ramp metering project (EA 384344) completed in 2013
- Auxiliary lane project (EA 497504) completed in 2013
- Colton Crossing project completed in 2013
- Westbound Lane Addition from Ford Street to Live Oak Canyon Road (EA 0F1504) completed in 2013

Planned Improvements Prior I-10 Corridor Project Construction (shown in topographic base map as existing)

- I-10/Cedar Avenue interchange project (EA 1A8300) by 2016
- I-10/Pepper Avenue Bridge Replacement project (EA 1E030) by 2016
- Santa Ana River Bridge retrofit (EA 0Q910K) by 2016
- Ford Street signalization improvements (Encroachment Permit) by 2015

Planned Improvements (not shown in topographic base map)

- I-10/Grove Avenue interchange construction and removal of I-10/4th Street interchange by 2025
- I-10/Beech Avenue interchange construction by 2023
- I-10/Alder Avenue interchange construction by 2030
- I-10/Mt. Vernon Avenue interchange improvements by 2025
- I-10/Mountain View Avenue interchange improvements by 2030
- I-10/California Street interchange improvements by 2030
- I-10/University Street interchange improvements by 2025
- I-10/Wabash Avenue interchange improvements by 2015
- Mountain Avenue widening from 4 to 6 lanes south of I-10 by 2018
- Vineyard Avenue widening from 4 to 6 lanes between Fourth Street and I-10 by 2030
- Etiwanda Avenue widening from 4 to 6 lanes south of I-10 by 2014
- Beech Avenue widening from 2 to 4 lanes north of I-10 by 2020
- Alder Avenue widening from 2 to 4 lanes north and south of I-10 by 2020
- Pepper Avenue widening from 2 to 4 lanes from Slover Avenue to Valley Boulevard by 2020
- Waterman Avenue widening from 4 to 6 lanes from Hospitality Lane to Redlands Blvd by 2030
- California Street widening from 5 to 6 lanes from Redlands Boulevard to I-10 by 2020
- Cypress Avenue widening from 2 to 4 lanes from I-10 to Citrus Avenue by 2030
- Ford Street widening from 2 to 4 lanes north of I-10 by 2030
- Addition of HOV lanes on I-10 from Ford Street to SB/Riverside County Line by 2030
- Revision of HOV lane striping on I-10 between LA/SB County Line and Haven Avenue to provide continuous access (not in RTP yet)

1.2.2 Alternative 2 – High Occupancy Vehicle (HOV)

Alternative 2 would extend the existing HOV lane in each direction of I-10 from the current HOV terminus near Haven Avenue to Ford Street, a distance of approximately 25 miles. The proposed improvements under Alternative 2 would involve construction work within the following route and post mile:

- 08-SBd-10 PM 4.7/R37.0

In addition to the mainline widening, the Project includes reconstruction and/or modification of interchange ramps, local arterials, and structures that are necessary to accommodate the proposed freeway widening, including new or reconstruction of retaining walls and soundwalls where appropriate. Existing concrete barrier, temporary railings, metal beam guardrails, and three-beam barriers in the median of I-10 will be replaced with concrete barrier Type 60G, and median lighting will be provided where required. Existing auxiliary lanes will be reestablished in kind and additional auxiliary lanes will be added where warranted.

The base condition for Alternative 2 assumes the completion of improvements along the Project corridor currently in planning or being implemented as listed under the No Build Alternative discussion. The following descriptions are specific improvements in Alternative 2:

Alternative 2 Mainline Improvements

- Add one HOV Lane in each direction from Haven Avenue to Ford Street
- Reestablish existing auxiliary lanes along the corridor
- Construct new westbound auxiliary lane between Rancho Avenue and La Cadena Drive

Alternative 2 Interchange Ramp Improvements

Alternative 2 encompasses three system interchanges (I-10/I-15 Interchange, I-10/I-215 Interchange, and I-10/SR-210 Interchange) and 21 local street interchanges from Haven Avenue to Ford Street. Alternative 2 would require reconstruction of several interchange ramps to accommodate the I-10 widening.

Alternative 2 Local Street Improvements

Richardson Street and Tennessee Street, including their structures, over I-10 would need to be replaced with a longer-span structure to accommodate the widened freeway.

Alternative 2 Railroad Involvement

Five railroad crossings over or under I-10 would be impacted by the proposed freeway widening:

1. UPRR Kaiser Spur OH (widen)
2. UPRR Slover Mountain UP (replace)
3. UPRR Colton Crossing OH (widen)
4. UPRR Pavillion Spur OH (abandon)
5. BNSF West Redlands OH (widen)

Alternative 2 Structure Improvements

Alternative 2 would necessitate replacement of two structures, widening of 31 structures, partial reconstruction of four structures, and construction of tie-back walls at two overcrossing structures. Four structures are planned to be abandoned in place.

Alternative 2 Drainage Improvements

Several drainage structures along the Project corridor would be improved as part of the proposed Project.

1.2.3 Alternative 3 – Two Express Lanes in Each Direction

Alternative 3 would provide two Express Lanes in each direction of I-10 from the Los Angeles/San Bernardino county line to California Street in Redlands and one Express Lane from California Street to Ford Street in Redlands. Between the Los Angeles/San Bernardino county line and Haven Avenue, the existing HOV lane in each direction of I-10 would be combined with an additional lane to provide two express lanes in each direction. The Express Lanes would be priced managed lanes in which vehicles not meeting the minimum occupancy requirement would pay a toll.

The project traverses 10 cities (Claremont, Pomona, Montclair, Ontario, Fontana, Rialto, Colton, San Bernardino, Loma Linda, and Redlands) and unincorporated areas of San Bernardino County including Etiwanda, Bloomington and Bryn Mawr. The proposed improvements are generally within San Bernardino County with some improvements in Los Angeles County to facilitate transitioning between the existing HOV cross section in Los Angeles and the proposed Express Lane cross section in San Bernardino.

The proposed improvements under Alternative 3 would involve construction work within the following routes and post miles:

- 07-LA-10 PM 44.9/48.3
- 08-SBd-10 PM 0.0/R37.0
- 08-SBd-15 PM 0.7/4.0
- 08-SBd-38 PM 0.0/0.3
- 08-SBd-83 PM 10.7/11.5
- 08-SBd-210 PM R33.0/R31.5
- 08-SBd-215 PM 2.1/5.7

In addition to the mainline widening, the Project includes reconstruction and/or modification of interchange ramps, local arterials, and structures that are necessary to accommodate the proposed freeway widening, including new or reconstruction of retaining walls and soundwalls where appropriate. Existing concrete barrier, temporary railings, metal beam guardrails, and three-beam barriers in the median of I-10 will be replaced with concrete barrier Type 60G and median lighting will be provided. Existing auxiliary lanes will be reestablished in kind and additional ones will be added where warranted. CHP enforcement areas will be provided in the I-10 median at selected locations.

The base condition for Alternative 3 assumes the completion of improvements along the Project corridor currently in planning or being implemented as listed under the No Build Alternative discussion. Proposed engineering features in Alternative 3 are summarized as follows:

Alternative 3 Mainline Improvements

- Add one Express Lane in each direction from the Los Angeles/San Bernardino county line to Haven Avenue to operate jointly with existing HOV lanes as two Express Lanes in each direction
- Add two Express Lanes in each direction from Haven Avenue to California Street
- Add one Express Lane in each direction from California Street to Ford Street
- Reestablish existing auxiliary lanes along the corridor
- Construct new eastbound auxiliary lane between Mountain Avenue and Euclid Avenue
- Modify existing westbound auxiliary lane at Haven Avenue westbound on-ramp to begin at Haven Avenue westbound loop on-ramp
- Modify existing eastbound auxiliary lane at Haven Avenue eastbound on-ramp to begin at Haven Avenue eastbound loop on-ramp
- Extend westbound auxiliary lane preceding the Riverside Avenue off-ramp to Pepper Avenue
- Construct new westbound auxiliary lane between Rancho Avenue and La Cadena Drive

- Provide 10 ingress/egress access points, nine with additional weave lane and one as weave zone

Ingress/Egress Access Points

Ten at-grade ingress/egress (I/E) access points are proposed in each direction along the Project corridor:

- Mountain Avenue
- 6th Street
- Haven Avenue
- Etiwanda Avenue
- Citrus Avenue
- Cedar Avenue
- Pepper Avenue
- Tippecanoe Avenue
- California Street (transition from 2 to 1 Express Lane)
- Orange Avenue (weave zone)

Except for the California Street and Orange Avenue I/E access points, all other access points are proposed as a combined I/E weave lane where an additional weave or speed change lane is provided. At the California Street I/E access point, separate I/E access is provided in the eastbound direction where the No. 1 eastbound Express Lane continues through the access area, while the No. 2 Express Lane becomes a general purpose lane before a separate ingress opening is provided downstream. In the westbound direction, the No. 2 Express Lane is opened up just upstream of the California Street I/E access point, essentially operating as a weave lane at the California I/E access point. The Orange Avenue I/E access point is proposed as a weave zone in both directions.

Alternative 3 Local Street Improvements

Eight arterial streets crossing over I-10 would be reconstructed to accommodate the I-10 improvements, as listed below:

- San Antonio Ave
- Euclid Avenue
- Sultana Avenue
- Campus Avenue
- 6th St Avenue
- Vineyard Avenue
- Richardson Street
- Tennessee Street

Three arterials parallel to I-10 would be modified as part of the proposed Project improvements:

- Palo Verde Street between Mills Avenue and Monte Vista Avenue
- 7th Street between Euclid Avenue and Euclid Avenue westbound hook ramps intersection
- J Street between 3rd Street and Pennsylvania Avenue (near Rancho & Colton OH)

Alternative 3 Railroad Involvement

Five railroad crossings over or under I-10 would be impacted by the proposed freeway widening:

- UPRR Kaiser Spur OH (widen)
- UPRR Slover Mountain UP (replace)
- UPRR Colton Crossing OH (widen)
- UPRR Pavillion Spur OH (abandon)
- BNSF West Redlands OH (widen)

Alternative 3 Structure Improvements

Alternative 3 would necessitate replacement of 12 structures, widening of 43 structures, partial reconstruction of four structures, and construction of tie-back walls at six structures. Four structures are planned to be abandoned in place.

Alternative 3 Drainage Improvements

Several drainage structures along the Project corridor would be improved as part of the proposed Project.

1.2.4 Alternative Considered but Rejected from Further Consideration

Four design alternatives were developed for the proposed improvements at the Euclid Avenue Overcrossing. Of those four design alternatives, Options 1 and 2 were rejected from further consideration.

1.2.4.1 Option 1

The proposed improvements for Option 1 consist of five northbound through lanes and a single exclusive right-turn lane at the approach to the eastbound I-10 ramp intersection, which spans the east side of Euclid Avenue between the freeway and Deodar Avenue to allow for storage. In order to construct Option 1, ROW impacts would occur on the east side of Euclid Avenue between I-10 and Deodar Street in the City of Ontario. Option 1 was rejected from further consideration due to historic preservation concerns.

1.2.4.2 Option 2

The proposed improvements for Option 1 consist of five northbound through lanes and a single exclusive right-turn lane at the approach to the eastbound I-10 ramp intersection, which spans the east side of Euclid Avenue between the freeway and Deodar Avenue to allow for storage. In order to construct Option 1, ROW impacts would occur on the east side of Euclid Avenue between I-10 and Deodar Street in the City of Ontario. The ROW impacts for Option 2 are less than Option 1. However, Option 2 was also rejected from further consideration due to historic preservation concerns.

1.3 AREA OF POTENTIAL EFFECTS (APE)

The APE was established in consultation with Andrew Walters, Principal Architectural Historian, Caltrans Professional Qualified Staff (PQS), and Raghuram Radhakrishnan, Caltrans Project Manager, on February 4, 2105 (HPSR; Exhibit 1, Figure 3). The APE includes all areas where potential direct and indirect impacts to cultural resources could occur as a result of Project construction, operation, and maintenance.

Consistent with Caltrans policies outlined in Section 106 PA Attachment 3 and general cultural resource practices, the APE for potential direct impacts was established as the Project footprint plus a 50-foot buffer. The direct Project footprint includes all construction easements, access routes, staging, and construction areas. This Area of Direct Impact (ADI) became the study area used for archaeological studies. The APE for potential indirect impacts was generally established as the legal parcel adjacent to where potential direct impacts would occur or within a 500-foot buffer zone on large parcels. Emphasis was given to inclusion of properties that front on or face I-10. The APE was extended where bridges are due to be modified as part of this Project, and also includes areas of Army Corps of Engineers (ACOE) jurisdictional areas. The indirect study area became the architectural study area. See Figure 3, Appendix A of the Historic Property Survey Report (HPSR) prepared for this Project for the APE map book.

In terms of the vertical APE, the construction of the HOV or HOT lanes will generally be confined to previously disturbed sediments that resulted from the original construction and subsequent modification and maintenance of I-10 as well as commercial, residential, and other infrastructure developments. The exceptions may include areas associated with the proposed widening and reconstruction of some of the bridge overcrossings, which have potential for undisturbed native sediments. Proposed bridge reconstructions are not expected to exceed 30 feet in height. Permanent overhead signage would be installed in the eastern end of the project, which is also not expected to exceed 30 feet in height. Proposed soundwalls and additional vertical elements would be constructed well under this 30-foot threshold.

2 RESEARCH METHODS

2.1 SOURCES OF INFORMATION

The purpose of this report is to assess cultural resources for eligibility for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). “Cultural resources” as used in this document refers to all historical and archaeological resources, regardless of significance.

The baseline age for studying cultural resources within the APE was established as 1964, or properties that achieved 50 years of age in 2014. The methodology used to assess cultural resources was to conduct an intensive-level survey, and evaluation findings were made as defined in the *Caltrans Standard Environmental Reference (SER), Volume 2, Cultural Resources* (2015). In addition, post-war residential tracts were evaluated in accordance with *Tract Housing in California, 1945-1973: A Context for National Register Evaluation* (Caltrans 2011a). In order to assess post-war residential tracts, tract maps were reviewed to determine the developers of the tracts, research was conducted regarding both the developers and the neighborhoods, and an assessment of integrity of the tracts located within the APE was made. Properties determined to meet the exemption criteria defined in Attachment 4 of the PA were not evaluated in this HRER.

Archival research helped determine the location of previously documented cultural resources proximate to the Project and to help establish a context for resource significance. On May 7, 2008, pre-field survey research, including a records search, was conducted by staff at the San Bernardino Archaeological Information Center (SBAIC). An updated records search was conducted by Carrie Chasteen, Æ, in October 2012 and in March 2013. An additional records search was conducted at the South Central Coastal Information Center (SCCIC) by Ms. Chasteen also in March 2013. San Bernardino County Assessor data was accessed through www.realquest.com, which is a real estate data subscription service. National, state, and local inventories of cultural resources were examined to identify local historical events and personages, development patterns, and interpretations of architectural styles.

The following standard sources of information were consulted in the process of compiling this report:

- NRHP web site (<http://www.cr.nps.gov/nr>), through October 2014;
- California Historical Landmarks;
- California Points of Historical Interest;
- City of Ontario List of Designated Historic Landmarks and Historic Districts;
- City of Claremont Public Library;
- City of Pomona Public Library;
- City of Ontario Public Library;
- City of Rancho Cucamonga Public Library;

- City of Fontana Public Library;
- City of Colton Public Library;
- California Room, Feldheym Library, San Bernardino;
- Heritage Room, A.K. Smiley Library, Redlands;
- San Bernardino County Public Library;
- Loma Linda University Library, Heritage Room and Special Collections;
- San Bernardino County Historical Archives;
- City of Redlands General Plan, City Design and Preservation Element; and
- City of Redlands List of Historic Resources, December 13, 2010.

The results of the cultural resource records searches and literature review indicate three historic properties and nine historical resources are located within the APE. As defined by 36 Code of Federal Regulation (CFR) 800.16(l), a "historic property" is a resource that is listed in or eligible for listing in the NRHP. Properties listed or formally determined eligible for listing in the NRHP are automatically listed in the CRHR. Per CEQA Section 21084.1, a "historical resource" is a resource listed or eligible for listing in the NRHP, CRHR, and/or local designation. The Mill Creek *Zanja*, Redlands (CA-SBR-8092H; Map Reference No. 48), and Euclid Avenue/State Route 83 (SR-83), Upland and Ontario (36-015982; Map Reference No. 1a), are listed in the NRHP. The Peppers/El Carmelo (36-016795; Map Reference No. 67) was previously found to appear eligible for listing in the NRHP. These three resources are historic properties and are also historical resources.

The following summarizes the cultural resources that were identified within the Project APE as a result of the literature review; Euclid Avenue and three fronting properties are also a locally designated historic district in the City of Ontario. The three fronting properties within the APE, 1531 N. Euclid Avenue (Map Reference No. 2), 1540 N. Euclid Avenue (Map Reference No. 3), and 1524 N. Euclid Avenue (Map Reference No. 4), were also identified as individually eligible for local designation. The Bloomington Garage and LaGue Residence, Bloomington, is a designated California Point of Historical Interest (CA PHI; CA-SBR-8542H; P755; Map Reference No. 18). Terrace Park, Redlands (Map Reference No. 39) was designated as a City of Redlands locally termed Historic Property. The B.W. Cave Residence/322 The Terrace, Redlands (Map Reference No. 42) was previously found to appear eligible for local designation. No other known historic properties or historical resources are located within the APE (see the HPSR prepared for this Project for a complete discussion of the cultural resource records search results).

The following table summarizes the cultural resources that were identified during the records searches and those resources proximity to the Project APE:

**Table 2-1
Cultural Resources Identified during Record Searches**

Primary No.	Trinomial	Proximity to the APE	Resource Name	Eligibility Status
P-36-010330	CA-SBR-10330H	APE Adjacent	Southern Pacific Railroad	Potentially Eligible for NRHP
P-36-012013	CA-SBR-12013H	APE Adjacent	Refuse disposal site	Destroyed
P-36-012014	CA-SBR-12014H	APE Adjacent	Refuse disposal site	Destroyed
P-36-013627	CA-SBR-12613H	APE Adjacent	Southern Sierras Powerline	Not Evaluated
P-36-004131	CA-SBR-4131H	Within APE	Kaiser Steel Mill	Destroyed
P-36-004314	CA-SBR-4314H	APE Adjacent	Slover Mountain	CA PHI
P-36-005313	CA-SBR-5313H	APE Adjacent	Redway House Site	Not Evaluated
P-36-006069	CA-SBR-6069H	APE Adjacent	Flood Control Gate System	Not Evaluated
P-36-006101	CA-SBR-6101H	APE Adjacent	Union Pacific Railroad and Bridge	Not Evaluated
P-36-006847	CA-SBR-6847H	Within APE	Old Kite Railroad Route	Destroyed
P-36-007168	CA-SBR-7168H	APE Adjacent	Gage Canal	Not Eligible (NE)
P-36-007426	CA-SBR-7426H	APE Adjacent	Dedezville Branch line of the Southern Pacific Railroad	Not Evaluated
P-36-007976	CA-SBR-7976H	APE Adjacent	Mill Site	Not Evaluated
P-36-008092	CA-SBR-8092H	Within APE	Mill Creek <i>Zanja</i>	Listed
	CA-SBR-8542H	Within APE	Bloomington Garage and LaGue Residence	CA PHI
P-36-008546	CA-SBR-8546H	Within APE	East Redlands Canal	NE
36-012227		Within APE	10221 Redwood Ave., Fontana	NE
36-013852		APE Adjacent	16111 Hunter Ave., Fontana	NE
36-013853		APE Adjacent	16157B Valley Blvd., Fontana	NE
36-013854		APE Adjacent	1611 Valley Blvd., Fontana	NE
36-013855		APE Adjacent	10129 Citrus Ave., Fontana	NE
36-013856		APE Adjacent	10161 Citrus Ave., Fontana	NE
36-013857		APE Adjacent	10177 Citrus Ave., Fontana	NE
36-013858		APE Adjacent	10207 Citrus Ave., Fontana	NE
36-013859		Within APE	16116 Washington Dr., Fontana	NE
36-013860		Within APE	16166 Washington Dr., Fontana	NE
36-013861		Within APE	16112 Boyle Ave., Fontana	NE

Table 2-1 (continued)
Cultural Resources Identified during Record Searches

Primary No.	Trinomial	Proximity to the APE	Resource Name	Eligibility Status
36-013862		APE Adjacent	10462 Citrus Ave., Fontana	NE
36-013863		APE Adjacent	10444 Citrus Ave., Fontana	NE
36-013864		APE Adjacent	16085 Boyle Ave., Fontana	NE
36-013865		APE Adjacent	16156 Valley Blvd., Fontana	NE
36-015982		Within APE	Euclid Avenue	Listed
36-015983		APE Adjacent	Mule Car, Euclid Ave., Ontario	NE
36-015985		APE Adjacent	John Galvin Park, Grove Avenue, Ontario	Needs to be Reevaluated
36-015990		APE Adjacent	Guasti Historic District, Guasti Road between Turner and Archibald avenues.	Listed
36-018243		APE Adjacent	139 N. First Ave., Ontario	Locally Designated
36-018244		APE Adjacent	151 N. First Ave., Ontario	Locally Designated
36-018245		APE Adjacent	165 N. First Ave., Ontario	NE
36-020009		Within APE	10227 Cherry Ave., Fontana	NE
36-020010		Within APE	14560 Washington Dr., Fontana	NE
36-020011		Within APE	14570 Washington Dr., Fontana	NE
36-020012		Within APE	10287 Redwood Ave., Fontana	NE
36-020013		Within APE	10286 Redwood Ave., Fontana	NE
36-020014		Within APE	14687 Washington Dr., Fontana	NE
36-020015		Within APE	14711 Washington Dr., Fontana	NE
36-020016		Within APE	14723 Washington Dr., Fontana	NE
36-020017		Within APE	14747 Washington Dr., Fontana	NE
36-020018		Within APE	14679 Washington Dr., Fontana	NE
36-020019		Within APE	14671 Washington Dr., Fontana	NE
36-020020		Within APE	14663 Washington Dr., Fontana	NE
36-020021		Within APE	14655 Washington Dr., Fontana	NE
36-020022		Within APE	14649 Washington Dr., Fontana	NE
36-020023		Within APE	14641 Washington Dr., Fontana	NE
36-020024		Within APE	14667 Washington Dr., Fontana	NE
36-020025		Within APE	14759 Washington Dr., Fontana	NE
36-020026		Within APE	14833 Washington Dr., Fontana	NE
36-020027		Within APE	14843 Washington Dr., Fontana	NE
36-020028		Within APE	14855 Washington Dr., Fontana	NE
36-020029		Within APE	14875 Washington Dr., Fontana	NE
36-020030		Within APE	14915 Washington Dr., Fontana	NE

**Table 2-1 (continued)
Cultural Resources Identified during Record Searches**

Primary No.	Trinomial	Proximity to the APE	Resource Name	Eligibility Status
36-020031		Within APE	14771 Washington Dr., Fontana	NE
36-020252		Within APE	Arrowhead Motel/Café, 24955 Redlands Blvd., Loma Linda	NE
36-020335		APE Adjacent	Jones Residence, 18821 Lynwood St., Bloomington	NE
36-020339		Within APE	Tri-City Drive-In, 25352 Redlands Blvd., Loma Linda	Destroyed
36-20274		APE Adjacent	223 N. First Ave., Ontario	NE
P1063-49H		Within APE	Tenney Ditch	Not Evaluated
P1063-52H		Within APE	Marias Araminta Ditch	Not Evaluated
P1074-104H		Within APE	Old Meeks and Daley Ditch	Not Evaluated
P1074-61H		Within APE	Unnamed Road	Not Evaluated
P1074-84H		Within APE	Hunt and Cooley Ditch	Not Evaluated
P1074-85H		Within APE	Camp Carlton Ditch	Not Evaluated
P1074-86H		Within APE	Jansen Ditch	Not Evaluated
P1074-88H		Within APE	Rancheria Ditch	Not Evaluated
P-36-016417		Within APE	San Bernardino- Sonora Road	CA PHI; Destroyed at this location
PSBR-21-H		Within APE	Sunnyside/South Fork Ditches	Not Evaluated

Of the 75 cultural resources identified in the records search, 31 are located adjacent to the Project APE. Of the 44 previously identified cultural resources located within the Project APE, two are listed in the NRHP, two are designated California Point of Historical Interest, four have been destroyed, nine are pending archaeological resources that have not been evaluated, and 29 were determined not eligible for listing in the NRHP. The 29 resources previously determined not eligible for listing in the NRHP were evaluated for the I-10/Cherry Avenue Interchange Improvement Project, which was not sent to the SHPO for review and concurrence. These same properties were reviewed for this Project and found to meet Attachment 4, properties exempt from review, of the PA, and the previous finding remains valid. Notable resources reported within the Project APE include the following:

- Former site of Kaiser Steel (CA-SBR-4131H). Designated California Point of Historical Interest. Originally located in the APE but has been demolished;
- Union Pacific Railroad (CA-SBR-6101H). Previously found to appear eligible for listing in the NRHP under Criterion A in June 1999. The SHPO did not concur or comment on this finding. Subsequently, numerous sections along this corridor have been previously evaluated and found to be not eligible or exempted from review. The section(s) within the APE were exempted from review for this Project due to lack of integrity;

- Old Kite Railroad Route (CA-SBR-6847H). The Old Kite Railroad Route was previously recorded as an archaeological site, and portions of the Old Kite Railroad Route cross the APE in Redlands. The Old Kite Railroad Route in the vicinity of I-10 was exempted from review for this Project due to loss of integrity;
- Mill Creek *Zanja* (CA-SBR-8092H). Listed in the NRHP in March 1976. Located within the APE and this finding was revalidated with this study. No Project-related activities would occur within the vicinity of this resource; therefore, the Project has minimal potential to affect this resource (see Section 5; Map Reference No. 48);
- Bloomington Garage and LaGue Residence (CA-SBR-8542H). Designated California Point of Historical Interest. The Bloomington Garage and LaGue Residence are located within the APE and were evaluated for inclusion in the NRHP and the CRHR for this study. The Blooming Garage and LaGue Residence were found to not meet Criterion Consideration B for moved properties as a result of this study (see Section 5; Map Reference No. 18);
- East Redlands Canal (CA-SBR-8546H). Documented as an archaeological resource, and not previously evaluated for NRHP eligibility. Located within the APE but exempted from review due to loss of integrity;
- San Bernardino-Sonora Road (P-36-016417). Designated California Point of Historical Interest. Originally located in the APE but has been demolished at this location; and
- The Peppers/El Carmelo (P-36-016795). Found to appear eligible for listing in the NRHP in May 1977. Located within the APE, the previous finding for this resource was revalidated (see Section 5; Map Reference No. 67).

Additionally, nine pending historical archaeological sites were identified within the Project study area, none of which were formally recorded onto Department of Parks and Recreation (DPR) 523 forms; their locations were largely based on historical references rather than on-site observations. All of the pending historical archaeological resources appear to cross through the Project APE including an unnamed road (P1074-61H); Tenney Ditch (P1063-49H); Marias Araminta Ditch (P1063-52H); Hunt and Cooley Ditch (P1074-84H); Camp Carlton Ditch (P1074-85H); Jansen Ditch (P1074-86H); Rancheria Ditch (P1074-88H); Old Meeks and Daley Ditch (P1074-104H); and Sunnyside/South Fork Ditches (PSBR-21-H). Field survey did not locate these nine pending historical archaeological resources; therefore, they are not located within the APE established for this Project. No previously recorded prehistoric archaeological sites are located within the Project APE.

Two of the 37 previously recorded resources reported within the Project APE, the Mill Creek *Zanja*, Redlands (CA-SBR-8092H; Map Reference No. 48), and Euclid Avenue/State Route 83 (SR-83), Upland and Ontario (36-015982; Map Reference No. 1a), have been listed in the NRHP. The Mill Creek *Zanja* has also been designated as California Historical Landmark (CHL) No. 43, and this site has also been designated as Engineering Landmark No. 21 by the Los Angeles Section of the American Society of Civil Engineers. Two additional sites have been listed as California Points of Historical Interest (CPHI), and they are the San Bernardino-Sonora

Road in Ontario (CPHI-71) and the Kaiser Steel Mill in Fontana (CPHI-71). The Kaiser Steel Mill is no longer extant, and the segment of the San Bernardino-Sonora Road located within the APE is no longer extant.

Euclid Avenue/SR-83 (36-015982; Map Reference No. 1a) is located in both the cities of Ontario and Upland, and was formally determined eligible for listing in the NRHP in 1977. Supplemental documentation for Euclid Avenue was prepared in 2000 (Caltrans), and Euclid Avenue was listed in the NRHP in 2005. Resources listed in the NRHP are automatically listed in the CRHR, and the street is a historical resource for the purposes of the California Environmental Quality Act (CEQA).

The portion of Euclid Avenue/SR-83 located within the City of Ontario (south of I-10) was recorded by the City of Ontario and listed as a historic district under local ordinance in 2013 (Map Reference No. 1b). This historic district comprises approximately half of the NRHP-listed property in length, but also includes all properties which front Euclid Avenue. This historic district is also a historical resource for the purposes of CEQA only.

In addition, the portion of the NRHP-listed property located in Upland has been relinquished by Caltrans to the City of Upland. The portion of the property within the City of Ontario remains state-owned, and is therefore a state-owned historical resource that is subject to PRC 5024.5.

Three properties, 1531 N. Euclid Avenue (Map Reference No. 2), 1540 N. Euclid Avenue (Map Reference No. 3), and 1524 N. Euclid Avenue (Map Reference No. 4), were identified as contributors to the locally designated Euclid Avenue historic district in the City of Ontario and are also historical resources under CEQA (Exhibit 1, Figure 4). The Bloomington Garage and LaGue Residence, Bloomington, is a designated CPHI (CA-SBR-8542H; P755; Map Reference No. 18), and is a historical resource for the purposes of CEQA. Terrace Park, Redlands (Map Reference No. 39) was designated as a City of Redlands local Historic Property, and is a historical resource for the purposes of CEQA. No other known historic properties or historical resources were reported within the Project APE during the records search. All of these resources are addressed in the HRER (Exhibit 3 of the HPSR prepared for this Project).

Furthermore, several cultural resource assessments have been conducted as part of improvements to I-10 in the vicinity or within the Project APE. In March 1998, a Negative Historic Property Survey Report (NHPSR) was prepared for the proposed reconstruction of the Riverside Avenue Interchange along I-10 from PM 30.1 to PM 33.5 (Caltrans 1998). In May 2004, a revised NHPSR First Supplemental was prepared for the revised proposed reconstruction of the Riverside Avenue Interchange along I-10 from PM 18.17 to PM 21.62 (LSA Associates, Inc. 2004). These studies found that the only cultural resources located within or adjacent to the Project's APE qualified for treatment under the December 20, 1989 "Memorandum of Understanding Regarding Evaluation of Post-1945 Buildings, Moved Pre-1945 Buildings, and Altered Pre-1945 Buildings", were bridges listed as Category 5 (Ineligible for NRHR listing) in the Caltrans Historic Highway Bridge Inventory, or were exempt from evaluation under the 2004 Section 106 Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and Caltrans. No historic properties were documented in the Project APE a result of these studies.

An NHPSR was also prepared for the proposed mixed-flow lane project in each direction of I-10 between the I-10/SR 38 separation at Orange Street to 0.2 mile east of Ford Street in the City of Redlands, San Bernardino County, California (State of California Department of Transportation 2003). This study determined that the only cultural resources present within or adjacent to the Project's APE were bridges listed as Category 5 (Ineligible for NRHR listing) in the Caltrans Historic Highway Bridge Inventory. No historic properties were documented as a result of this study.

A HPSR was prepared for the I-10/Cedar Avenue Interchange Project (PM 17.08/19.3) (LSA Associates, Inc. 2006). Four cultural resources (Bloomington School, two bridges, and the Union Pacific Railroad) were identified by the study within the Project APE. The Bloomington School was determined eligible for the CRHR but was not eligible for listing on the NRHP; on May 22, 2006, the California State Historic Preservation Officer (SHPO) concurred with Caltrans's determination of ineligibility (see Exhibit 8 of the HPSR prepared for this Project). Two bridges were also located within the APE that were included on the California Historic Bridge Inventory as Category 5 (Ineligible for NRHR listing). Finally, a segment of the Union Pacific Railroad was found to lie within the APE; however, as the project had no potential to affect this property, it was not evaluated as part of the study.

Lastly, as a result of the Colton Crossing Rail to Rail Grade Separation Project, City of Colton, San Bernardino County, California (Caltrans 2011b), the Santa Fe Depot and the American Railway Express Company buildings located at 125 N. 9th Street in Colton, California were formally determined ineligible for listing in the NRHP by the State Historic Preservation Officer (SHPO) in a letter dated May 23, 2011 (see Exhibit 8 in the HPSR for copies of the SHPO correspondence). These buildings are located within the Project APE, and were exempt from review from this study under Attachment 4 of the PA due to lack of integrity.

2.2 THEMES TO ESTABLISH HISTORICAL CONTEXT

The record search was used to establish the historical context and appropriate research themes within which built-environment resources within the APE were evaluated. The research themes included:

- Development of San Bernardino County;
- Union Pacific Railroad, Burlington Northern Santa Fe Railway, and Pacific Electric rail lines;
- San Bernardino County Irrigation Systems;
- Development of the Cities of Claremont, Montclair, Pomona, Rancho Cucamonga, Upland, Ontario, Bloomington, Fontana, Rialto, Colton, San Bernardino, Loma Linda, and Redlands;
- Post-World War (WW) II Population Growth and Expansion of Towns and Cities; and
- Construction of the Interstate system.

2.3 PUBLIC PARTICIPATION

In order to comply with federal and state environmental laws, information regarding cultural resources was sought from local governments and local historical societies/historic preservation groups.

2.3.1 Local Historical Societies/Historic Preservation Groups

In accordance with Section 106 of the NHPA of 1966, as amended, on May 15, 2008, letters were sent to local historical societies/historic preservation groups requesting information regarding any cultural resources that may be of significance within the Project APE. A response was received via email from Ms. Judith Roberts on behalf of the Rialto Historical Society on July 7, 2008 indicating there are no designated or potential historical properties adjacent to the proposed Project.

Because the project footprint has changed with the current iteration of the Project, additional letters were sent to local historical societies/historic preservation groups on March 25, 2014. An additional letter was sent to the Redlands Conservancy on June 4, 2014.

- An email response was received on June 24, 2014 from Donn Grenda, on behalf of the Redlands Conservancy, which indicated the following cultural resources are located within or adjacent to the Project APE:
 - Water control features such as the Mission-period *Zanja* [Mill Creek *Zanja*] and the Redlands Canal. The Mill Creek *Zanja* is located within the APE and is documented in the studies being prepared for this Project;
 - Site of Crystal Springs, the historical period water bottling/residential site. This site may also contain sensitive Native American cultural resources. The site of Crystal Springs is located outside of the Project APE;
 - Numerous locally designated resources are located within or adjacent to the Project APE. The City of Redlands Development Services Department List of Historic Properties (December 13, 2010) was reviewed and no locally designated resources identified within that list are located within or adjacent to the Project APE. Subsequent to the publication of this list, one resource, Terrace Park (Map Reference No. 39), was locally designated, and is included in this study; and
 - In addition, the Redlands Conservancy requested to review the cultural resource technical reports being prepared in support of this Project.

On August 5, 2014, Caltrans and Æ held a focus meeting with members of the Redlands Conservancy to discuss their concerns regarding the Project. Copies of the HRER and APE maps related to Redlands were provided. During the meeting, Vice President Donn Grenda expressed concern that intact subsurface historical archaeological features, such as privies and trash pits, may be present in the APE in the historic core of Redlands near Orange Street. It was explained that there is little potential to encounter buried archaeological deposits at this location because

the Project would restripe the existing roadway and no ground disturbing activities associated with this Project would occur outside the I-10 travelled way.

Additionally, a presentation to explain the Project components within Redlands, Section 106 and the environmental review process, and Caltrans' policies and procedures was made at the Redlands Conservancy's monthly meeting on August 6, 2014. Redlands Conservancy members in attendance expressed some concern over several buildings along the I-10 corridor, particularly in the vicinity of Orange and 6th streets, which used to be part of the historic core of Redlands. The Redlands Conservancy agreed to discuss these concerns further; after reviewing the HRER and APE map, they would provide any written comments expressing their concerns. Other concerns were related to the Crystal Springs Ranch site, the Redlands Canal, and the Mill Creek *Zanja*. It was explained that the Crystal Springs Ranch site is outside the Project APE, the Redlands Canal was not located during field surveys and is presumed outside of the Project APE, and potential impacts to the Mill Creek *Zanja* is discussed in the HRER (Exhibit 3 of the HPSR) and the FOE being prepared for this Project.

A follow-up email was sent on September 5, 2014, to Donn Grenda and Sherli Leonard to determine if the Redlands Conservancy had any additional concerns. On the same date, Mr. Grenda replied to indicate that the organization has no additional comments, and no reply was received from Ms. Leonard. No additional comments are anticipated. A final copy of the HPSR and attachments will be provided to the Redlands Conservancy.

No additional responses received to date (see Attachment B for copies of correspondence).

2.3.2 Local Government Agencies

In accordance with Section 106 of the NHPA, on May 15, 2008, letters were sent to local government agencies requesting information regarding any cultural resources that may be of significance within the Project APE. The following summarizes responses that were received as of October 2009:

- In a letter dated June 6, 2008, Jerry L. Blum, Planning Director for the City of Ontario, indicated the Guasti Mansion and other Guasti winery related structures and buildings located on the site have been determined eligible for listing in the NRHP and are located within the identified proposed Project area. However, as the APE has been defined for this Project, the buildings and structures listed in Mr. Blum's letter are located outside the Project APE.
- An email response was received on July 10, 2008, from Ms. Cecilia Barrajas, Planning/Building Technician, City of Colton, requesting additional information regarding the Project limits. A follow-up email, with read receipt request and attached appropriate draft APE map pages, was sent on August 13, 2008. As no read receipt had been received by September 1, 2008, a follow-up phone call was made on that date, and a voicemail was left. No email read receipt was received as of May 26, 2009, nor was there a telephone response received by that date.

- An email response was received from Ms. Deborah Woldruff, AICP, Director, City of Loma Linda Community Development Department, on behalf of the City of Loma Linda Historical Commission, on August 1, 2008. The response indicated the following five properties may have historical significance or sensitivity: Entrance to the former Tri-City Airport; Lubinsky Property; Adobe on Mountain View Avenue; Tri-City Theatre (Drive-In) property; and Mission Creek Channel. No remains of the former Tri-City Airport were identified during the built or archaeological surveys conducted for this proposed Project. The Lubinsky Property is located outside the Project APE and was not evaluated for this Project. The Adobe on Mountain View Avenue has subsequently been demolished. The Tri-City Drive-In was previously determined to appear eligible for the NRHP under Criteria A, B, and C; however, the Tri-City Drive-In has subsequently been demolished. The Mission Creek Channel is a flood control channel that has been altered through widening and other engineering to promote water flow, and is exempt from review under Attachment 4 of the Section 106 PA.

Because the Project footprint has changed since the previous iteration of the Project, additional letters were sent on March 25, 2014, to the following government agencies:

- City of Redlands, Planning Division/Historic Preservation
- City of Loma Linda, Planning Division
- City of San Bernardino, Community Development Department
- County of San Bernardino, Planning Department
- City of Colton, Planning Division
- City of Rialto, Planning Department
- City of Fontana, Planning Department
- City of Rancho Cucamonga, Planning Department
- City of Ontario, Planning Department
- City of Upland, Development Services Department
- City of Montclair, Community Development Department
- City of Pomona, Community Development Department
- City of Claremont, Community Development Department

Follow-up emails were sent to Cathy Wahlstrom and Diane Ayala of the City of Ontario on April 23, 2014; to Karen Peterson of the City of Upland on May 7, 2015; and to Tabitha Kevari of the City of Redlands on May 8, 2014. Additionally, follow-up letters were sent via U.S. Postal Service to the cities of Upland, Ontario, Loma Linda, and Redlands on June 4, 2014, and also sent via U.S. Postal Service on July 7, 2014, because there are known historic properties in and near the APE in those jurisdictions. An additional letter was sent via email on July 15, 2014, to Oscar Orci, Director of Development Services for the City of Redlands.

A focus meeting with representatives of the City of Ontario, SANBAG, Caltrans, and relevant Project consultants was held on April 17, 2014. The purpose of this focus meeting was to present the Project to the City of Ontario and discuss the City's concerns related to Euclid Avenue.

A second focus meeting with representatives of the City of Ontario, Caltrans, and relevant Project consultants was held on March 4, 2015. The purpose of this focus meeting was to discuss the City's historic preservation concerns related to Euclid Avenue.

- An email response from Scott Murphy, Planning Director for the City of Ontario, was sent on June 11, 2014, and indicated Option 4 of Alternative 3 is the City's preferred design option for Euclid Avenue.
- A letter dated July 29, 2014, was received from Cathy Wahlstrom, City of Ontario Principal Planner. Ms. Wahlstrom identified the significance and character-defining features of Euclid Avenue. Preservation issues she raised include the following:

Euclid Avenue Bridge

- Median should be landscaped in a manner consistent and compatible with the existing historically significant median landscape. New tree plantings should be similar in appearance to the existing median tree, California pepper (*Schinus molle*), but with smaller size and weight for use in the shallow planters. Recommends willow pittosporum (*Pittosporum phillyraeoides*).
- Landscaped parkways should be installed and planted with small evergreen narrow trees, such as water gum (*Tristania laurina*).
- Incorporate King Standard Lighting to match existing historic lighting.
- Fencing should be decorative and compatible with the historic area.

Euclid Avenue Median (south of I-10 and north of 6th Street)

- The loss and/or removal of the existing mature trees should be minimized. Replacement trees should include California pepper (*Schinus molle*), deodar cedar (*Cedrus deodara*), or camphor tree (*Cinnamomum camphora*).
- Rock curbs should be replaced and/or restored.
- Incorporate King Standard Lighting to match historic lighting.
- The median is an important character-defining feature and reduction of the width should be minimized.

Additional mitigation measures may include:

- Installation of National Register signs
- Installation of the Euclid Avenue Historic District rock monument sign to match other historic district.

A focus meeting with representatives of the City of Upland, SANBAG, Caltrans, and relevant Project consultants was held on May 6, 2014. The purpose of this focus meeting was to present the Project to the City of Upland and discuss the City's concerns related to Euclid Avenue. Consultation efforts are ongoing with this participating agency.

- In a letter dated June 17, 2014, Jeff Zwack, Development Services Director for the City of Upland, indicated the following are areas of concern related to cultural resources:
 - The City of Upland has designated Euclid Avenue as a scenic resource and has established the Euclid Avenue Scenic Overlay Zone, which pertains to the area within 250 feet of the centerline of Euclid Avenue between the north and south city limits.
 - The width of the median of Euclid Avenue is considered a character-defining feature, and potential reduction of the existing width should be evaluated as a potentially significant impact.
 - The rock curbs are considered cultural and aesthetic resources, and are character-defining features of Euclid Avenue. The Project design should include replacement of these curbs.
 - The City of Upland requests the design team explore the possibilities of adding parkway and landscaping similar to the bridge structure over State Route 210 for the replacement structure of the I-10/Euclid Avenue OC.
 - In the event the bridge and/or median must be modified and/ or reconstructed, the City of Upland requests the following be considered in the Project design:
 - Use of citrus or smaller decorative trees in an allée to replicate the existing tree pattern;
 - Use of rock cobble where paving is desired (other than pedestrian pathways);
 - Use of lighting standards that match the historic twin nostalgic lighting;
 - Use of a decorative bridge design that reflects the history of Euclid Avenue or creates a sense of history that is appropriate for the Project; and
 - Use of fencing on the bridge that complements the Project design.
 - The City would like to participate in the design process for the replacement bridge in conjunction with the City of Ontario.

Other responses received include:

- On July 15, 2014, an email acknowledging receipt of the solicitation letter was received from Oscar Orci, Director of Development Services for the City of Redlands. No comments regarding cultural resources were included in this response.

Other consultation efforts include:

- A second focus meeting was held jointly with both the cities of Upland and Ontario in order to obtain consensus of preference for either design Option 3 or Option 4 for Euclid Avenue. Traffic benefits and historic preservation and landscape concerns were discussed

at this meeting. A final decision for preference for design options will be made during the project approval/environmental document phase of this Project.

- Follow-up focus meetings were held with representatives of Caltrans, relevant Project consultants, and the City of Ontario was held on March 4, 2015 and with the City of Upland on March 19, 2015. The purpose of these focus meetings was to discuss the cities' historic preservation concerns related to Euclid Avenue.

Consultation with the cities of Redlands, Ontario, and Upland is on-going because they are participating agencies in the National Environmental Policy Act (NEPA) review process; however, no additional concerns related to cultural resources are anticipated. No additional responses have been received to date (see Exhibit 6 for copies of Project-related correspondence).

No additional responses have been received to date (see Exhibit 6 of the Project HPSR for copies of Project-related correspondence).

3 FIELD METHODS

3.1 HISTORIC ARCHITECTURE

In accordance with standard Caltrans guidance and procedures, all properties containing buildings and/or structures that are 50 years of age or older (were constructed in or before 1964) were evaluated for eligibility for listing in the NRHP and the CRHR or exempted from review under the Attachment 4 of the Section 106 PA. A field survey of all properties developed with buildings, groups of buildings, or structures within the APE was undertaken June through August 2008, September 2009, and December 2013 through February 2014 by Carrie Chasteen, Senior Architectural Historian, Æ, who acted as principal architectural historian for this Project. Each parcel was observed from the public ROW. Digital photographs and notes were taken for all buildings, groups of buildings, and/or structures visible from the public ROW.

Because this HRER is being used for compliance with the National Environmental Policy Act (NEPA) and CEQA, the emphasis of the field investigation was to identify those properties that appear potentially eligible for the NRHP or the CRHR.

3.2 ARCHAEOLOGY

See Section 6 of the Archaeological Survey Report (ASR) prepared for this Project for a description of the methodology used for this Project.

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4 HISTORICAL OVERVIEW

4.1 INTRODUCTION

This chapter describes the cultural setting beginning with the Euro-American settlement of San Bernardino County for the general Project region to provide a context for understanding the types, nature, and significance of the cultural resources identified within the overall APE. The information regarding the historical overview is derived from the results of record searches. See Chapter 5 in the ASR, Exhibit 4 in the HPSR prepared for this Project, for a discussion of the environmental, prehistoric, and ethnohistoric contexts of the general Project area.

4.2 COUNTY DEVELOPMENT

4.2.1 San Bernardino County

What is now known as San Bernardino County was initially settled by three Native American groups (see Chapter 5 in the ASR, Exhibit 4 in the HPSR prepared for this Project). Euro-American settlement began in the area in the early 1800s as persons seeking land and fortunes made their way west from the mid-west and east coast of the United States (U.S.) or north from what is now known as Mexico. The Catholic missionaries were a catalyst in the expansion of Euro-American influences in this region. A group of missionaries, Native Americans, and soldiers from the San Gabriel Mission named San Bernardino in honor of the feast day of San Bernardino of Sienna when they entered the valley on May 10, 1810 (Federal Writers' Project 1939). The Mission San Gabriel initially attempted to expand its influence in the San Bernardino Valley when Father Dumetz was sent to the valley in 1810 to establish the mission station known as Politana (Scott 1976). An earthquake in 1812 followed by raids from neighboring Native American tribes caused a lull of interest in the Politana by the Mission San Gabriel (Scott 1976). Beginning in the 1830s, the Mission San Gabriel established a branch at the Asistencia (California Historical Landmark No. 42) (State of California Office of Historic Preservation 2009b). The Asistencia is currently located in the Mission District in eastern Loma Linda (Loma Linda, City of 2008a). During the years 1822 through 1827, the Mission Fathers traveled the San Bernardino-Sonora Road, also known as the Emigrant or Mormon Trail, (California Point of Historical Interest No. 96), which traversed Redlands, Old San Bernardino, Colton, and Agua Mansa, from the Mission San Gabriel to the San Bernardino Asistencia (State of California Resources Agency 1973a). After Mexico achieved independence from Spain in 1821, the Mexican government seized ownership of church properties through the Secularization Act of 1833, and lands were redistributed as ranchos through a tribute system (Van Horn 1974). This land redistribution by the Mexican government fostered the development of ranchos in what is now known as California.

As a result of the Mexican government seizing control of church properties, the Asistencia was largely abandoned by the late 1830s. The Lugo family, under leadership of Jose del Carmen

Lugo, moved into the former Asistencia buildings in order to establish a colony (Scott 1976). Slover Mountain, also known as El Cerrito Solo, was the natural landmark used for establishing the boundaries of the Lugos' land grant within the San Bernardino Rancho (State of California Resources Agency 1973b). What became known as San Bernardino County originally consisted of the following ranchos: Canon de Santa Ana, Jurupa and El Rincon, Cucamonga, Santa Ana del Chino, San Bernardino, and Muscupiabe (Schuiling 1984). The ranchos largely subsisted on cattle ranching and raising crops which were irrigated from the Mill Creek *Zanja* and other irrigation ditches (see Section 4.4 for additional discussion of the development of irrigation ditches and canals in San Bernardino County).

In an effort to gain territory, the U.S. seized the territory of Texas from the Mexican government, which resulted in the Mexican-American War. The State of California was annexed by the U.S. in 1848 through the Treaty of Guadalupe Hidalgo which ended the Mexican-American War (California Point of Historical Interest No. 151; State of California Office of Historic Preservation 2009a). The end of the war further paved the way for Euro-American settlement from the east.

Euro-American settlement in San Bernardino began in the early 1800s through the establishment of Politana and the Asistencia, but was largely fostered by the establishment of a Mormon colony under the leadership of Amasa Lyman and Charles Rich. Brothers Lyman and Rich bought the San Bernardino Rancho from Jose and Maria Armenta Lugo in 1851 (Cataldo 2004). San Bernardino County was established on April 26, 1853, and ceded a portion of its territory to the formation of Riverside County in 1892 (Brown and Boyd 1922). Two Mormon colonies were established on either side of the Santa Ana River (Scott 1976). The Mormons who settled in the San Bernardino area raised livestock, planted crops, and established civic services such as a school and a post office. The Mormon settlers were recalled to Salt Lake City, Utah in 1858 by Brigham Young in an effort to create a Mormon stronghold (Scott 1976). The majority of the Mormon settlers in San Bernardino returned to Salt Lake City; however, some remained. Agriculture and livestock continued to be the chief industries in San Bernardino County.

General agriculture and livestock raising pursuits were quickly overshadowed by the citrus industry in southern California beginning in the 1870s. The first orange trees in San Bernardino were planted by Anson Van Leuven in 1857 (Farren 1998). Citrus quickly became the largest industry in southern California; including growing, packing, and shipping. Other industries included cattle ranching, growing sugar beets, and viticulture and enology (Southern California Panama Expositions Commission 1914). The burgeoning citrus industry led to a population boom, and spurred the development of transcontinental railroads.

Several companies were formed beginning in the mid- to late-1800s in an effort to develop San Bernardino County, and southern California in general. Beginning in 1887 in San Bernardino County, Major George H. Bonebrake and F.C. Howes formed the Semi-Tropic Land and Water Company, purchased 28,000 acres and the water rights to Lytle Creek, and laid out the townsites of Rosena (now known as Fontana), Rialto, Bloomington, and San Sevaine, which cross the APE near the western end (Hansen 2006) (see Section 4.5 for additional information regarding irrigation companies and community development). The Semi-Tropic Land and Water Company, though ultimately unsuccessful in its attempts, initiated much of the early residential and commercial development in San Bernardino County. After the Semi-Tropic Land and Water

Company failed, largely due to a nationwide economic depression, several other development companies, such as the Fontana Farms Company, were formed to purchase the Semi-Tropic Land and Water Company holdings and also to further development of towns and industries throughout the county (Anicic 2006a). The establishment of interstate and intercontinental rail lines brought an influx of people and money to southern California, which led to a real estate boom.

4.3 DEVELOPMENT OF THE RAIL LINES

As industry began to boom in southern California, transportation needs to ship the products to consumer markets also grew. In conjunction with a few backers, Theodore Judah formed the Central Pacific Railroad Company in 1860 in an effort to establish a shorter railroad from Sacramento to the mines in Nevada through the Sierra Nevada (Orsi 2005). Collis P. Huntington, Mark Hopkins, Charles Crocker, and Leland Stanford, known as the “Big Four,” joined forces with Judah in 1861 to finance and establish the company (Orsi 2005). The Big Four eventually ousted Judah from the Board of Directors of the Central Pacific Railroad, and successfully completed the construction of the Central Pacific Railroad. The Union Pacific Railroad (UP RR) was constructing tracks from the east at that time, with the intent to join the Central Pacific Railroad in the Great Basin. On May 10, 1869, Stanford drove the “golden spike” in the railroad, which successfully completed the first transcontinental railroad (Orsi 2005). Other companies were formed and other routes were sought in an effort to break up the monopoly established by the Big Four.

4.3.1 Union Pacific Railroad (UP RR)

Through acquisition and mergers of several small local railroads, the Central Pacific Railroad allowed for comprehensive travel within the state. The Big Four acquired the rights to the Southern Pacific Railroad (SP RR) in 1868, thus securing a southern transcontinental railroad and eliminating a competing route. In 1885, the Big Four established the Southern Pacific Company to manage the Central Pacific and Southern Pacific railroads as well as other subsidiary railroads (Orsi 2005). The acquisitions and mergers achieved by the Big Four allowed for greater expansion of rail in southern California.

The first railroad constructed in San Bernardino County was built by the SP RR. Construction of the SP RR began in Los Angeles, headed east, and eventually met with a line coming from the eastern seaboard, creating the first transcontinental railroad through San Bernardino County (Orsi 2005). This segment of the SP RR traverses the APE parallel to I-10 throughout much of the central and western segments. The first station in San Bernardino County was built on land donated by the Slover Mountain Colony. The station was named for David D. Colton, a SP RR official, and is located in the central section of the APE (Schuiling 1984). The name of the station lent itself to the town that grew as a result of the depot. The Colton rail yards, associated with the depot, were the chief source of economic development as the largest employer in Colton. The Colton rail yards, constructed in 1875, are still the main rail yards for the SP RR, which later merged with and is known as the UP RR (Brown and Boyd 1922). Research in historic aerial photographs indicates the rail yards were expanded during the 1970s in western Colton (Track Info Services LLC 2008). The rail yards continue to be a viable source of income for the City of Colton.

4.3.2 Burlington Northern Santa Fe Railway (BNSF)

The SP RR enjoyed a virtual monopoly until the early 1880s, when competition such as the California Southern Railroad built routes that provided additional services. The Santa Fe Railway acquired the SP RR Mojave-Needles branch in its efforts to gain access to a Pacific Ocean port in 1884 (Schuiling 1984). The Santa Fe Railway later merged to form the Atchison, Topeka, and Santa Fe Railway (AT&SF). In 1885, the Santa Fe Railway acquired the Southern California Railroad, further breaking up the SP RR hold on southern California (Lowell 1986). The Santa Fe Railway connected with existing trackage in 1885 through the East Cajon Pass, creating the second transcontinental railroad in San Bernardino County (Schuiling 1984). Intense competition among rail companies resulted from the completion of this transcontinental line.

Beginning in 1886, SP RR and the Santa Fe Railway vied for control of the passenger market, which resulted in a fare war. At one point, the fares briefly dropped to as low as a \$1 for transport from the midwest to California (Schuiling 1984). The result of the fare war was a population explosion and corresponding real estate boom in southern California. Citrus, health resorts, and the climate attracted people to the San Bernardino Valley. Towns such as Ontario, Fontana, and Loma Linda were founded as a result of this real estate boom. Rail travel allowed for dramatic changes in the development of southern California, and also became a source of entertainment for people who settled in the newly formed towns. The AT&SF later merged with the Burlington Northern Railroad, forming the Burlington Northern Santa Fe Railway (BNSF), which crosses the APE in Colton and Redlands as part of the Kite Route.

4.3.3 Kite Route

An early rail line geared towards tourism was the Kite Route. The Kite Route line to Mentone was constructed as part of the Santa Fe Railway and was completed in 1892 (Schultz nd). A small portion of the Kite Route between Highland Junction and Highgrove in Riverside County was on the California Southern Railroad's main line, which was constructed between 1880 and 1885 (Tang 1997). Most of the Kite Route trackage became part of the Santa Fe Railway system as either branch or feeder lines to the California Southern Railroad over the course of time (Tang 1997). A popular late 19th to early 20th century excursion route, passengers could travel on the Kite Route from the Santa Fe depot in Los Angeles to Redlands via Pasadena and the San Bernardino Valley and return through Orange County via Fullerton and Rivera. Reflecting the double loop shape of the track, the slogan for the popular day trip train ride was "No Scene Twice Seen on the Kite Shaped Track" (Donovan and Horton 1943). The more popular circular route was the Los Angeles – San Bernardino loop and the smaller loop, which largely served Redlands, was used for transporting freight by 1943 (Tang 1997). The "kite string" was a line that ran from Highgrove to San Jacinto which carried both freight and passenger traffic (Donovan and Horton 1943). Since the 1950s, the line has been gradually abandoned and portions of the track have been removed (Tang 1997). A separate spur also serviced Patton State Hospital in San Bernardino (Robinson 2000).

4.3.4 Pacific Electric Railway (PE)

The Kite Route allowed people to travel to and from Los Angeles and San Bernardino in an indirect route. The need for commuter train service led to the development of electric rail in San

Bernardino. The Huntington Group, with Henry E. Huntington at the helm, incorporated the Pacific Electric Railway (PE), commonly known as the “red cars,” on November 12, 1901. The first PE interurban line ran from Los Angeles to Long Beach, and opened on July 4, 1902 (Walker 2006). Through the acquisition of the Los Angeles Tractor Company and various small-scale local railroad companies, PE effectively connected various Los Angeles suburbs with each other and the City of Los Angeles. The Huntington Group sold PE to SP RR in 1910; however, Huntington retained ownership of the Los Angeles Railway (Walker 2006). After SP RR acquired PE, the line was merged with several additional entities including San Bernardino Valley Traction Company, Redlands Central Railway Company, and San Bernardino Inter-Urban Company. Shortly after the 1911 merger, PE also acquired the Ontario and San Antonio Heights Railroad Company (Walker 2006). The San Bernardino Valley was effectively connected with the greater Los Angeles basin via electric rail as a result of these mergers, which resulted in real estate development in areas connected by the PE.

4.4 San Bernardino County Irrigation System

Irrigation of the San Bernardino valley is first noted in 1819 with the construction of the Mill Creek *Zanja*. The first sawmills were constructed in Mill Creek Canyon in the early 1850s by the Mormon settlers and were powered by man-made water conveyance systems (Schuiling 1984). The early Mormon settlers built a canal bringing water to their settlement from Warm Creek to power a gristmill (Scott 1976). The Tenney, Lord and Hale, and Perdue ditches were other early irrigation systems which laid the foundation for the San Bernardino Valley-wide irrigation system (Brown and Boyd 1922). Additional canals were built in the 1850s to divert water from the Santa Ana River for irrigation purposes (Scott 1976). Later, flood control channels were constructed to minimize flooding in the basin in an effort to minimize damage to agricultural lands, residential and commercial properties, and also to minimize loss of life.

4.4.1 Santa Ana River

The Santa Ana River is the chief source of water for the irrigation canal system in San Bernardino County and crosses the central section of the APE. The Santa Ana River is fed by many streams from the neighboring mountains. The river flows in a westerly direction, traversing San Bernardino and passes Slover Mountain (Hall 1888). The Santa Ana River is also fed by the following bodies of water: Etiwanda Wash; Mulberry Creek; San Timoteo Creek, also known as the San Gorgonio Creek; San Sevaine Creek Flood Control Channel; Mission Channel; and Rialto Channel (Scott 1976). The Santa Ana River is the source of water for several other irrigation and flood control channels found throughout San Bernardino County.

4.4.2 Mill Creek *Zanja*

The origin of the Mill Creek *Zanja* (CA-SBR-8092H; Map Reference No. 48) can be traced to the Spanish-mission period of California history. It was originally constructed to provide water for irrigation purposes year round for agricultural enterprises associated with the mission, but has largely been abandoned (Swope 1996). Pedro Alvarez was sent to establish the San Gabriel Mission Asistencia in an area southwest of what is now known as Redlands. Alvarez built a chapel and began work on a canal to bring water from Mill Creek to the mission grounds (Scott 1976). The Mill Creek *Zanja* was constructed in 1819-1820 by the Guachama Indians under the

supervision of Alvarez (Scott 1976). Originally, the Mill Creek *Zanja* conveyed water from Mill Creek to the Guachama Indian Rancheria and Asistencia (Lerch and Palacios-Fest 2004). The canal was later extended northwest along what is known as Cottonwood Row to Mountain View Avenue, then westerly to San Timoteo Wash and Mission Channel, a flood control canal (Scott 1976). The current western terminus of the canal is near Mountain View Avenue in the City of Loma Linda (Lerch and Palacios-Fest). A portion of the Mill Creek *Zanja* continues to carry water, but the canal has largely been abandoned.

The Mill Creek *Zanja* has been altered over the course of time. Water was diverted for use in the Moreno Valley in 1890 (Scott 1976). In October 1892, the Redlands Electric Light and Power Company was formed to develop hydroelectric power using water conveyed by the Mill Creek *Zanja*. A power plant was constructed and a transmission line delivered power to Redlands, which was extended to Riverside in 1896. The power plant was the first polyphase alternating current station in California and the second in the nation (Scott 1976). Other alterations include partial paving of the ditch with concrete or stone inlay and other waterproofing materials and the ditch is now underground in some locations due to in-filled soil resulting either from civic flood control measures or lack of maintenance (Swope 1996). The Mill Creek *Zanja* is listed in the NRHP, is California Historical Landmark No. 43, was designated Engineering Landmark No. 21 by the Los Angeles Section of the American Society of Civil Engineers, and crosses the APE in Redlands. The Mission Channel and San Timoteo Wash cross the APE in San Bernardino and Loma Linda, and have been substantially altered over the course of time.

4.4.3 Gage Canal

The northern terminus of the Gage Canal (CA-SBR-7168H) is located at the headwaters of the Santa Ana River and the southern terminus of the canal is located near Mockingbird Reservoir. In general, the canal travels from the Santa Ana River in San Bernardino and traverses Riverside County from northeast to southwest, passing through communities such as Grand Terrace, Highgrove, Canyon Crest Heights, and Arlington Heights before reaching its terminus (United States Geological Survey 1980a, 1980b, and 1980c). The Gage Canal Company water rights consisted of the diversion rights to the Hunt and Cooley ditch and the Camp Carlton ditch which replaced it, the Parish claim to “rising water” on the north side of the Santa Ana River, the Wells and Long claim to the Santa Ana River, and water from artesian wells sunk near the head of the canal (Scott 1976). The headworks and initial 11.9 miles of earthen canal were constructed by Matthew Gage in November 1886 beginning at the Santa Ana River and ended at Tequesquite Arroyo. Two years later, an additional 8.2 miles of canal had been constructed. When completed, the Gage Canal system conveyed water through 15 tunnels and 13 wood flumes, and had been lined with cement by 1903. The canal was added onto, until it reached a total of 20.13 miles (Wlodarski 1993). The total area served by the Gage Canal in 1888 was 1,106 acres; irrigating orange groves, vineyards, fields of alfalfa and summer crops, and town and residential lots (Scott 1976). The Gage Canal continues to convey water in a subterranean manner in the central section of the APE, and has been substantially altered over the course of time.

4.4.4 Redlands Canal

The Redlands Water Company, which later merged with the Bear Valley Land and Water Company, was formed in 1881 to bring water to Redlands. The Redlands, Lugonia, and Crafton

Domestic Water Company was formed in 1887 to supply local water via the Redlands Canal (Scott 1976). By 1976, the Redlands Canal (CA-SBR-8546H) was 6.7 miles long, and began at the afterbay of the Santa Ana River Powerhouse No. 3 and terminated at the northeast corner of Cajon and Crescent streets in Redlands (Scott 1976). As originally constructed, the canal was lined with local stone and was partially cemented (Hall 1888).

4.5 URBAN DEVELOPMENT

Once transportation infrastructure, water rights, and the means of conveyance were established in the area, communities were platted and towns established.

4.5.1 Claremont

The City of Claremont was created by the Santa Fe Railway in 1887, and incorporated in 1907. Claremont is named in honor of the hometown of one of the corporate directors of the Pacific Land and Improvement Company, the railroad's land-developing subsidiary. Located on a site that once belonged to the Mission San Gabriel, Claremont was founded by New England Congregationalists who favored self-government by majority rule (Pitt and Pitt 1997; Wright 1980).

Peter Dreher planted the first orange trees in Claremont in 1888. In 1893, Dreher formed the Claremont Fruit Growers Association to market the fruits grown in the area. Fruit was shipped via the Santa Fe Railway. The area continued as an agricultural community surrounding Pomona College largely until the end of WW II. At that time, the Post-War Planning Committee, known as the "Committee of 100," was formed to guide development of the former citrus orchards that ringed the village. The Oxford and Baughman tracts were opened under the name University Circle, which was the city's first cul-de-sac. Following the general trend of the development of the aerospace industry in southern California at this time and construction of I-10, Claremont largely became a suburban bedroom community with workers commuting to Los Angeles or San Bernardino (Wright 1980).

4.5.2 Montclair

Montclair was established on land purchased by the Pomona Land and Water Company. Reverend Cyrus T. Mills, for whom Mills Avenue is named, and M.L. Wicks formed the company in 1882 in order to capitalize on the southern California land boom occurring at this time. Mills Avenue crosses the western end of the APE. The Pomona Land and Water Company sold land to the Chaffey brothers who developed it into the Ontario Colony, and also purchased lands on which Montclair was established (Conley 1980a). Initially, the land purchase was subdivided into 10-acre lots of the San Antonio Tract for cultivation purposes only. The Pomona Land and Water Company also platted the Monte Vista Tract, for which the street is named, which was also intended for agricultural purposes (Conley 1981a). Monte Vista Avenue crosses the western end of the APE. In order to avoid being annexed by neighboring cities, the Monte Vista Improvement Association was formed, and Monte Vista Land Tract was incorporated in 1956. In 1958, the city voted to change its name from Monte Vista to Montclair in order to avoid confusion with a different Monte Vista community located elsewhere in California. In 1964, developers proposed a large shopping center, the Montclair Plaza, which opened in 1968

bringing much needed economic stability to the city. As with other small cities located adjacent to I-10 at this time, orchards were redeveloped with residential tracts of a suburban nature, and Montclair became a bedroom community (Montclair, City of 2014).

4.5.3 Pomona

Pomona is named for the Roman goddess of fruits and gardens. The town was originally formed around the Spadra post office. The rural community was settled around a grange organized by Thomas Garey, for whom Garey Avenue is named. Garey was a noted expert in southern California for his grange and nursery programs. An 1885 plot map shows improvements on 640 acres, including streets. The City of Pomona was incorporated in 1887 (King 2001; Lothrop 1988). Agriculture was the dominant industry of the area, and citrus was the main product that was raised. In the late 1800s, as occurred throughout southern California, the fruit producers and packagers banded together to form cooperatives. The Claremont Fruit Growers Association was formed in 1892 by 11 growers in the upper Pomona Valley. The Claremont Fruit Growers Association and other southern California citrus cooperatives banded together and formed the California Fruit Growers Exchange to promote and market California citrus products throughout the U.S. (Lothrop 1988).

Will Keith Kellogg made his fortune developing foods to be served at sanitariums, and thus established Kellogg's food manufacturing in 1906. In 1925, Kellogg purchased 800 acres of land to establish a ranch in western Pomona (King 2001). The ranch was known for its horse arena. The mansion Kellogg had built at the Ranch was designed by Myron Hunt, a noted California architect (Lothrop 1988). The Kellogg ranch is now located within the campus of California Polytechnic State University (Cal Poly), Pomona.

The introduction of suburban PE lines led to a building explosion in the early 1900s. This boom was largely halted during the inter-WW years. With the introduction of the aerospace industry to the region following WW II, the region exploded in suburban tracts of development to support the increasing population and also to fill the housing shortage which resulted from minimal construction during the war years. Pomona has subsequently become a bedroom community, with workers commuting to Los Angeles and San Bernardino.

4.5.4 Upland

The community of Upland was initially started by the Bedford brothers under the name of Magnolia (Clucas 2011). Magnolia was located on the Mojave Indian Trail/Old San Bernardino Road, which crosses northern Upland in a generally east-west direction, and a commemorative statue, known as the Madonna of the Trail, is located at the intersection of Euclid Avenue and Arrow Highway. The City of Upland was originally platted as part of the Ontario Colony, which was established by George and William Chaffey in 1882. The streets were laid out in a grid and Euclid Avenue was established as the primary north-south arterial roadway between Upland and Ontario. The land was subdivided into 10-acre agricultural lots, all of which fronted onto a road (Ostashay and Heumann 1998). In order to differentiate themselves from Ontario, in 1902 the community began using the name Upland. The city was incorporated in 1906 in order to avoid annexation by the City of Ontario. Nathan Stowell is largely considered the first businessman in Upland, and was involved in many pursuits including a hotel and residential development by

subdividing his acreage in 1887 (Clucas 2011; WPA 1942). Parcels located in the NW Stowell tract are located within the APE within the boundary of the City of Upland. Upland was known during this time as North Ontario.

Upland was known as the “Citrus City,” and had thousands of acres of citrus, primarily lemons. Upland had the second largest citrus packinghouse in the nation in 1939 (Upland Chamber of Commerce 1939). The city largely continued as a rural small town during the inter-war years. As a result of a freeze which killed many of the citrus trees in Upland in December 1968, followed by a flood in January 1969, Upland ceased its agricultural-based economy, and became a bedroom community with ease of access to both the Cities of San Bernardino and Los Angeles (Clucas 2011). The post-war construction boom that occurred throughout southern California affected Upland as well, when many orchards were converted to tracts of residential development.

4.5.5 Ontario

Ontario is the sister City of Upland, and the two cities are connected by Euclid Avenue/SR-83 (36-015982; Map Reference No. 1a), a former mule car line. During the mid- to late-1800s, several land development companies were formed in an effort to generate an economic and real estate boom in San Bernardino County. Ontario, a dry community, was founded in 1882 by George Chaffey, who formed the Ontario Land and Improvement Company with his brother, and named it after their home province in Canada (Schuiling 1984). A townsite was platted, with Euclid Avenue as the main thoroughfare. The townsite was one square mile bounded by the SP RR tracks to the south, Campus Avenue to the east, Fourth Street to the north, and San Antonio Avenue to the west (Conley 1979d). Ontario has annexed additional territory over the course of time. Water was provided by the Ontario Land and Improvement Company, but Chaffey retained the rights to use water to generate electricity. Ontario became the first town in the west with a hydroelectric plant with the construction of the San Antonio Light and Electric Power Company in 1891 (Schuiling 1984). Ontario incorporated as a city in 1891 (Conley 1979e). In the late 1800s and early 1900s, Ontario’s agriculture largely consisted of growing oranges and peaches, in addition to olives, apples, grapes, and lemons. Patents for fruit driers and cooking canned fruits were awarded to Ontario citizens in the mid-1880s, which resulted in greater trade of fruit grown here (Conley 1982). The Hotpoint Electric Heating Factory, two solar heating factories, a planing mill, gas plant, fertilizer plant, dairies, nurseries, and irrigation supply factory were other industries found in Ontario in 1914 (Southern California Panama Expositions Commission 1914). The thriving economy supported a real estate boom which occurred simultaneously.

Further development in Ontario was later spurred by U.S. involvement in WW I and II, and brought the development of wartime industries to the San Bernardino Valley. One such industry was the expansion of the Lockheed Aircraft Service Company, located at the Ontario International Airport. The Ontario International Airport was established in 1923 with the arrival of a J-N-4 Curtis bi-plane, dubbed “Jennie,” and the establishment of the Ontario Aircraft Corporation (Alexander 1981). The Lockheed facility was once the largest of the company’s locations and was an important employer in the area (Schuiling 1984). Lockheed contributed to the post-WW II real estate boom in Ontario by attracting more workers to the area. Ontario continues as a thriving community, and due to its location between Los Angeles and San Bernardino, has largely become a bedroom community with commuters traveling to both cities.

4.5.6 Rancho Cucamonga

The City of Rancho Cucamonga was incorporated in 1977, and includes the historic communities of Etiwanda, Cucamonga, and Alta Loma.

Captain Joseph Garcia, a Portuguese sailor, constructed the first house in the valley in the mid-1800s (Cucamonga District Chamber of Commerce 1962). Etiwanda was the first community to be platted by George and William Chaffey on lands purchased from Joseph Garcia. Etiwanda is most noted as the site of the first development of hydroelectric current because of George Chaffey Jr., who was the first engineer in the western U.S. to file a patent (Conley 1979a). As a result of George Chaffey's engineering skills, Etiwanda had electricity in 1882 (Rancho Cucamonga, City of 2014).

The community of Cucamonga grew up around an old winery located near the intersection of Arrow Highway and Foothill Boulevard. The vineyard was planted by Tiburcio Tapia, the original land grant owner, in 1839 (Conley 1980b). The first post office, located at the base of Red Hill, was authorized by Abraham Lincoln in 1864, and was located in a general store. The community of Cucamonga was originally named Zucker, after Fred Zucker, the first Post Master. Cucamonga consisted of a large tract of land owned by the Cucamonga Fruit Lands Company, who laid out the original townsite (Conley 1979c). Cucamonga was largely the shopping center of a grape and olive growing area and also included several wineries (WPA 1984). John Rains' widow, an early owner of the land, eventually lost the ranch at a sheriff's sale to I.W. Hellman, who promptly sold the land and water rights to the Cucamonga Company who plotted the land and sold parcels. The Cucamonga Company also improved the area with streets such as Archibald Avenue, which crosses the western end of the APE (Conley 1979b). The area was heavily redeveloped with tract residential developments during the 1980s, and few of the historical vineyards remain.

Alta Loma was established by Hellman on some of the Rancho Cucamonga lands he acquired. Due to lack of water, the town was slow to grow until competing neighboring communities spurred Hellman to obtain water rights. As with other small communities in the region, the community relied heavily on agriculture as the economic basis for growth (Rancho Cucamonga, City of 2014).

Though the three communities were established in the 19th century, they have largely been redeveloped with expansive residential tracts and shopping centers which largely date to the 1980s or more recently.

4.5.7 Guasti

During the 1930s, the Guasti vineyard consisted of 5,000 acres that extended from the foothills of the San Gabriel Mountains into the valley floor. The vineyard rose over 500 varieties of grapes, 25 of which were grown for commercial purposes. The vineyard also produced wines (WPA 1984).

The community of Guasti bears the name of Italian immigrant Secundo Guasti, and is located in the center of the vineyard. Secundo planted the vineyards in 1902 (WPA 1984). Guasti was a

thriving village and consisted of winery buildings, a workers village, a mansion, a church, a market, a restaurant, a post office, a firehouse, a gas station, rail lines, a scale house, and other landscaping elements such as lampposts (Warner and Sollie 1985). The winery buildings are largely extant and are located south of I-10 near Haven Avenue in Ontario, and the vineyards historically crossed the APE at this location. Though the winery is located outside of the APE, the community contributed to the history of the development of San Bernardino County.

4.5.8 Fontana

When the San Bernardino rancho was initially subdivided, the land which is now known as Fontana was sold to the Semi-Tropic Land and Water Company. The Semi-Tropic Land and Water Company attempted to develop the land, and established a townsite known as Rosena. However, no development occurred due to the collapse of the real estate boom which occurred at that time, and the lack of a reliable water source (Schuiling 1984). When that venture failed, the land was acquired by A.B. Miller through the formation of the Fontana Farms Company, and the name of the townsite was changed to Fontana.

Fontana Farms Company

Through the establishment of at least three townsites, A.B. Miller was instrumental in the development of Fontana. San Bernardino county developer and entrepreneur A.B. Miller established the Fontana Farms Company in 1906 and acquired over 28 square miles of land from the failed Semi-Tropic Land and Water Company (Anicic 2006a). A portion of the Fontana Farms Company acreage is located in the western end of the APE. By 1913, Miller had established a town, and began selling off small parcels of land for farming, and raising chickens and rabbits (Anicic 2006a). In addition, Fontana Farms offered mixed citrus and walnut trees for sale from their nursery to plant on the newly established small parcel farms (Davis 1992). Fontana Farms continued to thrive even during the Depression. By the 1930s, Fontana was a successful agricultural community with a large poultry industry.

According to research in the Sanborn Map Company maps (1926), local businesses included the Hansen Lumber Company, the Fontana Producers Egg & Supply Company, the Fontana Citrus Association, the Fontana Farms Inn, Fontana Farms Company poultry plants, the Declez Camp, and a Hog Camp. Civic services included the Fontana Women's Club with ornamental gardens, the Fontana Community Church with ornamental gardens, and a grammar and junior high school. The Fontana Farms Company administration building was located on Magnolia Avenue between Perris and Seville Avenues, and the PE passenger station was located across the street from the Fontana Farms offices building. In addition to the development of Fontana, the Fontana Farms Company established other agricultural communities within the company's land holdings.

Two additional separate town sites were established by Fontana Farms. These townsites were known as Declez (now South Fontana), which was a railroad siding, and Wade Camp Hog Breeding Plant, which was located 4 miles west of the site of Fontana (Anicic 2006b). The Declez Hog Ranch Camp was located at the intersection of S. Hemlock Avenue and W. Slover Avenue, and consisted of the "Mexican Quarters," feed storage, automobile garages, other dwellings, and buildings associated with the piggery (Sanborn Map Company 1929a). The Wade Camp area remained in the control of Fontana Farms and was used for hog grazing. Several

cabins were constructed at Wade Camp to house workers and their families (Anicic 2006b). The Fontana Farms piggeries continued to thrive as late as the 1940s, when the sites were acquired by Kaiser Steel.

Kaiser Steel

Kaiser Steel was established by Henry J. Kaiser, who was known as a successful entrepreneur for a variety of business endeavors, and his empire was all encompassing. He was one of the first to provide health insurance for his workers which led to the development of Kaiser Permanente. Kaiser built housing for his workers, which eventually culminated in tract house developments constructed under the name of Kaiser Homes (Davis 1992). The results of these activities essentially turned Fontana into a company town, which led to the economic demise of the City when the Kaiser Steel Mill (Steel Mill) closed.

Kaiser's most notable contribution to 20th century Fontana was the establishment of the Steel Mill. The Steel Mill was constructed on the former site of the Wade Camp Hog Breeding Plant in 1942 (Anicic 2006b). Kaiser built the Steel Mill with loans from the Reconstruction Finance Corporation to provide steel for his west coast ship building operations (Anicic 2006b). One of the stipulations of the loan was the mill could not be located near the coast in an effort to protect the mill from Japanese air attacks during WW II. Fontana was chosen as the site to construct the mill because it was close to major urban areas, had rail access to the Port of Los Angeles in San Pedro, and was close to natural mineral sources used in smelting iron and processing steel. The Kaiser spur was constructed to connect the Steel Mill with the SP RR (Anicic 2006b). Iron ore was imported from the Kaiser-owned Eagle Mountain north of Desert Center. The Steel Mill was built in response to the U.S. shortage of steel, but went on to become one of the largest privately owned steel producers west of the Mississippi River following WW II (State of California Resources Agency 1975). The Steel Mill largely closed in the 1980s, and by 2008, all major components of the Steel Mill, including the 155-mm ammunition shell plant, had been demolished in order to construct the California Speedway (CRM Tech 2008). The remaining portions of the Steel Mill continue producing steel under the name California Steel Industries (Center for Land Use Interpretation 2008). The continued production of steel is no longer the economic focus of Fontana, but Kaiser's influence on the residential development in Fontana is still evident.

The Steel Mill drew workers from all over the country. In conjunction with an influx of military personnel to southern California during WW II, a real estate boom ensued resulting in a housing shortage. "Kaiserville," centered at the intersection of Merrill and Fontana avenues, was a neighborhood of trailers to house Steel Mill workers in response to the housing shortage (Anicic 2006b). Due to the increased demand for housing, Fontana lost much of its farmlands, because of the resulting construction boom. Residential architecture from this time period reflects the popular architectural styles and building materials typical of post-war housing. Today, Fontana is largely viewed as a bedroom community, with workers commuting to both Los Angeles and San Bernardino.

4.5.9 Bloomington

Towns began to take shape as a result of development pressures and real estate speculation. Bloomington, which remains unincorporated San Bernardino County, was established as a 20-acre block site, and developed slowly as settlers came first to farm the surrounding land, later to work in a cement plant, and lastly, to working in steel mills. In the 1890s, the Curtis Ranch Company purchased lands with the intent to establish the town (Loehr n.d.). Initial residential development occurred near Cedar Avenue, Orange Street, and Park Street (Hansen 2006). The early economy was based in agriculture with the planting of fruit and olive trees. In the late 1890s, the Curtis Ranch Company built the Curtis Olive Mill on Orchard Street. With the increasing popularity of the automobile, a Texaco service station was opened by Dan LaGue in 1917 (Loehr n.d.). The Bloomington Garage and LaGue Residence (CA-SBR-8542H; P755; Map Reference No. 18) were relocated and now lie within the APE.

Residential and commercial development mirrored the southern California boom years of the 1920s and 1930s associated with post-WW I residential and industrial activities. During the mid-to late-1950s, I-10 was constructed through the heart of Bloomington in the western section of the APE; effectively bisecting the community and hampering incorporation efforts.

4.5.10 Rialto

The Rialto townsite was initially platted by the Semi-Tropic Land and Water Company. The first settlers in the townsite were a group of Kansas Methodists headed by Reverend T.C. Miller (Schuiling 1984). The Methodists built residences and commercial buildings, and proposed to establish a college as well. The town was laid out along the Santa Fe Railway tracks, which would have allowed for ease of transport of goods and people. However, the colony failed and the college was never realized; both due to the collapse of the real estate boom in the 1880s (Schuiling 1984). Prior to the collapse, the Semi-Tropic Land and Water Company made several improvements in Rialto as documented in the Sanborn-Perris Map Company Ltd. fire insurance maps.

By September 1892, the Semi-Tropic Land and Water Company had built a grand hotel, located at the corner of Riverside Avenue and 1st Street, with elaborate gardens to attract homebuyers to Rialto. Potential buyers were brought to Rialto on the Santa Fe Railway, who disembarked from the trains at a passenger depot located between Riverside and Orange avenues (Schuiling 1984). A public school was constructed at the corner of Palm Avenue and 2nd Street to encourage families to move to the area and other businesses could be found throughout the settlement (Sanborn-Perris Map Company Ltd. 1892). A few detached single-family residences were constructed by late 1892, but the town remained largely undeveloped in terms of residential construction.

According to research in the Sanborn Map Company maps, downtown Rialto was roughly bounded by Sycamore Avenue, Foothill Boulevard, Willow Avenue, and the Santa Fe Railway (1929b). The largest industry in the late 1800s and early 1900s was citrus packing and shipping, but this began to taper off based on the decrease of the number of packing houses after 1911 (Sanborn-Perris Map Co. Ltd. 1892; Sanborn Map Company 1911 and 1929b). With the decline

of the citrus industry, Rialto largely became a bedroom community with workers commuting to Los Angeles and San Bernardino.

4.5.11 Colton

Slover Mountain, named for settler Isaac Slover, is located in what is now known as southwest Colton. Beginning in the early 1850s, lime was quarried at Slover Mountain, which was later used by the California Portland Cement Company in the production of cement (State of California Resources Agency 1973b). Construction of the California Portland Cement Company began in 1894, and included a rail spur for transporting cement, which is located in the central section of the APE (Schmidt 1993). Marble was also quarried at Slover Mountain by the Colton Marble and Lime Company (State of California Resources Agency 1973b). Slover Mountain was perhaps the largest early economic catalyst in the development of Colton, but Slover Mountain was quickly overshadowed by the construction of the SP RR depots and rail yard.

The early development of Colton is associated with construction of the SP RR in the San Bernardino Valley. In 1875, the SP RR established a terminus in Colton (Federal Writers' Project 1939). The town was established as an industrial and railroad center in the San Bernardino Valley. Colton was incorporated on July 11, 1887 (Colton, City of 2008). Nicholas P. Earp, father of Wyatt, Nicholas Porter, and Virgil Earp, was an early City Clerk for the newly formed Colton. Virgil Earp was elected Colton's first Marshal (Colton, City of 2008). The Earp family, perhaps the most famous of Colton's residents, was influential in the early civic development of Colton.

Research in historic fire insurance maps indicates by 1891, businesses such as the Pioneer Lumber & Mill Company, the Colton Fruit Preserving Company, and Wells Fargo were located within the City of Colton. Residential development consisted largely of detached single-family residences, and the Palace and Trans Continental Hotels (Sanborn-Perris Map Company Ltd. 1891). By 1907, industry in Colton was largely associated with warehousing foods and fertilizer, the Colton Grain & Milling Company, also known as Globe Mills, which is located in the central section of the APE, and citrus packing. Residential development grew with the construction of several single-family residences, tenement housing, and mixed-use commercial buildings in downtown (Sanborn Map Company 1907). Colton maintains an industrial-based economy, and the rail yards are still important in the transcontinental rail system.

4.5.12 San Bernardino

Shortly after San Bernardino County was established, the City of San Bernardino was established as the county seat. The townsite was surveyed in 1853 by Henry G. Sherwood. The township was originally one square mile with a grid of wide streets forming a grid of eight-acre blocks. What is now known as Pioneer Park was originally the central block, which was named Temple Block by the Mormon settlers. The City of San Bernardino was incorporated on April 13, 1854 (Schuiling 1984). By 1891, San Bernardino had established itself as a cosmopolitan settlement. The population had reached 5,000, the city had 26 miles of paved streets, an opera house, and the citizenry enjoyed other entertainments such as literary circles (LaFuze 1971). The primary industries at that time were lumber, mining, and tourism; citrus had yet to take hold as the chief source of income (Southern California Panama Expositions Commission 1914). See Section 4.5

in the ASR, Exhibit 4 in the HPSR prepared for this Project for additional discussion of the early development of San Bernardino. The City of San Bernardino today is the regional hub for commercial activities, which draws a work force from within the city and also from neighboring communities.

4.5.13 Loma Linda

Mound City, now known as Loma Linda, was named for a geological formation, and was initially established in response to the popularity of health resorts in southern California in the latter half of the 1800s. The Mound City Land and Water Company purchased 260 acres, and platted a town on 200 acres and reserved the remaining 60 acres to construct a hotel to support the booming rail travel industry. The hotel was marketed as a health resort, and was completed in 1887. The Mound City Land and Water Company venture failed in 1890. The land was sold to a group of Los Angeles physicians and businessmen in the late 1890s, who formed the Loma Linda Association to promote the city and the health resort (Reynolds 1985). The Loma Linda Association changed the name of Mound City to Loma Linda, and added on to the health resort with the construction of additional cottages and a recreation hall (Loma Linda, City of 2008b). The Loma Linda Association was a short-lived business venture though, and the demise of the business led to the development of Loma Linda as a university town.

The Loma Linda Association venture failed in 1904. Ellen G. White, a prominent author, and the Seventh-Day Adventists, subsequently took over the former Loma Linda Association venture in the early 1900s. White established a nursing school at what is now known as the Loma Linda University and Loma Linda University Medical Center. The hotel was converted to a sanitarium, which is still used for that purpose today, and is associated with the Loma Linda University Medical Center (Loma Linda City of 2008b). The establishment of the university fostered residential development within Loma Linda. During the 1920s and early 1930s, the majority of the residences in Loma Linda were detached single-family residences. The local economy largely focused on the sanitarium and the Loma Linda Academy (now known as the Loma Linda University), but other businesses consisted of a dairy, a green house, and an automobile repair facility (Sanborn Map Company 1928). Loma Linda University and Medical Center are esteemed institutions within the U.S. and continue to draw people to the area.

4.5.14 Redlands

Redlands was initially established through real estate speculation, much like several other ventures in San Bernardino during the mid- to late-1800s. The townsite of Redlands was established by Frank E. Brown and Edward G. Judson in 1881 (Schuiling 1984). The City of Redlands is named after the rich red-colored soil found in the region. Brown and Judson organized the Redlands Water Company to provide water to the community (Schuiling 1984). See Section 4.4.4 for a description of the development of water conveyance in Redlands. With water guaranteed and the construction of a Santa Fe Railway branch line, Redlands and Lugonia, a neighboring townsite, merged to form one townsite (Schuiling 1984). The largest early industry was citrus packing and shipping (Federal Writers' Project 1939). The real estate boom associated with the development of the citrus industry in southern California also contributed to the early growth of Redlands.

The real estate boom drew Albert and Alfred Smiley, prominent early residents, to Redlands in the late 1880s. The Smileys purchased 200 acres in Redlands in 1889 with a view of the valley and the mountains where they constructed their homes and developed the area into Canyon Crest Park, later known as Smiley Heights (Schuiling 1984). They also planted over a thousand varieties of trees and shrubs in Smiley Heights, which quickly became a popular tourist destination. The Kite Route (see section 4.3.3) brought tourists and their dollars to Redlands to enjoy these gardens, and other services and entertainments provided by the City of Redlands.

Through the establishment of tourist destinations and agricultural industries, Redlands experienced a population boom in the late 1800s. In 1888, the population was 900, and by 1900, the population had grown to 5,600 (Sanborn Map & Publishing Company Ltd. 1888; Sanborn-Perris Map Company Ltd. 1900). Redlands developed a thriving economy based on the citrus and timber industries and tourism. Other prominent local businesses were the Union Ice Company factory, the Brookside Winery, the Academy of Music, the Redlands Electric Light and Power Company, Redlands University, and hotels such as the Hotel Casa Loma and the Windsor Hotel (Sanborn-Perris Map Company Ltd. 1900). Citrus was the primary agricultural product in Redlands, but Redlands was better known for its fine homes, parks, and the Redlands University. The city had 14 packinghouses in 1919 and was located on the Santa Fe Railway and SP RR lines (Southern California Panama Expositions Commission 1914). Redlands continues to thrive as a tourist draw for many of the same reasons listed above.

4.6 POST-WW II POPULATION GROWTH AND EXPANSION OF TOWNS AND CITIES

Two events are largely considered responsible for the explosion of suburban housing following WW II. The first event was Levittown in the State of New York, in which Alfred Levitt, and his sons, developed a method to quickly and cheaply mass produce housing. One aspect of the speed with which the homes could be constructed was that a residential tract development consisted of one design so workmen could be trained for a specific task related to the over-all construction process much like Henry Ford's assembly line. The results of this assembly-line style of construction were acres of identical residences. The second event was the signing of the Servicemen's Readjustment Act of 1944, commonly known as the GI Bill, which gave returning servicemen the ability to purchase homes with a minimal down payment, and to acquire Federal Housing Authority (FHA)-secured loans for the balance (Wright 2007). Not dependent on public transportation, new residential tracts were often located well outside the traditional heart of a city with proximity to employment centers (Caltrans 2011a). These two events resulted in thousands of acres of citrus groves, dairy fields, and other agricultural-use fields converted to residential tract developments throughout southern California.

Not only were the residential tracts homogenous in their layouts of curvilinear street patterns harkening to Frederick Law Olmsted's disdain for grid-pattern layouts and their minimal number of floor plans and façade treatments; they were also racially and socially homogenous. Conditions, covenants, and restrictions (CCRs) limited ownership to White Anglo-Saxon Protestant ownership, and beginning in 1939 were enforced through the FHA Underwriter's Manual. Though Thurgood Marshall won a Supreme Court case, *Shelley versus Kraemer*, in 1948 which officially ended racial discrimination in the housing market, the practice persisted (Wright 2007). In California, the Rumford Act of 1963, also known as the "Fair Employment

and Housing Act” ended the practice of real estate covenants which prohibited the sales of homes to African-Americans, Latinos, Asians, and Jews (California, State of 1963).

Following the end of WW II, many servicemen returned to southern California after being stationed here during the war to enjoy the climate and for employment opportunities. The result of this population growth was a massive real estate boom which effectively suburbanized western San Bernardino County. The population boom resulted in a prolific construction industry which was matched by a dramatic decline in the agricultural industry within the communities located within the APE as citrus groves and fields were converted to residential tract housing as evidenced by numerous tracts in Claremont, Pomona, Montclair, and Ontario. In-fill construction related to this period of time is found throughout the Project APE. The construction of I-10 further allowed for suburbanization of this area.

4.7 CONSTRUCTION OF THE INTERSTATES: ROUTE 66, THE OCEAN TO OCEAN HIGHWAY, AND I-10

4.7.1 National Old Trails Road/U.S. Highway 66

At the beginning of the 20th century, automobile travel across any long distances was unheard of, as there were few existing roads that were suitable for an automobile, and service stops providing fuel and water were few and far between. By the 1910s, a plan was made to lay out an automobile route that would connect southern California with the states to the east. Various segments of old wagon roads were connected together and then paved and incorporated into a continuous system of roads called the National Old Trails Road. The segment of roadway through San Bernardino County was incorporated into the State of California’s road system and designated Legislative Route Number (LRN) 31 (Bischoff 2005:16). By 1917, National Old Trails Road extended from Baltimore to Los Angeles, completing one of the first coast-to-coast automobile roads. By the mid-1920s, after the adoption of a nationwide highway numbering system, this segment of National Old Trails Road was designated as U.S. Route 60, and in November 1926 was signed as U.S. Highway 66 (Automobile Club of Southern California n.d.; National Park Service n.d.; Rand McNally and Company 1926, 1927).

Historically, U.S. Highway 66 (US 66), also known as Route 66 and the Mother Road, originated in Chicago, Illinois and terminated at the pier in Santa Monica, California. US 66 traversed San Bernardino and Los Angeles counties and connected the communities of San Bernardo, Rialto, and Fontana heading in a westerly direction. US 66 was constructed in 1926 (Wallis 2001). The completion of US 66 coincided with a period of U.S. economic prosperity and a newfound fascination with the automobile, which is attributed to automobiles being within the financial realities of the average American family (Wallis 2001). The result of these factors was an American fascination with road trips, which spurred the development of auto-related businesses such as car camps, which later became motels, and restaurants, some of which were constructed in theme-style buildings as an advertising ploy (Lentz and Holstine 1995). Portions of Foothill Boulevard through San Bernardino County were signed as part of the US 66 alignment, and contributed to the economic prosperity of the region with the influx of tourists’ dollars as they headed west.

4.7.2 Ocean to Ocean Highway

The Ocean to Ocean Highway was conceived to compete with US 66. The Ocean to Ocean Highway was an early idea for a transcontinental highway and would have connected Los Angeles, California to New York City, New York (Conley 1981b). Portions of existing roadways, such as Redlands Boulevard, were signed as part of the Ocean to Ocean Highway.

4.7.3 Interstate 10 (I-10)

Dwight D. Eisenhower is credited as being the father of the U.S. intercontinental highway system. The need for this system was a result of WW II, when alternate routes and means to move troops and war-related materials in an efficient manner was realized. The current alignment of I-10 within the APE follows the route of State Route 70/99 (U.S. Army 1942). The section of I-10 known as the “San Bernardino Freeway” was constructed between 1943 and 1957 (Track Info Services LLC 2008). The segment of I-10 between post mile 25.26 and 29.82 was named the “Officer James M. Goodman Memorial Highway” to commemorate a California Highway Patrolman who died in the line of duty on June 3, 2004 (CAHighways.org 2008). I-10 was constructed as part of the movement to create an intercontinental highway system, and spans the U.S. from Saint Augustine, Florida to Santa Monica, California.

5 DESCRIPTION OF CULTURAL RESOURCES

The APE covers an area approximately 41 miles in length between Casa Vista Avenue in the City of Pomona in the west and Oak Glen Road in the City of Yucaipa in the east, in order to account for potential construction signage. The area is generally urban in character, consisting of residential, commercial, and industrial uses. Remnants of early agricultural development include irrigation ditches and homestead, examples of which are found throughout the study area. The large early homestead parcels have, for the most part, been in-filled with residential, commercial, and industrial developments. Many of the residential properties within the APE are located on arterial streets in proximity to the freeway and those neighborhoods, many of which were developed in the immediate post-war period, have undergone further urbanization/land use changes, and now often contain mixes of residences constructed after 1940. Some of these residences have been converted for other uses or have been in-filled with commercial buildings, such as the numerous properties in Fontana that were previously found ineligible for listing in the NRHP and were exempt from review for this study due to substantial losses of integrity of the buildings themselves and their setting. Numerous post-war residential tracts are located primarily in the western end of the APE. However, research does not indicate these tracts are associated with historically significant events or persons and they do not retain integrity due to alterations to individual buildings (Caltrans 2011a). As such, these post-war residential tracts meet the definition of Property Type 7, Post-World War II Builders' Houses and Housing Tracts, in Attachment 4 of the PA and were exempted from review for this Project. In sum, many of the neighborhoods fronting I-10 are now a diverse mixture of old and new residential and commercial buildings. Few intact neighborhoods exist within the APE. There are many residential subdivisions along this corridor, but given that the areas immediately adjacent to I-10 are often continuously changing over time, the better examples of residential neighborhoods are those further removed from major transportation corridors such as Smiley Heights in the City of Redlands. There are 3,383 parcels containing buildings, groups of buildings, and structures within the APE. Of these, only 66 buildings, groups of buildings, or structures that were constructed in or before 1964 and possess sufficient integrity for further evaluation were identified. The buildings, groups of buildings, and/or structures represented in this survey include late nineteenth- and twentieth-century residential buildings, commercial buildings, a California military building, and an industrial building related to textiles. In addition, one historic archaeological site was documented for this study (see Chapter 6). The remaining buildings, groups of buildings, or structures within the APE are either modern in character or have impaired integrity, and were exempted from further study pursuant to Attachment 4 of the PA.

There are a total of 67 historic period resources (dating earlier than 1964) in the APE; two were previously listed in the NRHP (Euclid Avenue/SR-83 [36-015982] and Mill Creek *Zanja* [36-8092H]) and one was previously recommended eligible for listing in the NRHP (The Peppers/El Carmelo [36-016795]). This study revalidates the eligibility of the three previously evaluated historic properties and formally evaluates an additional 64 historic period resources against NRHP and CRHR criteria. Finally, the Curtis Homestead Site (CA-SBR-12989H; 36-014510; Map Reference No. 29) is presumed eligible for listing in the NRHP without formal evaluation

for the purposes of this Project only and will be protected in place during Project construction through the establishment of an Environmentally Sensitive Area (ESA) and archaeological monitoring. DPR 523 forms for each of the 67 historic period resources are included in Appendix A of this HRER.

5.1 DESCRIPTION OF SIGNIFICANT ARCHITECTURAL RESOURCES

As a result of this study, the APE contains five historic properties listed in or eligible for listing in the NRHP and CRHR and six historical resources for the purposes of CEQA, only as defined by CEQA Section 21084.1 (see Appendix A, DPR 523 Forms, for more detailed descriptions and photographs of each resource).

5.1.1 Historic Architectural Properties Listed, Eligible for Listing, or Presumed Eligible for Listing in the NRHP (Historic Properties)

5.1.1.1 Euclid Avenue/State Route 83

Euclid Avenue/SR-83 in Upland and Ontario (36-015982; Map Reference No. 1a) was formally determined eligible for listing in the NRHP by the Keeper of the Register (Keeper) in 1977, was formally nominated for listing in the NRHP in 1979, and was listed in the NRHP in 2005. Euclid Avenue between 24th Street in Upland and Philadelphia Street in Ontario was listed as a single structure in the NRHP in 2005 under Criteria A and C (Starns and Wahlstrom 2004). The property boundary is the ROW lines of Euclid Avenue. Character-defining features of the historic property include the landscape, the road itself, two fountains, and a statue. The bandstand and two reconstructed features were identified as non-contributing features.

Euclid Avenue/SR-83 (36-015982; Map Reference No. 1a) was also designated a local historic district by the City of Ontario. The boundary of this district is I-10 to the north and G Street to the south. All properties that front this section of Euclid Avenue were included in the historic district. The contributing features of the locally designated historic district also include the median and street trees, consisting of silk oak and coast live oak trees. Other contributing features include the scored sidewalks, stone and concrete curbs, King Standard lampposts, and front yard setbacks and open space in the residential areas of the district.

5.1.1.2 Mill Creek Zanja

Mill Creek *Zanja* (CA-SBR-8092H; Map Reference No. 48) is a linear canal structure that begins at the Mill Creek, traverses the City of Redlands, and ends near the Asistencia in the Mission District of Loma Linda. The Mill Creek *Zanja* was originally constructed as an earthen ditch of varying degrees of depth and width. The Mill Creek *Zanja* was constructed in 1819 by Native Americans associated with the Asistencia, and the water was brought in to irrigate crops. The Mill Creek *Zanja* was previously listed in the NRHP, was designated California Historical Landmark No. 43, and was designated Engineering Landmark No. 21 by the Los Angeles Section of the American Society of Civil Engineers (Van Boyen 1976).

5.1.1.3 1055 E. Highland Avenue

The two-and-a-half-story American Foursquare style residence with Prairie and Colonial Revival influence is square in plan. The hipped roof, with flared eaves, is clad in composition shingles. The eaves of the main roofline are accented with dentil molding and brackets. A brick chimney is centrally located on the north face of the roof. The exterior walls are clad in coursed wood shingles. Some of the windows on the ground floor of the primary façade were replaced with glass block at an unknown date. The windows on the upper floors of the primary façade are one-over-one wood sash and appear to be original. A metal awning shelters the windows on the second floor of the primary façade. The primary entrance is raised and accessed via a covered porch. Trios of Doric columns support the porch roof. Scrolled bas relief detailing accents the front gable of the porch roof. All other details are obscured by vegetation, and were not discernible from the public ROW. At least two ancillary buildings, which appear to date to when this building functioned as a farm, are located in the rear of the parcel (see continuation sheet). Landscaping includes several mature trees. A concrete block perimeter wall was constructed at an unknown date. The building was originally a stately farm house flanked by orchards (NETR Online 2014); however, the building is now located in a densely developed residential area in Redlands. The building is in good condition. The boundary is the legal parcel boundary.

5.1.1.4 The Peppers/El Carmelo

The Peppers/El Carmelo (36-016795; Map Reference No. 67), located at 926 E. Highland Avenue, Redlands, was previously found to appear eligible for listing in the NRHP (Morris 1977). The Peppers was constructed in 1903 and was determined to appear eligible for listing in the NRHP for its associations with William N. Moor and because it is an Italian style villa. Several buildings were constructed between 1952 and 1969 for the Catholic retreat that currently occupies the site. These buildings were not identified as contributors to the historic property. No additional information which would preclude a lead agency from considering the property to be eligible for listing in the NRHP was identified through this survey effort; therefore, the 1977 finding remains valid. The 1977 form did not identify the boundary of the property, but is presumed to be comprised of the legal parcels which make up the retreat, including several acres of citrus groves.

5.1.2 Historical Resources for the Purposes of CEQA Only

5.1.2.1 1531 N. Euclid Avenue/The Metcalfe & Bundgard House

The Metcalfe & Bundgard House, located at 1531 N. Euclid Avenue, Ontario (Map Reference No. 2), is a one-story, Ranch style residence that is generally rectangular in plan. The hipped roof with boxed eaves is clad in pebbles. A chimney, clad in flag stone, is located on the primary façade and pierces the roof towards the east end of the building. The exterior walls are clad in smooth-textured stucco. The aluminum sash and fixed-pane windows appear to be original. Metal awnings were installed at an unknown date. The primary entrance is raised and is accessed via a cast concrete, slab on grade entry porch. Other details are obscured by vegetation.

5.1.2.2 1540 N. Euclid Avenue/The Arthur E. Wilson House

The Arthur E. Wilson House, located at 1540 N. Euclid Avenue, Ontario (Map Reference No. 3), is a one-story Ranch style building that is generally rectangular in plan. The gable-on-hip roof with exposed rafter tails is clad in composition shingles. The front-facing gable is accented with a dove cote. A brick chimney is located on the northern façade and pierces the roof. The southern half of the primary façade is clad in vertical board and batten wood siding. The northern half of the building is clad in wavy clapboard with brick veneer to the water line. The fenestration consists of wood casement, one-over-one sash, six-over-six sash, and diamond-paned sash windows, which appear to be original. Two canted bays are located on the ends of the primary façade and each is accented with corbels. The primary entrance is recessed and is at grade. Landscaping includes mature trees.

5.1.2.3 1524 N. Euclid Avenue/The James B. Martz House

The James B. Martz House is located at 1524 N. Euclid Avenue, Ontario (Map Reference No. 4), is a one-story, Minimal Traditional style residence that is 'L'-shaped in plan. The cross-hipped roof with boxed eaves is clad in composition shingles. A brick chimney is centrally located on the southern façade, and the brick chimney extends above the eave. The exterior walls are clad in smooth-textured stucco, with horizontal clapboard siding to the water line. The six-over-six wood sash windows appear to be original and are accented with wood surrounds. The canted bay is located in the southern half of the primary façade. The primary entrance is raised, recessed, and accessed via cast concrete steps. Landscaping includes mature trees.

5.1.2.4 The Terrace Park

The Terrace Park (Map Reference No. 39) is a linear park located between Colton and Terrace avenues and Church and 6th streets in the City of Redlands. The park is rectangular and is bisected lengthwise by a decomposed granite walkway. Park benches are evenly spaced along this path. The western end of the park is accented with a mature palm allée on the south side of the walkway, and the eastern end of the park features an allée of flamegold trees (*Koelreuteria bipinnata*). An allée of crepe myrtle (*Lagerstroemia*) accents the parkway bordering Colton Avenue. Flowering ground cover of a mixture of species visually ties the trees together to create a lush park.

5.1.2.5 B.W. Cave Residence/322 The Terrace

322 The Terrace, Redlands (Map Reference No. 42), is a two-story vernacular residence that is irregular in plan. The irregularly shaped roof is clad in composition shingles. The exterior walls are clad in clapboard, and the front-facing gable is clad in fish scale shingles. The fenestration consists of wood one-over-one sash, two-light fixed-pane, and six-light French doors. A canted bay is centrally located on the primary façade, and the top of the bay creates a second floor porch. The second floor porch is enclosed with a simple wood railing. The primary entrance is raised, recessed, and accessed via cast concrete stairs. Landscape includes mature trees, and a wood fence separates the front and rear yards.

5.2 DESCRIPTION OF HISTORIC ARCHAEOLOGICAL RESOURCES

One historic archaeological resource was identified as a result of this study, and is presumed eligible for listing in the NRHP without formal evaluation.

5.2.1 Curtis Homestead

Newly identified and documented, the Curtis Homestead (CA-SBR-12989H; 36-014510; Map Reference No. 29) is situated within a triangular configuration of trees at the northeast corner of a flat, open field and consists of a historic homestead/farmstead site containing a razed cobble-and-mortar house foundation (see Feature 1), a second razed cobble-and-mortar foundation (see Feature 2) of a much smaller building situated adjacent to the main house foundation, and a sparse-to-moderate density scatter of domestic refuse (e.g., bottle glass, ceramic items) and construction debris. Landscaped trees (pepper trees [both dead and alive], one scrub oak, and one large unidentified shrub) are situated around the periphery of the site area.

It should be noted that in addition to razing of the buildings, the site is situated within a currently fallow (but recently disked) agricultural field that has been repeatedly plowed and disked for decades, and all of the domestic and other refuse present within the site area is highly fragmented, and temporally diagnostic items are far and few between. Most cultural materials appear to date to circa 1920s to circa 1940s or later; however, some materials observed suggest that the site area may have been occupied as early as the late 1800s or around the turn of the century. This proposed span of site use/occupation coincides well with historical archival information gathered about the site area and surrounding property, that indicates the farmstead and surrounding parcel was occupied and farmed by the pioneer Curtis family as early as 1895, and as late as the 1950s (HPSR; Exhibit 4 [ASR], Chapter 6.1.1).

It should also be noted that due to repeated plowing and disking of the field surrounding the razed foundations, that plow drag has scattered some cultural materials outside of the currently established site boundaries. As currently defined, the site boundaries and landscaped trees reflect the extent of the denser concentrations of cultural materials, but do not encompass materials that appear to have been more widely scattered by agricultural activities.

Feature 1

As noted above, Feature 1 consists of a razed cobble-and-mortar foundation of a residential house structure. The more intact wall segments suggest a four-room structure measuring approximately 40 feet by 27 feet (N-S by E-W). The foundation walls are mostly 1-foot thick, and currently rise from the ground level to 3 to 10 inches high above the surrounding ground surface. The depths of the walls are unknown, but an exposure of the interior side of one wall at the northwest corner of the structure extends at least 2 feet below ground surface. Brick rubble surrounding the foundation indicates that at least portions of the upper structure above the foundation were constructed of brick. Small bits of asphalt composite roof shingles suggest that the roof of the structure was improved/updated at least once since original construction.

Feature 2

Situated at ground level 9 feet to the west from the northwest corner of Feature 1, Feature 2 consists of the razed foundation remnants of a much smaller building of undetermined function, and of rectangular configuration, measuring 10 feet by 9 feet (E-W by N-S). The walls of the Feature 2 foundation are of the same construction (cobble-and-mortar) and thickness (1-foot) as Feature 1; depth of the walls is unknown.

Summary

Cultural materials are scattered throughout the site area, but the densest concentrations occur to the immediate north of Features 1 and 2, and surrounding the scrub oak/pepper tree cluster in the northwestern site area. As noted above, all materials are highly fragmented into very small pieces (n = 100s) due to razing of the buildings, and repeated plowing and disking of the field surrounding the building foundations. Additionally, plow drag has scattered some cultural materials beyond the site boundaries as currently defined.

Depth of the cultural deposits at the Curtis Homestead is unknown. However, hollow subsurface features (i.e., privies, cisterns) may be present and may contain significant subsurface cultural deposits. Site integrity is impaired. The buildings have been razed, resulting in much of the remaining foundation work being broken and displaced from their original alignments. Additionally, razing, plowing, and disking have reduced all cultural materials to very small fragments, and scattered much of the cultural materials into the surrounding fields beyond the currently defined site boundary.

6 RESOURCE SIGNIFICANCE

One historic archaeological site was considered in this HRER. In regards to the significance of the Curtis Homestead (CA-SBR-12989H; 36-014510; Map Reference No. 29), it appears that the Curtis Homestead may contain significant, intact subsurface cultural deposits and may be eligible for NRHP-listing under Criterion (d)—that have yielded or may be likely to yield, information important in prehistory or history. The Curtis Homestead does not appear eligible for listing in the NRHP under Criterion A, B, or C.

Depth of the cultural deposits at the Curtis Homestead is unknown. However, hollow subsurface features (i.e., privies, cisterns) may be present and these have the potential to contain significant subsurface cultural deposits that could yield important data regarding the historical development of the Loma Linda area.

For the purposes of this undertaking, the Curtis Homestead shall, therefore, be presumed eligible for the NRHP under Criterion D without formal evaluation for this Project only, and an ESA will be established pursuant to Stipulation VIII.C.3 of the Section 106 PA. The ESA Action Plan will be appended to the Finding of No Adverse Effect being prepared for this Project under separate cover. ESA fences will be placed around the entire site prior to project activities and will be monitored periodically by a qualified archaeologist during use of the area as a construction staging area or during any ground disturbing activities related to construction of this Project. Prior to any construction or construction related activity, the ESA will be delineated in the field by the placement of temporary fencing.

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FINDINGS AND CONCLUSIONS

7.1 FINDINGS

Of the 2,227 parcels located within the APE, only 66 contained buildings, groups of buildings, or structures that were constructed in or before 1964 and possess sufficient integrity to warrant evaluation in this study as defined by Attachment 4 of the PA. In addition, one historic archaeological site was identified.

As a result of this study, the APE contains five historic properties listed in or eligible for listing in the NRHP and the CRHR. The Mill Creek *Zanja*, Redlands (CA-SBR-8024H; Map Reference No. 48), and Euclid Avenue/SR-83, Upland and Ontario (36-015982; Map Reference No. 1a), are listed on the NRHP and CRHR. This study concurs with a previous survey-level evaluation of The Peppers/El Carmelo (36-016795; Map Reference No. 67), located at 926 E. Highland Avenue, Redlands, and finds the property eligible for listing in the NRHP and CRHR. The property located at 1055 E. Highland Avenue, Redlands (Map Reference No. 66) appears eligible for listing on the NRHP under Criterion C as a result of this study. One historic archaeological site, the Curtis Homestead (CA-SBR-12989H; 36-014510; Map Reference No. 29), is presumed eligible for inclusion in the NRHP pursuant to Stipulation VIII.C.3 of the PA without formal evaluation for the purposes of this Project only and will be protected in place during Project construction through the establishment of an ESA and archaeological monitoring.

The City of Ontario also designated Euclid Avenue (Map Reference No. 1b) and fronting properties as a local historic district, and three frontage properties (1531 N. Euclid Avenue [Map Reference No. 2], 1540 N. Euclid Avenue [Map Reference No. 3], and 1524 N. Euclid Avenue [Map Reference No. 4]) are also eligible for individual local designation (HPSR; Exhibit 1, Figure 4). In addition, the Terrace Park (Map Reference No. 39) has been designated a City of Redlands Historic Property and is a historical resource for the purposes of CEQA. Lastly, this study confirms the previous finding that the B.W. Cave Residence/322 The Terrace, Redlands (Map Reference No. 42) appears eligible for local designation. No additional properties were determined eligible for inclusion in the NRHP and the CRHR as a result of this study (see Appendix A, DPR 523 Forms).

a) Historic properties listed in the NRHP:

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
Euclid Avenue/SR-83 (36-015982)	Euclid Ave.	Upland/Ontario	1S	Map Reference No. 1a
Mill Creek <i>Zanja</i> (CA-SBR-8092H)	Address restricted	Redlands	1S	Map Reference No. 48

b) Historic properties previously determined eligible for listing in the NRHP:

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
The Peppers/El Carmelo (36-016795)	926 E. Highland Ave.	Redlands	2S4	Map Reference No. 67

c) Resources previously determined not eligible for listing in the NRHP:

None

d) Historic properties found eligible for listing in the NRHP as a result of the current study:

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
1055 E. Highland Ave.	1055 E. Highland Ave.	Redlands	2S2	Map Reference No. 66
The Peppers/El Carmelo (36-016795)	926 E. Highland Ave.	Redlands	2S4	Map Reference No. 67

e) Resources found not eligible for listing in the NRHP as a result of the current study (see relevant evaluations in attached supporting documentation in Appendix A):

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
1531 N. Euclid Ave./The Metcalfe & Bundgard House	1531 N. Euclid Ave.	Ontario	5B	Map Reference No. 2
1540 N. Euclid Ave./The Arthur E. Wilson House	1540 N. Euclid Ave.	Ontario	5B	Map Reference No. 3
1524 N. Euclid Ave./The James B. Martz House	1524 N. Euclid Ave.	Ontario	5B	Map Reference No. 4
250 E. 7th St.	250 E. 7th St.	Upland	6Z	Map Reference No. 5
265 E. 7th St.	265 E. 7th St.	Upland	6Z	Map Reference No. 6
749 Sycamore Ct.	749 Sycamore Ct.	Upland	6Z	Map Reference No. 7
947 E. 6th St.	947 E. 6th St.	Ontario	6Z	Map Reference No. 8

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
1024 E. 6th St.	1024 E. 6th St.	Ontario	6Z	Map Reference No. 9
1128 E. 5th St.	1128 E. 5th St.	Ontario	6Z	Map Reference No. 10
Halgren's Chocolate	1204 N. Grove Ave.	Ontario	6Z	Map Reference No. 11
Union Carbide Industrial Gasses Inc.	10829 Etiwanda Ave.	Fontana	6Z	Map Reference No. 12
16454 Washington Dr.	16454 Washington Dr.	Fontana	6Z	Map Reference No. 13
16470 Washington Dr.	16470 Washington Dr.	Fontana	6Z	Map Reference No. 14
16592 Washington Dr.	16592 Washington Dr.	Fontana	6Z	Map Reference No. 15
18029 Taylor Ave.	18029 Taylor Ave.	Bloomington	6Z	Map Reference No. 16
18083 Taylor Ave.	18083 Taylor Ave.	Bloomington	6Z	Map Reference No. 17
10176 Orchard St./Bloomington Garage and LaGue Residence (CA-SBR-8542H; P755)	10176 Orchard St.	Bloomington	6Z	Map Reference No. 18
18661 Orange St.	18661 Orange St.	Bloomington	6Z	Map Reference No. 19
10156 Church St.	10156 Church St.	Bloomington	6Z	Map Reference No. 20
1785 S. Sycamore Ave.	1785 S Sycamore Ave.	Rialto	6Z	Map Reference No. 21
Entenmanns'- Orowheat Bakery Outlet	20213 Valley Blvd.	Rialto	6Z	Map Reference No. 22
885 W. Valley Blvd.	885 W. Valley Blvd.	Colton	6Z	Map Reference No. 23
110 N 4th St.	110 N 4th St.	Colton	6Z	Map Reference No. 24
188 E Valley Blvd.	188 E Valley Blvd.	Colton	6Z	Map Reference No. 25
444 E. Valley Blvd.	444 E. Valley Blvd.	Colton	6Z	Map Reference No. 26
2396 E. Steel Rd	2396 E Steel Rd.	Colton	6Z	Map Reference No. 27
428 E. Caroline St.	428 E. Caroline St.	San Bernardino	6Z	Map Reference No. 28
Mission Channel	N/A	San Bernardino/Loma Linda	6Z	Map Reference No. 30
25435 Redlands Blvd.	25435 Redlands Blvd.	Loma Linda	6Z	Map Reference No. 31
617 Texas St./ California National Guard	617 Texas St.	Redlands	6Z	Map Reference No. 32
715 W Colton Ave./ Covington Engineering	715 W Colton Ave.	Redlands	6Z	Map Reference No. 33
615 Lawton St.	615 Lawton St.	Redlands	6Z	Map Reference No. 34
503 W. Colton Ave.	503 W. Colton Ave.	Redlands	6Z	Map Reference No. 35
719 N Eureka St.	719 N Eureka St.	Redlands	6Z	Map Reference No. 36
201 W. Colton Ave.	201 W. Colton Ave.	Redlands	6Z	Map Reference No. 37
127 W. Colton Ave.	127 W. Colton Ave.	Redlands	6Z	Map Reference No. 38
Terrace Park	The strip of land between Colton and Terrace avenues, and Church and Sixth Street	Redlands	5S1	Map Reference No. 39
203 E. Colton Ave.	203 E. Colton Ave.	Redlands	6Z	Map Reference No. 40
211 E. Colton Ave.	211 E. Colton Ave.	Redlands	6Z	Map Reference No. 41

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
B.W. Cave Residence/322 The Terrace	322 The Terrace	Redlands	5S3	Map Reference No. 42
619 11th St.	619 11th St.	Redlands	6Z	Map Reference No. 43
745 E. Stuart Ave.	745 E. Stuart Ave.	Redlands	6Z	Map Reference No. 44
602 Church St./ Spiritual Treatment Center	602 Church St.	Redlands	6Z	Map Reference No. 45
522-524 Bonita Ave.	524 Bonita Ave.	Redlands	6Z	Map Reference No. 46
831 Sylvan Blvd.	831 Sylvan Blvd.	Redlands	6Z	Map Reference No. 47
911 E. Central Ave.	911 E. Central Ave.	Redlands	6Z	Map Reference No. 49
924 E. Central Ave.	924 E. Central Ave.	Redlands	6Z	Map Reference No. 50
215 N. University St.	215 N. University St.	Redlands	6Z	Map Reference No. 51
136 N. University St.	136 N. University St.	Redlands	6Z	Map Reference No. 52
130 N University St.	130 N University St.	Redlands	6Z	Map Reference No. 53
1106 E. Central Ave.	1106 E. Central Ave.	Redlands	6Z	Map Reference No. 54
507 University Pl.	507 University Pl.	Redlands	6Z	Map Reference No. 55
511 University Pl.	511 University Pl.	Redlands	6Z	Map Reference No. 56
514 University Pl.	514 University Pl.	Redlands	6Z	Map Reference No. 57
517 University Pl.	517 University Pl.	Redlands	6Z	Map Reference No. 58
524 University Pl.	524 University Pl.	Redlands	6Z	Map Reference No. 59
528 University Pl.	528 University Pl.	Redlands	6Z	Map Reference No. 60
532 University Pl.	532 University Pl.	Redlands	6Z	Map Reference No. 61
1001 E. Cypress Ave.	1001 Cypress Ave	Redlands	6Z	Map Reference No. 62
955 E. Cypress Ave.	955 E. Cypress Ave.	Redlands	6Z	Map Reference No. 63
945 E. Cypress Ave.	945 E. Cypress Ave.	Redlands	6Z	Map Reference No. 64
1131 E. Cypress Ave.	1131 E. Cypress Ave.	Redlands	6Z	Map Reference No. 65

- f) The following property is presumed eligible for inclusion in the NRHP under Criterion D for the purposes of the Project and will be protected in place through the establishment of an ESA, according to Stipulation VIII.C.3 of the Section 106 PA:

Name	Address /Location	Community	OHP Status Codes	Map Reference No.
Curtis Homestead (CA-SBR-12989H; 36-014510)	Address restricted	Loma Linda	7R	Map Reference No. 29

- g) Resources for which further study is needed because evaluation was not possible (e.g., archaeological sites that require a test excavation to determine eligibility):

None

- h) Historical resources for the purposes of CEQA (resources in this category would include CRHR listed or eligible [per State Historical Resources Commission determination])

resources, resources identified as significant in surveys that meet State Office of Historic Preservation standards, resources that are designated landmarks under local ordinances, and resources that meet the CRHR criteria as outlined in PRC §5024.1.):

Name	Address /Location	Community	OHP Status Codes	Map Reference No.
Euclid Avenue	N/A	Ontario/Upland	1S	Map Reference No. 1a
Euclid Avenue	N/A	Ontario	5B	Map Reference No. 1b
1531 N. Euclid Ave./The Metcalfe & Bundgard House	1531 N. Euclid Ave.	Ontario	5B	Map Reference No. 2
1540 N. Euclid Ave./The Arthur E. Wilson House	1540 N. Euclid Ave.	Ontario	5B	Map Reference No. 3
1524 N. Euclid Ave./The James B. Martz House	1524 N. Euclid Ave.	Ontario	5B	Map Reference No. 4
Curtis Homestead	Address Restrict	Loma Linda	7R	Map Reference No. 29
Terrace Park	The strip of land between Colton and Terrace avenues, and Church and Sixth Street	Redlands	5S1	Map Reference No. 39
B.W. Cave Residence/322 The Terrace	322 The Terrace	Redlands	5S3	Map Reference No. 42
Mill Creek <i>Zanja</i>	Address Restrict	Redlands	1S	Map Reference No. 48
1055 E. Highland Ave.	1055 E. Highland Ave.	Redlands	2S2	Map Reference No. 66
The Peppers/El Carmelo	926 E. Highland Ave.	Redlands	2S4	Map Reference No. 67

- i) Resources that are not historical resources under CEQA, per CEQA Guidelines §15064.5, because they do not meet the CRHR criteria outlined in PRC §5024.1:

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
250 E. 7th St.	250 E. 7th St.	Upland	6Z	Map Reference No. 5
265 E. 7th St.	265 E. 7th St.	Upland	6Z	Map Reference No. 6
749 Sycamore Ct.	749 Sycamore Ct.	Upland	6Z	Map Reference No. 7
947 E. 6th St.	947 E. 6th St.	Ontario	6Z	Map Reference No. 8
1024 E. 6th St.	1024 E. 6th St.	Ontario	6Z	Map Reference No. 9
1128 E. 5th St.	1128 E. 5th St.	Ontario	6Z	Map Reference No. 10
Halgren's Chocolate	1204 N. Grove Ave.	Ontario	6Z	Map Reference No. 11
Union Carbide Industrial Gasses Inc.	10829 Etiwanda Ave.	Fontana	6Z	Map Reference No. 12
16454 Washington Dr.	16454 Washington Dr.	Fontana	6Z	Map Reference No. 13
16470 Washington Dr.	16470 Washington Dr.	Fontana	6Z	Map Reference No. 14
16592 Washington Dr.	16592 Washington Dr.	Fontana	6Z	Map Reference No. 15
18029 Taylor Ave.	18029 Taylor Ave.	Bloomington	6Z	Map Reference No. 16
18083 Taylor Ave.	18083 Taylor Ave.	Bloomington	6Z	Map Reference No. 17
10176 Orchard St./Bloomington Garage	10176 Orchard St.	Bloomington	6Z	Map Reference No. 18

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
and LaGue Residence (CA-SBR-8542H; P755)				
18661 Orange St.	18661 Orange St.	Bloomington	6Z	Map Reference No. 19
10156 Church St.	10156 Church St.	Bloomington	6Z	Map Reference No. 20
1785 S. Sycamore Ave.	1785 S Sycamore Ave.	Rialto	6Z	Map Reference No. 21
Entenmanns'- Orowheat Bakery Outlet	20213 Valley Blvd.	Rialto	6Z	Map Reference No. 22
885 W. Valley Blvd.	885 W. Valley Blvd.	Colton	6Z	Map Reference No. 23
110 N 4th St.	110 N 4th St.	Colton	6Z	Map Reference No. 24
188 E Valley Blvd.	188 E Valley Blvd.	Colton	6Z	Map Reference No. 25
444 E. Valley Blvd.	444 E. Valley Blvd.	Colton	6Z	Map Reference No. 26
2396 E. Steel Rd	2396 E Steel Rd.	Colton	6Z	Map Reference No. 27
428 E. Caroline St.	428 E. Caroline St.	San Bernardino	6Z	Map Reference No. 28
Mission Channel		San Bernardino/Loma Linda	6Z	Map Reference No. 30
25435 Redlands Blvd.	25435 Redlands Blvd.	Loma Linda	6Z	Map Reference No. 31
617 Texas St./ California National Guard	617 Texas St.	Redlands	6Z	Map Reference No. 32
715 W Colton Ave./ Covington Engineering	715 W Colton Ave.	Redlands	6Z	Map Reference No. 33
615 Lawton St.	615 Lawton St.	Redlands	6Z	Map Reference No. 34
503 W. Colton Ave.	503 W. Colton Ave.	Redlands	6Z	Map Reference No. 35
719 N Eureka St.	719 N Eureka St.	Redlands	6Z	Map Reference No. 36
201 W. Colton Ave.	201 W. Colton Ave.	Redlands	6Z	Map Reference No. 37
127 W. Colton Ave.	127 W. Colton Ave.	Redlands	6Z	Map Reference No. 38
203 E. Colton Ave.	203 E. Colton Ave.	Redlands	6Z	Map Reference No. 40
211 E. Colton Ave.	211 E. Colton Ave.	Redlands	6Z	Map Reference No. 41
619 11th St.	619 11th St.	Redlands	6Z	Map Reference No. 43
745 E. Stuart Ave.	745 E. Stuart Ave.	Redlands	6Z	Map Reference No. 44
602 Church St./ Spiritual Treatment Center	602 Church St.	Redlands	6Z	Map Reference No. 45
522-524 Bonita Ave.	524 Bonita Ave.	Redlands	6Z	Map Reference No. 46
831 Sylvan Blvd.	831 Sylvan Blvd.	Redlands	6Z	Map Reference No. 47
911 E. Central Ave.	911 E. Central Ave.	Redlands	6Z	Map Reference No. 49
924 E. Central Ave.	924 E. Central Ave.	Redlands	6Z	Map Reference No. 50
215 N. University St.	215 N. University St.	Redlands	6Z	Map Reference No. 51
136 N. University St.	136 N. University St.	Redlands	6Z	Map Reference No. 52
130 N University St.	130 N University St.	Redlands	6Z	Map Reference No. 53
1106 E. Central Ave.	1106 E. Central Ave.	Redlands	6Z	Map Reference No. 54
507 University Pl.	507 University Pl.	Redlands	6Z	Map Reference No. 55
511 University Pl.	511 University Pl.	Redlands	6Z	Map Reference No. 56
514 University Pl.	514 University Pl.	Redlands	6Z	Map Reference No. 57
517 University Pl.	517 University Pl.	Redlands	6Z	Map Reference No. 58

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
524 University Pl.	524 University Pl.	Redlands	6Z	Map Reference No. 59
528 University Pl.	528 University Pl.	Redlands	6Z	Map Reference No. 60
532 University Pl.	532 University Pl.	Redlands	6Z	Map Reference No. 61
1001 E. Cypress Ave.	1001 Cypress Ave	Redlands	6Z	Map Reference No. 62
955 E. Cypress Ave.	955 E. Cypress Ave.	Redlands	6Z	Map Reference No. 63
945 E. Cypress Ave.	945 E. Cypress Ave.	Redlands	6Z	Map Reference No. 64
1131 E. Cypress Ave.	1131 E. Cypress Ave.	Redlands	6Z	Map Reference No. 65

Carrie Chasteen, who meets the PQS Standards in PA Attachment 1 as a Principal Architectural Historian, has determined that the only other architectural resources present within the APE, including state-owned resources, meet the criteria for PA Attachment 4 (Properties Exempt from Evaluation). Tiffany Clark, who meets the PQS Standards in PA Attachment 1 as a Lead Archaeological Surveyor or above, has determined that the only other historic period archaeological resources present within the APE meet the criteria for PA Attachment 4 (Properties Exempt from Evaluation).

7.2 CONCLUSIONS

As a result of this study, the APE contains five historic properties listed in or eligible for listing in the NRHP and CRHR, and six historical resources for the purposes of CEQA only. The Mill Creek *Zanja*, Redlands (CA-SBR-8092H; Map Reference No. 48), and Euclid Avenue/SR-83 (36-015982), Upland and Ontario (Map Reference No. 1a), are listed in the NRHP and CRHR. This study concurs with a previous survey-level evaluation of The Peppers/El Carmelo, located at 926 E. Highland Avenue, Redlands (36-016795; Map Reference No. 67), and finds the property eligible for listing in the NRHP and the CRHR. The property located at 1055 E. Highland Avenue, Redlands (Map Reference No. 66) was found to be eligible for listing in the NRHP under Criterion C as a result of this study. One historic archaeological site, the Curtis Homestead (CA-SBR-12989H; 36-014510; Map Reference No. 29), is presumed eligible for inclusion in the NRHP pursuant to Stipulation VIII.C.3 of the PA without formal evaluation for the purposes of this Project only and will be protected in place during Project construction through the establishment of an ESA and archaeological monitoring.

In terms of CEQA, the City of Ontario designated Euclid Avenue (Map Reference No. 1b) and fronting properties as a local historic district and an additional three frontage properties, (1531 N. Euclid Avenue [Map Reference No. 2], 1540 N. Euclid Avenue [Map Reference No. 3], and 1524 N. Euclid Avenue [Map Reference No. 4]), as contributors to the locally-designated Euclid Avenue Historic District and are also eligible for individual local designation. In Upland, Euclid Avenue is zoned as a scenic corridor, but has not been designated as a local historic district/property. The Terrace Park, Redlands (Map Reference No. 39) was locally designated as a City of Redlands local Historic Property and is a historical resource for the purposes of CEQA. This survey concurs with a previous survey-level evaluation of the B.W. Cave Residence/322 Terrace, Redlands (Map Reference No. 42), and finds the property may be eligible for local designation and is considered a historical resource for the purposes of CEQA. No additional

properties were found eligible for inclusion in the NRHP and/or CRHR as a result of this study (see Appendix A, DPR forms).

7.2.1 Historic Properties Previously Listed in the NRHP

Euclid Avenue/State Route 83

Euclid Avenue/SR-83 (36-015982; Map Reference No.1a) is located in Upland and Ontario, and is listed in the NRHP as a single structural resource. Euclid Avenue/SR-83 was listed in the NRHP under Criterion A for its community planning and development significance and under Criterion C for its landscape architecture significance. The period of significance for the NRHP-listed Euclid Avenue/SR-83 is 1882 to 1940, and it is significant on the state level. The NRHP-listed property boundary consists of the 200-foot-wide public ROW of Euclid Avenue between 24th Street in Upland and Philadelphia (Ely) Street in Ontario. Of the 8.4-mile-long resource, only approximately 1.6 miles is located within the Project APE. Contributing features of the NRHP-listed property within this segment of the resource include the 60-foot-wide medians, historic stone and concrete curbs and gutters, and historic sidewalks. Contributing landscape features include California pepper trees (*Schinus molle*), silk oak trees (*Grevillea robusta*), and other mature vegetation such as southern magnolia (*Magnolia grandiflora*). Non-contributing features include the bridge which crosses I-10 (Bridge No. 54 0445) and other modifications to the historic property which resulted from the construction of this bridge such as modern sidewalks and curbs.

Mill Creek Zanja

Mill Creek Zanja (CA-SBR-8092H; Map Reference No. 48) was previously listed in the NRHP under Criterion A for its association with early agricultural improvements in Redlands, Criterion B for its association with Pedro Alvarez, Criterion C as a significant engineering structure, and Criterion D for its information potential. Mill Creek Zanja was also designated California Historical Landmark No. 43 and Engineering Landmark No. 21 by the Los Angeles Section of the American Society of Civil Engineers. The period of significance is 1819/1820, the year it was constructed. It is significant on the local level. The boundary of the Mill Creek Zanja is limited to the footprint of the structure itself. Approximately 0.2 mile of this linear resource is located within the Project APE. Contributing elements of the resource adjacent to the Project area include an open ditch ranging from 5 to 8 feet in width and approximately 4 feet in depth. Portions of the Mill Creek Zanja have been improved with stonework, but stonework is not evident in the section of the canal which crosses the APE.

7.2.2 Historic Properties Found Eligible for Listing in the NRHP

1055 E. Highland Avenue

1055 E. Highland Avenue, Redlands (Map Reference No. 66) appears eligible for listing in the NHRP at the local level for its architectural quality (Criterion C). The period of significance is 1917, the year the building was constructed. The boundary is limited to the legal parcel boundary. Contributing features include the siting, mass, and scale of the building. Other contributing features include the hipped roof, with flared eaves, clad in composition shingles;

eaves of the main roofline accented with dentil molding and brackets; a brick chimney is centrally located on the north face of the roof; the exterior walls clad in coursed wood shingles; the windows on the upper floors of the primary façade are one-over-one wood sash; the primary entrance is raised and accessed via a covered porch with trios of Doric columns which support the porch roof and scrolled bas relief detailing accents the front gable of the porch roof. At least two ancillary buildings which appear to date to when this building functioned as a farm are located in the rear of the parcel and are contributing elements of this property. The glass block windows, metal awnings, and concrete block perimeter wall are not contributing features of this property. Contributing landscape includes mature trees.

The Peppers/El Carmelo

The Peppers/El Carmelo (36-016795; Map Reference No. 67) is located at 926 E. Highland Avenue, Redlands, and appears eligible for listing in the NRHP at the local level for its associations with W.N. Moore (Criterion B) and for its Italian villa style architecture (Criterion C). The Peppers/El Carmelo was also designated as a Redlands Historic Structure in 1981. The period of significance is 1903, the year the building was constructed. The boundary consists of the Assessor's parcel boundaries which comprise the functioning property and generally consists of I-10 to the east, Highland Avenue to the north, modern residential development and a park to the west, and Marshal Street and additional residential development to the south. Contributing features include the siting of the building which stood alone on top of a hill. Exterior contributing features include stucco; the multi-gable roofline with turrets was constructed with wood shingles; the eaves with brackets; slip-sill two-sash and flat with plain molding windows; and the primary entry door consists of two large plain wood doors with surrounding detail of plain molding with a small window on top of each door. Contributing landscape features include an unprotected cement patio in front with a brick sidewalk leading to it and citrus groves. Non-contributing features include numerous buildings and structures which were constructed between 1952 and 1969, when the property was converted to a Catholic retreat.

7.2.3 Historic Properties Presumed Eligible for the Purposes of the Project

Curtis Homestead

One historic archaeological resource, the Curtis Homestead (CA-SBR-12989H; 36-014510; Map Reference No. 29), was presumed eligible for inclusion in the NRHP under Criterion D without formal evaluation for the purposes of this Project only. The Curtis Homestead consists of a historic homestead/farmstead site containing a razed cobble-and-mortar house foundation (Feature 1), a second razed cobble-and-mortar foundation (Feature 2) of a much smaller structure situated adjacent to the main house foundation, and a sparse-to-moderate density scatter of domestic refuse (e.g., bottle glass, ceramic items), and construction debris. Landscaped trees (pepper trees [both dead and alive], one scrub oak, and one large unidentified shrub) are situated around the periphery of the site area. Depth of the cultural deposits at the Curtis Homestead is unknown. However, hollow subsurface features (i.e., privies, cisterns) may be present. Most cultural materials appear to date to circa 1920s to circa 1940s or later; however, some materials observed suggest that the site area may have been occupied as early as the late 1800s or around the turn of the century. The proposed span of site use/occupation coincides well with historical archival information gathered during this investigation, which indicates that the farmstead and

surrounding parcel was occupied and farmed by the pioneer Curtis family as early as 1895, and as late as circa 1955, which is the period of significance of the site. The site boundaries are limited to the area surrounding the foundations and the dense area of domestic refuse.

7.2.4 Historical Resources for the Purposes of CEQA

City of Ontario Locally Designated Euclid Avenue Historic District

Euclid Avenue, including the 200-foot ROW of the street itself, and fronting properties, between I-10 and G Street, is also a locally designated historic district in the City of Ontario. The contributing features of the locally designated historic district also include the median and street trees, including silk oak and coast live oak trees. Other contributing features include the scored sidewalks, stone and concrete curbs, King Standard lampposts, and front yard setbacks and open space in the residential areas of the district.

1531 N. Euclid Avenue/The Metcalfe & Bundgard House

The Metcalfe & Bundgard House, located at 1531 N. Euclid Avenue, Ontario (Map Reference No. 2), is a historical resource for the purposes of CEQA because it was identified as a contributor to the locally designated Euclid Avenue historic district and was also identified as eligible for individual local landmark designation. The period of significance is 1951, the year the building was constructed. The property is locally significant because it fronts Euclid Avenue. The boundary is limited to the Assessor's parcel boundary. Contributing features include its massing, setback, and siting on the parcel. Other contributing features include the pebble-clad hipped roof with boxed eaves; a chimney clad in flag stone; smooth-textured stucco; aluminum sash and fixed-pane windows; and the primary entrance is raised and is accessed via a cast concrete, slab on grade entry porch. The metal awnings are a non-contributing feature of the building.

1540 N. Euclid Avenue/The Arthur E. Wilson House

The Arthur E. Wilson House, located at 1540 N. Euclid Avenue, Ontario (Map Reference No. 3), is a historical resource for the purposes of CEQA because it was identified as a contributor to a locally designated Euclid Avenue historic district and was also identified as eligible for individual local landmark designation. The period of significance is 1954, the year the building was constructed. The property is locally significant because it fronts Euclid Avenue. The boundary is limited to the Assessor's parcel boundary. Contributing features include its massing, setback, and siting on the parcel. Other contributing features include the gable-on-hip roof with exposed rafter tails; the dove cote in the front-facing gable; a brick chimney; the vertical board and batten wood siding; the wavy clapboard with brick veneer to the water line; the wood casement, one-over-one sash, six-over-six sash, and diamond-paned sash windows; the two canted bays accented with corbels; and the primary entrance is recessed and is at grade. Contributing landscaping includes mature trees.

1524 N. Euclid Avenue/The James B. Martz House

The James B. Martz House is located at 1524 N. Euclid Avenue, Ontario (Map Reference No. 4), is a historical resource for the purposes of CEQA because it was identified as a contributor to a locally designated Euclid Avenue historic district and was also identified as eligible for individual landmark designation. The period of significance is 1948, the year the building was constructed. The property is locally significant because it fronts Euclid Avenue. The boundary is limited to the Assessor's parcel boundary. Contributing features include its massing, setback, and siting on the parcel. Other contributing features include the cross-hipped roof with the boxed eaves; the brick chimney; the smooth-textured stucco with horizontal clapboard siding to the water line; the six-over-six wood sash windows with wood surrounds; the canted bay; and the primary entrance is raised, recessed, and accessed via cast concrete steps. Contributing landscaping includes mature trees.

Terrace Park

Terrace Park (Map Reference No. 39) was previously listed as a City of Redlands Historic Property and is a historical resource for the purposes of CEQA. Terrace Park is located between Colton and Terrace avenues and Church and 6th streets, being a portion of Lots 29, 30, and 31 of Block 77, Rancho San Bernardino. The park is locally significant because it contributes to the historic or scenic properties of the City and because the park has a unique location and singular physical characteristics representing an established and familiar visual feature of a neighborhood, surrounding community, and the City. The period of significance is 1870, the year the neighborhood was established. The boundary is the established codified legal boundary of the open space as defined in City of Redlands Resolution No. 7366. Contributing features include the mature vegetation, central walkway, and landscape design. Non-contributing features include the modern park benches.

B.W. Cave Residence/322 The Terrace

322 The Terrace, Redlands (Map Reference No. 42) was previously identified through survey evaluation as eligible for local designation and this survey confirms that finding. The period of significance is 1890, the year the building was constructed. The boundary is limited to the legal parcel boundary. The property is locally significant for its association with B.W. Cave and its architectural style. The period of significance is 1890, the year the building was constructed. The boundary is limited to the legal parcel boundary. Contributing features include its massing, setback, and siting on the parcel. Other contributing features include the irregular roof which is clad in composition shingles; the exterior walls which are clad in clapboard and the front-facing gable is clad in fish scale shingles; the fenestration of wood one-over-one sash, two-light fixed-pane, and six-light French doors; a canted bay centrally located on the primary façade the top of which creates a second floor porch; the second floor porch enclosed with a simple wood railing; and the primary entrance is raised, recessed, and accessed via cast concrete stairs. Contributing landscape includes mature trees, and a wood fence separates the front and rear yards.

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Carrie Chasteen, Senior Architectural Historian, M.S. in Historic Preservation. Ms. Chasteen has more than 13 years of experience conducting cultural resource studies, preparing NHPA and CEQA compliance documents, and cultural resource management. Ms. Chasteen meets the Caltrans PQS as a Principal Architectural Historian.

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