

FINDING OF NO ADVERSE EFFECT WITH NON-STANDARD CONDITIONS

Interstate 10 Corridor Project

San Bernardino and Los Angeles Counties

07-LA-10 PM 44.9/48.3
08-SBD-10 PM 0.0/R37.0

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May 2015



STATE OF CALIFORNIA
Department of Transportation

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For
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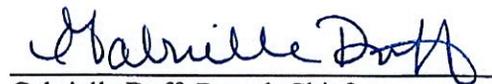
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INTRODUCTION

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.

On April 1, 2015, Caltrans approved the HPSR, Historical Resources Evaluation Report (HRER), and the Archaeological Survey Report (ASR) prepared for the Project. Caltrans determined that the Project Area of Potential Effects (APE) contained five historic properties. Two properties identified as Euclid Avenue/State Route 83 (SR-83) in Upland and Ontario (Map Reference No. 1a) and the Mill Creek *Zanja* in Redlands (Map Reference No. 48) were previously listed on the National Register of Historic Places (NRHP). Caltrans determined that two additional properties, identified as the Peppers/El Carmelo located at 926 E. Highland Avenue in Redlands (Map Reference No. 67), and 1055 E. Highland Avenue also in Redlands (Map Reference No. 66), were eligible for listing on the NRHP. Lastly, Caltrans presumed NRHP listing eligibility of the Curtis Homestead Site (Map Reference No. 29) for the purposes of this Project only. The California State Historic Preservation Officer (SHPO) concurred with the HPSR findings in a letter dated May 12, 2015¹ (see Figure 3 in Appendix A for relevant APE map sheets and Appendix B for SHPO correspondence). This Finding of No Adverse Effect (FNAE) was prepared in compliance with the 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 National Historic Preservation Act, as it pertains to the administration of the Federal-Aid Highway Program in California (PA) executed January 1, 2014.

Pursuant to Stipulation X.A of the PA, Caltrans has applied the Criteria of Adverse Effect set forth at 36 CFR 800.5(a)(1) and finds that the undertaking would not have an adverse effect on historic properties. Alternatives 1, 2, and 3 will result in a finding of No Adverse Effect on the Mill Creek *Zanja*, The Peppers/El Carmelo, 1055 E. Highland Avenue, and the Curtis Homestead. Alternatives 1 and 2 would have No Adverse Effect on Euclid Avenue/SR-83, and Alternative 3 would have No Adverse Effect with Non-Standard Conditions on Euclid

¹ By letter dated May 12, 2015, the SHPO concurred that 62 properties within the APE were not NRHP eligible and recommended that Caltrans assume eligibility for the purposes of the undertaking for the Peppers/El Carmelo (926 E. Highland Avenue in Redlands [Map Reference No. 67]) and 1055 E. Highland (Map Reference No. 66). The SHPO had no objection for the assumption of eligibility for the Curtis Homestead Site (Map Reference No. 29).

Avenue/SR 83. Therefore, Caltrans has determined that a finding of **No Adverse Effect with Non-standard Conditions** is appropriate for the undertaking as a whole, pursuant to Section 106 PA Stipulation X.B.2.

2

DESCRIPTION OF THE UNDERTAKING

There are three alternatives for this project: No Build Alternative (Alternative 1), Standard Configuration Alternative (Alternative 2), and Reduced-Width Configuration Alternative (Alternative 3). Project features of Alternatives 2 and 3 which could adversely affect historic properties include: acquisition of right-of-way (ROW); temporary construction and permanent easements; modification to or replacement of bridges; interchange improvements; local street improvements in conjunction with interchange improvements; major drainage and flood control facilities; water quality/erosion control; landscaping; ramp metering; toll debiting stations; sound walls, retaining walls, concrete barriers; installation of paving; relocation of utilities; grading; staging areas; restriping; and placement of advance signage.

2.1.1 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 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 SANBAG, Caltrans, and local agencies that are currently in planning or being implemented including:

Recently Completed Improvements

- 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 to I-10 Corridor Project Construction

- 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

- 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 4th Street and I-10 by 2030
- Etiwanda Avenue widening from 4 to 6 lanes south of I-10 by 2020
- 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 historic occupancy vehicle (HOV) lanes on I-10 from Ford Street to San Bernardino /Riverside County Line by 2030
- Revision of HOV lane striping on I-10 between LA/San Bernardino County Line and Haven Avenue to provide continuous access (not in regional transportation plan [RTP] yet)

2.1.2 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 Post Mile (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 Overhead (OH; widen)
2. UPRR Slover Mountain Underpass (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.

2.1.3 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. California Highway Patrol (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 (EB) 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 EB auxiliary lane at Haven Avenue EB on-ramp to begin at Haven Avenue EB 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 (I/E) access points, nine with additional weave lane and one as weave zone

Ingress/Egress (I/E) Access Points

Ten at-grade 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 EB direction where the No. 1 EB 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 Avenue
- 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.

Alternative 3 Euclid Avenue Design Options

Alternative 3 would require the reconstruction of the Euclid Avenue Overcrossing (Freeway Interchange Bridge; Bridge No. 54 0445). Because Alternative 3 has the potential to adversely affect Euclid Avenue, a resource listed in the NRHP, four design options were developed to facilitate traffic flow and also address historic preservation concerns. Options 1 through 3 were rejected from further consideration (see Section 2.1.4).

Option 4

Option 4 requires the replacement of the Freeway Interchange Bridge (Bridge No. 54 0445) and would also add an additional southbound (SB) turn pocket on the west side of the median located between 7th Street and I-10. This option would reduce the medians as follows: between 7th Street and the bridge there would be a reduction of 3.6 to 14 linear feet in the northbound (NB) direction and 0 to 12 linear feet in the SB direction, and south of the EB ramps, there would be a reduction of 0 to 26 linear feet in the NB direction and no reductions in the SB direction.

2.1.4 Alternatives Considered but Rejected from Further Consideration

Under Alternative 3, four design alternatives were developed for the proposed improvements at the Freeway Interchange Bridge (Bridge No. 54 0445). Of those four design alternatives, Options 1, 2, and 3 were rejected from further consideration for the reasons identified below.

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 would have greater impacts to the medians, parkways, sidewalks, landscaping, and would result in sliver takes to three properties. Option 1 was rejected from further consideration due to historic preservation concerns.

Option 2

The proposed improvements for Option 2 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 2, 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 would also impact the medians, parkways, sidewalks, landscaping, and would result in sliver takes to three properties; therefore, Option 2 was also rejected from further consideration due to historic preservation concerns.

Option 3

The proposed improvements for Option 3 consist of the replacement of the Freeway Interchange Bridge (Bridge No. 54 0445) and would add an additional SB turn pocket on the west side of the median located between 7th Street and I-10. This option would reduce the medians as follows: north of 7th Street between 0 and 2.5 linear feet in the NB direction and none in the SB direction; between 7th and the Freeway Interchange Bridge would be reduced between 4 and 14 linear feet in the NB direction and between 0 to 12 linear feet in the SB direction; and south of the EB ramps would be reduced 0 to 14 linear feet in the NB direction and none in the SB direction. Although Option 3 would have less impact on the character-defining features of Euclid Avenue than Option 4, Option 3 was rejected by both the cities of Ontario and Upland in favor of greater traffic circulation improvements.

3

PUBLIC PARTICIPATION

Consultation with local government agencies, historical societies, and interested parties began in 2008 in compliance with Section 106 (CFR 36 Part 800). At that time, letters were sent to local historical societies/historic preservation groups, local government agencies, and Native Americans. The project was placed on hold in late 2009 in order to conduct additional alternatives analyses. Subsequent public participation efforts include sending additional letters to these groups/individuals and others identified as a result of the expanded Project footprint (see Appendix B). Additional scoping meetings were also held as part of the on-going National Environmental Policy Act (NEPA) compliance effort (see Appendix C).

3.1 LOCAL HISTORICAL SOCIETY/HISTORIC PRESERVATION GROUPS CONSULTATION

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 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;
 - Site of Crystal Springs, the historical period water bottling/residential site. This site may also contain sensitive Native American cultural resources; and
 - Numerous locally designated resources are located within or adjacent to the Project APE.
- In addition, the Redlands Conservancy requested to review the cultural resources technical reports being prepared in support of this Project.

On August 5, 2014, Caltrans and the Project cultural resource consultant held a focus meeting with members of the Redlands Conservancy to discuss their concerns regarding the Project. During the meeting, Vice President Donn Grenda mentioned 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. Ground-disturbing activities within this area could adversely affect these buried historical features. 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 located outside the Project APE, the Redlands Canal was not located and is presumed outside of the Project APE, and the Mill Creek *Zanja* is discussed in the HRER (Exhibit 3 of the HPSR) and a FNAE being prepared for this Project. It was also confirmed that all Project-related construction activities would occur within the existing ROW in the vicinity of Orange Street.

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. Pertinent sections of the cultural resource reports prepared for this Project were submitted to the Redlands Conservancy for review. No additional comments were received. The final HPSR was also sent to the Redlands Conservancy on March 15, 2015, and no comments were received.

An email response was received on May 26, 2015 from John Atwater on behalf of Upland Heritage requesting to review the plans for the proposed Euclid Avenue/SR-83 bridge replacement. Caltrans PQS responded with the consultation letter, plans, City of Upland response letter, and the proposed conditions for this Project via email on May 28, 2015. No additional comments received to date.

No additional responses were received to date from any other parties.

3.2 NATIVE AMERICAN CONSULTATION

Please refer to the HPSR and the ASR prepared for this project for a discussion of Native American consultation efforts.

3.3 LOCAL GOVERNMENT AGENCIES

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 environment or archaeological surveys conducted for this 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 consequently was determined to be ineligible for listing in the NRHP as a result of this Project (see Appendix B for the SHPO concurrence letter dated May 12, 2015).

Because the Project footprint has changed since the previous iteration of the Project, additional letters were sent to local government agencies on March 25, 2014. 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 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, 2104 and via email on July 15, 2014 to Oscar Orci, Director of Development Services for the City of Redlands.

The following responses have been received to date:

- 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 focus meeting with representatives of the City of Ontario, SANBAG, and Caltrans professionally qualified staff (PQS) 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. Consultation efforts are ongoing with this participating agency.

- An additional letter dated July 29, 2014 from Cathy Wahlstrom, City of Ontario Principal Planner was received. Ms. Wahlstrom indicated Euclid Avenue is listed in the NRHP and is also designated as an historic district within the City of Ontario, and identified the character-defining features of the historic property. Areas of concern included the following:

Euclid Avenue Bridge over I-10

- The median of the replacement structure over I-10 should be landscaped in a manner that is consistent and compatible with the existing historically significant median landscape design. New trees should be similar in appearance to the existing median California pepper (*Schinus molle*), and planted in double rows equally spaced;
- The parkways should be landscaped with small evergreen narrow trees;
- Incorporate King Standard Lighting to match the historic lighting; and
- Fencing should be decorative and compatible with the historic area.

Euclid Avenue Median between I-10 and 6th Street

- Loss or removal of mature trees should be minimized;
- Should be replanted with deodar cedar (*Cedrus deodara*) or camphor (*Cinnamomum camphora*);
- Rock curbs should be replaced and/or restored;
- Incorporate King Standard Lighting to match historic lighting; and
- The median width of Euclid Avenue is an important character-defining feature and reduction of the width should be minimized.

General Comments

- Requests installation of NRHP signs; and
 - Requests installation of Euclid Avenue Historic District rock monument sign to match other historic districts.
- 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 SR-210 for the replacement structure of the I-10 overcrossing (Bridge No. 54 1146).
 - 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 allee 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.

A focus meeting with representatives of the City of Upland, SANBAG, and Caltrans PQS 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.

Other consultation efforts 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.
- A focus meeting with Oscar Orci, Caltrans PQS, and relevant Project consulting staff was held on August 5, 2014 to discuss the City of Redlands' historic preservation concerns and to review the sections of the cultural resource technical reports related to the City of Redlands.
- A telephone call was received on May 12, 2015 from Chris Tracy, on behalf of Oscar Orci of the City of Redlands Development Services Department. Mr. Tracy enquired about the status of the review process and the comments received and how they were addressed. Additional comments from the City of Redlands were not submitted at that time. Consultation is ongoing with this participating agency.
- A second focus meeting was held jointly with both the cities of Upland and Ontario on April 17, 2014 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. Follow-up focus meetings were held with Caltrans PQS, relevant Project consultants, and representatives of the City of Ontario on March 4, 2015 and with representatives of 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. At these meetings, Caltrans sought to ensure that both cities' comments regarding Euclid Avenue historic preservation concerns were addressed. Caltrans provided an overview of the project development process, and discussed the proposed FNAE conditions (see Chapter 7). Representatives from both cities expressed an appreciation for the meeting opportunity, and generally agreed that their concerns related to Euclid Avenue and historic preservation were addressed. In addition to the FNAE Conditions, the Environmental Commitments Record, Appendix E of the

Environmental Impact Report/Environmental Impact Statement (EIR/EIS) prepared for this Project summarizes additional visual and landscape mitigation measures developed for this undertaking that relate to Euclid Avenue and the cities' ongoing participation in the Project. These include VA-10: "beginning with preliminary design and continuing through final design and construction, develop construction plans that apply aesthetic treatments to the proposed bridges in the corridor that follow the guidelines of the Corridor Master Plan." Implementation of VA-10 will ensure the cities will have opportunity to review and comment on the design and landscaping of the replacement structure. This FNAE will be provided to both cities for further opportunity to comment simultaneous with SHPO submittal.

- Despite the focus meetings and historic preservation concerns expressed by the cities of Upland and Ontario, both cities favored Euclid Avenue/SR-83 Design Option 4. Thus, Caltrans and SANBAG are proceeding with Option 4 as the only design option for the undertaking.

No additional responses from other local government agencies have been received to date (See Appendix B for copies of Project-related correspondence).

Caltrans considered both cities' comments regarding Euclid Avenue in its assessment of effects and in developing conditions for this Project.

3.4 ON-GOING NEPA COMPLIANCE

On-going NEPA compliance efforts include preparation of an EIR/EIS. As part of this process, two public and one agency scoping meetings have been held for this iteration of the Project. The two public scoping meetings were held in the City of San Bernardino on November 13, 2013 and in the City of Ontario on November 15, 2013. The agency scoping meeting was held in the City of Ontario on November 15, 2013 (see Appendix C for copies of the notices for the scoping meetings).

DESCRIPTION OF HISTORIC PROPERTIES

Efforts to identify historic properties for this Project include cultural resource records searches at the San Bernardino Archaeological Information Center (SBAIC) and the South Central Coastal Information Center (SCCIC); review of federal, state, and local cultural resource inventories; research in local repositories; and field surveys. Though comments were received from local historical societies/historic preservation groups and government agencies, the comments did not identify additional historic properties within the Project APE. As a result of these identification efforts, five historic properties were identified: Euclid Avenue/SR-83 (Map Reference No. 1), the Mill Creek *Zanja* (Map Reference No. 48), 1055 E. Highland Avenue, Redlands (Map Reference No. 66), The Peppers/El Carmelo (Map Reference No. 67), and the Curtis Homestead Site (Map Reference No. 29), the latter of which was assumed eligible for the NRHP without formal evaluation for the purposes of this Project only (see Appendix J for DPR 523 forms for these properties and Appendix K for previous documentation prepared for these historic properties).

4.1 EUCLID AVENUE/SR-83

In 1977, Caltrans and the Federal Highway Administration (FHWA) submitted a request for a Determination of Eligibility (DOE) for Euclid Avenue/SR-83 (36-015982), which was formally determined eligible for listing in the NRHP by the Keeper of the Register (Keeper) in that year. A nomination for listing the resource in the NRHP was prepared in 1979 and references the 1977 DOE. The resolution of the 1979 nomination is unknown at this time. In 2000, a "Year 2000 Draft Re-Evaluation of Determination of Eligibility for Euclid Avenue" was prepared (Year 2000; Caltrans), but it is not known if this was submitted to the SHPO for review. A second nomination for listing Euclid Avenue in the NRHP was prepared in 2004 and was approved by the Keeper on August 10, 2005. The following description of this resource and identification of contributing and non-contributing features is largely derived from the Year 2000 because it contains the most detailed description of the historic property (Caltrans 2000).

Euclid Avenue/SR-83 was listed in the NRHP as a structure under Criterion A for its community planning and development significance and under Criterion C for its landscape architecture significance. The period of significance is 1882 to 1940, and is significant on the state level. The historic portion of Euclid Avenue is approximately 8.4 miles long and approximately 200 feet wide, extending from its southern boundary at Philadelphia Street in Ontario to its northern boundary at 24th Street in Upland. Euclid Avenue is also SR-83 from Philadelphia Street in Ontario (approximate PM 7.43) north to 19th Street in Upland (approximate PM 14.19). From the terminus of SR-83 at 19th Street, the historic portion of Euclid Avenue is a local road that continues northward approximately 1.6 miles to the northern boundary at 24th Street in Upland. Included within the boundaries, along the entire length of the historic portion, are the 64-foot²

² It should be noted that the previous documentation indicates the center parkway (median) is 60 feet wide; however, it was field confirmed that the original width of the medians is 64 feet.

wide center parkway (median), the two drives (north- and south-bound roadway lanes), the 15-foot wide sidewalks, and all the landscaping in the center median and between the roadway and the sidewalks. Contributing landscaping includes the original California pepper trees (also known as Peruvian pepper trees; *Schinus molle L.*), silk oak trees (*Grevillea robusta A. Cunn.*), southern Magnolias (*Magnolia grandiflora L.*), palms, and camphor trees, or their mature replacement.

The 1977, 1979, and 2004 descriptions of Euclid Avenue describe the character-defining features in broad terms that include the entire length of the historic portion of the property, the 64-foot wide center parkway (median), the two drives (north- and south-bound roadway lanes, cobblestone curbs and gutters), the 15-foot wide sidewalks, and all the landscaping (grass and trees) in the center median and between the roadway and the sidewalks.

What follows is a more detailed description, beginning in the north at 21st Street in Upland, continuing south to G Street in Ontario.

4.1.1 From 21st Street South to 7th Street, Upland

- Boundaries – The western and eastern boundaries are the westernmost edge of the west sidewalk and the easternmost edge of the east sidewalks and include the sidewalks.
- Mature street frontage trees on east and west side of Euclid Avenue – Character-defining features.
- Street frontage trees on east side from 22nd Street to Deborah Court. – *Not* character-defining features.
- Center parkway median strip and trees from 21st Street to 7th Street – Character-defining features.
- Eastside original curbs south of 19th Street – Character-defining features.
- East and west side original cobblestone gutters – Character-defining features.
- Entire section of Euclid Avenue from 21st to 19th streets, newly created area above new Route 30 facility, including the landscaping. – *Not* character-defining feature; non-historic elements.
- Westside gutters filled in at the two properties north of 19th Street – *Not* character-defining features.
- Westside original curbs – Character-defining features.
- Filled in curbs from 19th St south to 13th Street – *Not* character-defining features.
- Concrete curbs on all four corners at 13th Street and Euclid Avenue (redone in 1968) – *Not* character-defining features.
- Eastside cobblestone curb across from De Anza Park – Character-defining features.
- “Ye Bridle Path” sign north of Foothill Boulevard – Character-defining feature.
- Flag poles in front of bridle path sign – *Not* character-defining features.
- Madonna of Trail statue – Character-defining feature.

- Flower bed surrounding Madonna of Trail statue – *Not* character-defining features.
- All post-1930 traffic lights, signals and devices – *Not* character-defining features.
- Landscape design – Character-defining feature.

4.1.2 From 7th Street, Upland to Caroline Court, Ontario

- I-10 Freeway Interchange (Bridge No. 54 0445) and associated open space and landscaping – *Not* character-defining features; non-historic elements. The existing width of the median on the Freeway Interchange Bridge is 52 linear feet wide. This segment is the portion of Euclid Avenue that is predominantly in the APE.

4.1.3 From Caroline Court to G Street, Ontario

- Boundaries – The western and eastern boundaries are the westernmost edge of the west sidewalk and the easternmost edge of the east sidewalks and include the sidewalks – Character-defining features.
- Mature street frontage trees on east and west side of Euclid Avenue - Character-defining features.
- Center parkway median strip and trees – Character-defining features.
- East and west side original cobblestone gutters – Character-defining features.
- Cast-iron streetlights that predate 1930 – Character-defining features.
- All post-1930 traffic lights, signals and devices – *Not* character-defining features.
- Landscape design – Character-defining feature.

**Table 4-1
Character-Defining Features Rating for Euclid Avenue/SR-83**

Name: Euclid Avenue/SR-83 (Between 21st Street in Upland and G Street in Ontario)			Date Determined: June 15, 1977					
Location: Upland/Ontario			Eligible/Listed: August 10, 2005					
Criteria: A and C			Period of Significance: 1882-1940					
Significance Level: Local			# of Properties: 1					
# of Contributors: 6			# of Non Contributors: 8					
			Architectural Style: N/A					
			Architect/Builder: Chaffey Brothers					
Summary of Significance: Euclid Avenue/SR-83 was previously 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 is significant on the state level.								
Boundaries: The NRHP-listed property boundary consists of the 200-foot wide public right-of-way of Euclid Avenue between 24th Street in Upland and Philadelphia (Ely) Street in Ontario.								
Ranking	CDF #	Character-Defining Features Description	A	B	C	D	E	Total Points
Most Significant (M)	1	Boundaries: Roadway including 200-foot wide Right of Way (ROW), 64-foot wide medians, and stone curbs and gutters	3	3	3	3	2	14
M	2	Mature street frontage trees	3	3	3	3	2	14
M	3	Central parkway median strip and trees	3	3	3	3	2	14
M	4	Concrete and cobblestone gutters	3	3	3	3	2	14
M	5	Landscape design	3	3	3	3	2	14
M	6	Cast-iron streetlights that predate 1930	2	2	3	3	3	13

Generally speaking, Euclid Avenue/SR-83 retains all aspects of integrity, with the notable exception of the portion of the historic property surrounding the Freeway Interchange Bridge (Bridge No. 54 0445) which allows Euclid Avenue/SR-83 to continue its historic role of conveying north- and south-bound traffic between the cities of Upland and Ontario. The Freeway Interchange Bridge has been altered over the course of time since the structure was initially constructed in the late 1950s. The bridge was reconstructed in 1970 which necessitated the alteration of abutting medians, parkways, sidewalks, and landscaping. Additionally, the median located between the bridge and 7th Street was altered to allow for an EB turn pocket and was hardscaped in the same manner as the deck of the extant bridge, which is not in keeping with the landscape design of the historic property. Trees have been replaced as a result of their natural senescence cycles. Some of the replacement trees have not been replanted in kind but have generally been planted in keeping with the overall landscape design (e.g., the parallel rows of trees in the parkway) (see Appendix D for representative photos, Appendix J for the DPR form prepared for this resource, and Appendix K for previous documentation prepared for this resource).

4.2 MILL CREEK ZANJA

Mill Creek *Zanja* (CA-SBR-8092H), an irrigation canal, was listed in the NRHP on May 12, 1977. The Mill Creek *Zanja* was 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. The period of significance is 1819–1820, the year it was constructed, and it is significant on the state level. The boundary of the Mill Creek *Zanja* is limited to the footprint of the structure. Contributing elements of the resource adjacent to the Project area include an open ditch ranging from five to eight feet in width and approximately four feet in depth.

**Table 4-2
Character-Defining Features Rating for Mill Creek *Zanja***

Name: Mill Creek <i>Zanja</i>		Date Determined: N/A						
Location: Redlands		Eligible/Listed: May 12, 1977						
Criteria: A		Period of Significance: 1819						
Significance Level: Local		# of Properties: 1 (segment)						
# of Contributors: 1		# of Non Contributors: N/A						
		Architectural Style: N/A						
		Architect/Builder: Pedro Alvarez / Native Americans						
Summary of Significance: The ditch was constructed during the Mission period to convey water for irrigation purposes.								
Boundaries: The ditch itself.								
Ranking	CD		A	B	C	D	E	Total Points
	F #	Character-Defining Features Description						
Most Significant (M)	1	Earthen ditch/canal	3	3	3	3	2	14
Significant (S)	2	Landscaping as applicable	1	1	3	3	1	9

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 (see Appendix D for representative

photos, Appendix J for the DPR form prepared for this resource, and Appendix K for previous documentation).

4.3 1055 E. HIGHLAND AVENUE

1055 E. Highland Avenue is located in Redlands (Map Reference No. 66), and appears eligible for listing in the NRHP at the local level of significance for its distinctive architecture (Criterion C). 1055 E. Highland is an example of Foursquare architecture. The period of significance is 1917, the year the building was constructed. The boundary consists of the Assessor's parcel boundary. Contributing features include the siting, mass, and scale of the building. Other contributing features include the hipped roof, with flared eaves and 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 clad in coursed wood shingles; the windows on the upper floors of the primary façade are one-over-one wood sash; and the primary entrance is raised and accessed via a covered porch with trios of Doric columns which support the porch roof accented with scrolled bas relief.

**Table 4-3
Character-Defining Features Rating for 1055 E. Highland Avenue**

Name: 1055 E. Highland Avenue		Date Determined: May 12, 2015						
Location: 1055 E. Highland Avenue		Eligible/Listed: May 12, 2015						
Criteria: C: Possesses high artistic value.		Period of Significance: 1917						
Significance Level: Local		# of Properties: 1						
# of Contributors: 1		# of Non Contributors: 0						
		Architectural Style: American Foursquare						
		Architect/Builder: N/A						
Summary of Significance: The building is a distinctive and high quality example of this style of architecture, and embodies the distinctive characteristics of this type of architecture.								
Boundaries: The San Bernardino County Assessor's legal parcel boundary.								
Ranking	CD F #	Character-Defining Features Number and Description	A	B	C	D	E	Total Points
Significant (S)	1	Architectural style of the primary building	3	3	1	3	2	12
S	2	Hipped roof, with flared eaves, clad in composition shingles	2	3	1	3	2	11
Most Significant (MS)	3	Eaves of the main roofline accented with dentil molding and brackets	3	3	1	3	3	13
S	4	The brick chimney	1	1	1	3	3	9
S	5	Coursed wood shingles siding	2	2	1	3	3	11
S	7	One-over-one wood sash windows	2	2	1	1	3	9
S	9	Covered entry porch.	2	2	1	3	3	11
S	10	Trios of Doric columns	3	2	1	3	1	10
S	11	Scrolled bas-relief detailing	3	2	1	3	3	12
S	12	At least two ancillary buildings which appear to date to when this building functioned as a farm	2	2	2	1	2	9
Less Significant (LS)	13	Landscaping includes several mature trees.	2	2	1	1	1	7
LS	15	Setting: The building was originally a stately farm house flanked by orchards; however the building is now located in a densely developed residential area in Redlands.	1	1	1	2	1	6

The glass block windows, metal awnings, and concrete block perimeter wall are not contributing features of this property. At least two ancillary buildings are located in the rear of the parcel which appear to date to when this building functioned as a farm, and are contributing elements of this property. Contributing landscape includes mature trees (see Appendix D for representative photos and Appendix J for the DPR form prepared for this resource).

4.4 THE PEPPERS / EL CARMELO

The building known as The Peppers was previously assigned a California Historical Resources Status Code of 3S, or "appears eligible for [the NRHP] as an individual property through survey evaluation" (Hist.Surv. 2373-0250-0000). The details of how the property received this status code are unclear; however, the property was evaluated on a Historic Resources Inventory Form in 1977, and was also identified as a Redlands Historic Structure in 1981 by the Redlands Historical Society. 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 2S2 status code remains valid. The 1977 form and additional information available at the SCCIC did not identify the boundary of the property, period of significance, or specific criteria for listing. The boundary of the property is assumed to be comprised of the legal parcels which make up the current retreat including the Italian villa residence and several acres of citrus groves. The residence appears to be unaltered since it was first documented in 1977. According to the previous documentation, The Peppers was constructed in 1903 and it can be inferred that the property was determined to appear significant for its associations with William N. Moore (Criterion B) and because it is an excellent example of an Italian style villa (Criterion C). The period of significance can be presumed as 1903 to 1945, the timeframe in which the property was built and occupied by the Moore family. Contributing features include the siting of the building which historically stood alone on top of a hill. Exterior features include stucco siding; the multi-gable roofline with turrets traditionally clad in wood shingles; the eaves with brackets; one-over-one sash and fixed-pane windows accented with plain molding; and the primary entry door consists of two large plain wood doors with molding surrounds and transom windows above each door. Contributing landscape features include an unprotected cement patio in front, with a brick sidewalk leading to it, and citrus groves.

Table 4-4
Character-Defining Features Rating for The Peppers/El Carmelo

Name: The Peppers/El Carmelo Location: 926 E. Highland Ave., Redlands Criteria: A, C Significance Level: Local # of Contributors: 1	Date Determined: May 12, 21015 Eligible/Listed: 1977 Period of Significance: 1903 # of Properties: 1 # of Non Contributors: 10 Architectural Style: Mission Revival Architect/Builder: W.N. Moore
<p>Summary of Significance: Owned by W. N. Moore, an orange grower from Jolie[t], Ill. Moore ran the Elephant Orchards Packing House, an important packing house in the East San Bernardino Valley citrus industry. The house is a classic example of the residence of a successful Easterner turned citrus grower. It still sits amidst its original setting.</p> <p>Boundaries: The functioning property is the same as the Assessor’s parcel boundaries, which is generally bounded by 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.</p>	

Ranking	CDF #	Character-Defining Features Number and Description	Character-Defining Features Number					Total Points
			A	B	C	D	E	
Most Significant (M)	1	Pepper and citrus groves	3	3	3	3	3	15
M	2	Multi-gable roofline with turrets was constructed with wood shingles	3	3	2	3	3	14
M	3	Crenellated parapet wall	3	3	2	3	3	14
M	4	Eaves with brackets	3	3	2	3	3	14
M	5	Slip-sill two-sash and flat with plain molding windows	3	3	2	3	3	14
M	6	Primary entry door consists of two large plain wood doors with surrounding detail consisting of plain molding with a small window on top of each door.	3	3	3	3	3	15
Significant (S)	7	Stucco siding	2	2	2	3	3	12
S	8	Unprotected cement patio in front, with a brick sidewalk leading to it	2	2	2	3	3	12
Less Significant (L)	9	Siting	1	1	2	1	1	6

Non-contributing features include numerous buildings and structures which were constructed between 1952 and 1969 when the property was converted to a Catholic retreat (see Appendix D for representative photos, Appendix J for the DPR form prepared for this resource, and Appendix K for previous documentation prepared for this resource).

4.5 CURTIS HOMESTEAD SITE

The Curtis Homestead Site (CA-SBR-12989H) is assumed eligible for the NRHP under Criterion D for its information potential without formal evaluation for the purposes of this Project only. The approximate boundary of the site is the area surrounding the foundations and denser concentration of artifact scatter. The Curtis Homestead Site 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, a second razed cobble-and-mortar foundation 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 (see Appendix J for the DPR form prepared for this resource).

**Table 4-5
Site Summary Characteristics**

Site Type	Farmstead
Time Period	1895–1950s
Ethnographic Territory	Luiseno/Serrano (Kroeber 1925; Bean and Smith 1978)
Site Dimensions and Site Area	170 x 145 ft (E-W x N-S); Area = 24,650 feet ²
Site Depth	Unknown
Landform	Flat, open field
Elevation	1,100 ft amsl
Artifact Types	Scatter of domestic refuse (i.e., bottle glass, ceramic items) and construction debris
Features	Foundations (2)
Faunal Remains	Unknown
Floral Remains	Unknown
Density of Remains (m³)	Unknown
Diversity of Remains	Low to moderate
Surface Collection	None
Volume Previously Excavated	None

5

APPLICATION OF THE CRITERIA OF ADVERSE EFFECT

5.1 DEFINITION OF EFFECT AND CRITERIA OF ADVERSE EFFECT

The definition of effect is contained within 36 CFR Part 800: “Effect means alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the NRHP.” An adverse effect occurs “when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative” (36 CFR 800.5(a)(1)). Examples of adverse effects may include, but are not limited to, the following:

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* (SOIS; 36 CFR Part 68) and applicable guidelines;
- (iii) Removal of property from its historic location;
- (iv) Change of the character of the property’s use or of physical features within the property’s setting that contributes to its historic significance;
- (v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features;
- (vi) Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance [36 CFR 800.5(a)(2)(i through vii)].

Of the seven types of adverse effects listed above, under 36 CFR 800.5(a)(2), effects (iii), (vi), and (vii) are not applicable to this Project. The proposed Project would not relocate any historic properties. The proposed Project would not result in the neglect of any properties because minimal acquisition of property is anticipated for this Project. Lastly, no property would be transferred, leased, or sold out of Federal ownership as a result of this Project. Therefore, these criteria are not applicable for the effects analysis of this Project.

5.1.1 Euclid Avenue/SR-83

No improvements would occur at this location under Alternatives 1 and 2, but would occur at this location under Alternative 3. Generally speaking, according to the Year 2000

documentation (Caltrans 2000), Euclid Avenue between 7th Street and the vicinity of Caroline Court where most of the Project improvements would occur is not considered a contributing segment of the historic property because no historic fabric remains within this portion of the historic property. The intent of the conditions in Chapter 7 is largely aimed to improve the setting of Euclid Avenue between 7th and the vicinity of Caroline Court (see Appendix D for photographs of the resource, Appendix E for the proposed engineering drawings, Appendix F for the cobblestone curb plans, and Appendix G for photographic simulations and landscape schemes).

The undertaking will not affect the overall Euclid Avenue boundaries (split drives with 200-foot ROW) or the adjacent outside parkways.³ Roadway features that are generally considered character-defining features of Euclid Avenue that will be affected by the undertaking – median, curbs, and landscaping – are discussed below. Generally speaking, however, most of these features within the APE have been previously modified and no longer contribute to maintaining the integrity of the historic property as a whole.

Freeway Interchange Bridge

Option 4 of Alternative 3 would construct improvements to Euclid Avenue between 7th Street in Upland and the vicinity of 6th Street in Ontario, and would reconstruct the Freeway Interchange Bridge (Bridge No. 54 0445). The Freeway Interchange Bridge was constructed when I-10 was constructed in the 1950s in order to carry Euclid Avenue over the new freeway. The bridge was reconstructed in 1970. The Freeway Interchange Bridge was not identified as a character-defining feature of the historic property (Caltrans 2000) and is listed as a Category 5, "Not NRHP eligible" in the Caltrans historic bridge inventory (see Appendix I). Replacement of this bridge would not result in an adverse effect to the historic property; however, the replacement structure could result in indirect impacts to the historic property. The design and aesthetics of the replacement structure would be in keeping with the SOIS. For example, the proposed replacement structure will be generally the same size and profile and will include a landscaped deck to the extent possible in order to improve the historic setting of the historic property at this location by improving the viewshed from a hardscaped bridge deck to a landscape scheme in keeping with the existing landscape design (see Appendix E for the engineering drawings and Appendix G for the proposed bridge deck landscape design schemes and before and after visual simulations [Figure 5-20; Lormand 2015]). Therefore, reconstruction of this structure would not result in an adverse effect on a historic property and could be considered a benefit to this historic property (Condition 1).

In addition, under Alternative 3, Option 4 would add an additional SB turn pocket on the west side of the Euclid Avenue median located between 7th Street and I-10. This option would also remove an additional 5 to 14 linear feet from the east side of this median. This median was previously substantially altered during the reconstruction of the Freeway Interchange Bridge and is not a character-defining feature of this historic property (Caltrans 2000). Furthermore, modification of the existing median would not introduce a change of character of the property's

² It should be noted that the only impact to the outside parkways is at the corner of 7th Street and Euclid Avenue where two mature trees require removal for a minor relocation of the EB off-ramp. In general, this section of parkway, like the median, lacks integrity due to previous modification.

use or of the physical features within the property's setting that contribute to its historic significance because the roadway would continue to function as it currently does. Lastly, construction of Option 4 would require the removal of at least one historic-period streetlight, which was not identified as a character-defining feature of the historic property (Caltrans 2000). Through implementation of the FNAE Conditions and Mitigation Measure VA-10, the replacement structure, landscaping, and street furniture would be consistent with the SOIS and would not result in an adverse effect to the historic property.

Medians

Between 7th Street and the I-10 Freeway Interchange Bridge (north of the bridge), the median width would be reduced between 3.6 and 14 linear feet in the NB direction, and between 0 to 12 linear feet in the SB direction. The original 64-foot-wide median was reduced to a tapering width of 52 feet when the bridge was reconstructed in 1970. This Project would further reduce the median width to a tapering width of 48.4 to 38 feet. South of the EB on-ramps (south of the bridge), the extant 64-foot median width would be reduced between 0 to 26 linear feet in the NB direction, and none in the SB direction. This modification could retain the original 64 feet width of the median or reduce it to a tapering width of up to 38 feet. In addition, the width of the median on the deck of the bridge would be reduced between 12 to 26 linear feet to a width of 40 to 56 feet.

Option 4 would remove the east 580 feet in length of the median south of I-10 in order to construct an additional WB turn pocket. The northern 320 linear feet of the east side of this median was previously altered during reconstruction of the Freeway Interchange Bridge, but the historic width of the median was retained. The WB turn pocket would meet Caltrans design standards, and would gently taper to a 12-foot width resulting in a width of 52 feet. Option 4 would also require removal of approximately 80 linear feet of the east side of the northern end of median located between 6th Street and Armley Square/E. La Doney Drive in order to construct the proposed turn pocket. This median would be reduced by a gentle taper of approximately 5 feet or 59 feet wide.

Though minimal in nature, the median alterations would constitute an effect to this character-defining feature; however, that effect does not rise to the level of being considered adverse. Additionally, compared to the totality of the character-defining features, the adjustment in width to the medians would be barely perceptible and would largely occur in an area that was previously identified as non-character-defining because historic fabric is no longer extant (Criterion [i]). The undertaking is consistent with the SOIS for Rehabilitation, because the overall character of the historic property will be preserved and the minimal amounts of historic features that would be removed will be replaced in-kind. As stated in the definition, the treatment "rehabilitation" assumes that at least some repair or alteration of the historic property will be needed in order to provide for an efficient contemporary use; however, these repairs and alterations must not damage or destroy materials, features or finishes that are important in defining the property's historic character. Recognizing that change is expected on a principal arterial highway in an urban setting, the overall historic character, driving experience, and integrity will not be diminished. Minimal alteration to the medians would allow the historic property to continue to be used for its historic purpose, that of an arterial roadway. Additionally,

the overall historic character would be retained and preserved, and the change would be discernible from the physical record of its time, place, and use. Therefore, this proposed modification is in accordance with the SOIS for Rehabilitation (Criterion [ii]). Though the width of the medians would be slightly reduced, the medians would continue to separate northbound and southbound vehicular traffic. Additionally, the existing landscaping would be retained or replaced to the extent feasible. Therefore, the proposed modification of the medians would not alter in an adverse manner the physical features within the property's setting that contribute to its historic significance (Criterion [iv]). Euclid Avenue/SR-83 is an arterial roadway with significant vehicular traffic. The Project would improve vehicular circulation patterns, which would improve any potential visual, atmospheric, or audible elements which may result from queuing traffic (Criterion [v]), and is considered a benefit.

Curbs

Option 4 would require a sliver take of an approximately 130-foot length of historic cobblestone curb on the east side of the Euclid Avenue median located south of the bridge between I-10 and 6th Street and approximately 40 linear feet in length of the curb of the median located between 6th Street and Armley Square/E. La Deney Drive. Removal of the historic curb would also result in an effect, but for the same reasons above for the replacement structure and medians, that effect does not rise to the level of being considered adverse. In addition, because the curbs would be replaced in-kind with plans provided and/or approved by the cities, this element of the Project will conform to the SOIS and would not result in an adverse effect. To put this into perspective, the Project proposes replacement in-kind of 170 feet of stone curb in an area where little stone curb remains. To the north and south of the Project area, there are extensive sections of stone curb remaining; approximately 177,408 linear feet of stone curbs (both sides of the north-and southbound lanes within 8.4 miles of the historic property). Compared to the totality of the whole, this replacement does not rise to the level of being considered an adverse effect.

Sidewalks

No historic sidewalks would be altered or removed for this design option.

Landscaping

Construction of Option 4 would result in the removal of 26 trees, nine of which are character-defining features of the historic property (see Figure 4 in Exhibit E). The current total number of contributing trees within the historic property is unknown, but is assumed to be 2,099 based upon a 1941 survey (Ontario, City of 2014). Removal of nine trees could be considered physical destruction to part of the property (Criterion [i]). However, compared to the totality of the extant of this character-defining feature, removal of such a small number of trees should not be considered as rising to the level of being considered adverse. In addition, all trees to be removed from the Euclid Avenue parkway and median will be replaced within the parkway or median.

Option 4 would remove mature landscaping in the Project area; however, vegetation will be replaced with appropriate species and in keeping with the historical landscape design upon completion of construction (Condition 2). Therefore, Option 4 would not result in the destruction of or damage to part of the historic property (Criterion [i]). Any mature vegetation that would be

removed under this option would be relocated and replanted in keeping with the SOIS (Criterion [ii]). Because the mature vegetation would be relocated or replanted in accordance with the SOIS, the Project would not result in a change of the character of the property's use of or physical features within the property's setting that contribute to its historic setting (Criterion [iv]) nor would the Project introduce visual, atmospheric, or audible elements that could diminish the integrity of the property's significant character-defining features because Euclid Avenue is an existing arterial roadway with significant vehicular traffic (Criterion [v]).

Trees to be removed and replaced are depicted in Figure 4 in Appendix E. Removal of the character-defining landscape would also result in an effect, but that effect does not rise to the level of being considered adverse. In addition, because the landscaping would be replaced with plans provided or approved by the cities and Caltrans PQS, this element of the Project will conform to the SOIS and would not result in an adverse effect.

Summary

Recognizing that change is expected on a principal arterial highway in an urban setting, the overall historic character, driving experience, and integrity will not be diminished. In summary, Option 4 with Non-Standard Conditions would not adversely affect a historic property as defined in 36 CFR 800.5(a)(2).

Temporary Construction Improvements

Euclid Avenue/SR-83 would remain open to vehicular traffic during construction of Alternative 3. In order to allow for the flow of vehicular traffic, construction staging would occur in three phases:

Stage 1

- Remove the southern end of the median located between I-10 and 7th Street;
- Remove the northern end of the median located between I-10 and 6th Street;
- Repair bridge deck as needed;
- Restripe and shift NB traffic to the median and west side of Freeway Interchange Bridge; and
- Remove eastern portion of existing bridge and construct portion of the new Euclid Avenue Overcrossing (OC).

Stage 2

- Adjust pavement to provide smooth transition between existing grade and slightly higher profile of new bridge;
- Restripe and shift traffic to the median and east side of Freeway Interchange Bridge; and
- Remove western portion of existing bridge and construction portion of new Euclid Avenue OC.

Stage 3

- Restripe and shift traffic to new bridge; and
- Remove middle portion of existing bridge and construct portion of new Euclid Avenue OC.

Potential impacts to the medians, curbs, sidewalks, and landscaping, some of which are character-defining features of the historic property, are the same as described and analyzed above. In summary, the temporary construction improvements with Non-Standard Conditions would not adversely affect a historic property as defined in 36 CFR 800.5(a)(2).

5.1.2 Mill Creek Zanja

The previous iteration of this Project called for the reconstruction and expansion of the existing Redlands Overhead Bridge (Bridge No. 54 0472). The Redlands Overhead Bridge was constructed in 1962, altered in 2008, and is rated as a Category 5 (not eligible for NRHP) in the Caltrans Historic Bridge Inventory (see Appendix I). Out of respect for historic preservation concerns, the Project has been revised and no construction activities outside of restriping activities would occur at this location. The open space adjacent to the Mill Creek *Zanja* will not be used in any manner for construction, storage, or staging. Because no construction activities would occur at this location, potential for accidental or construction-related damage is minimal. The Redlands Overhead Bridge passes 24.5 feet above the Mill Creek *Zanja* at this location. Soundwalls flank both sides of this bridge, which reduces noise, visual, and setting intrusions to the historic property and also to a neighboring park and residences. Because no construction activities beyond restriping would occur at this location, the Project will not result in a direct impact on this historic property (Criteria [i, ii, and iv]). Potential indirect effects consist of visual, audible, or atmospheric elements which could result from increased traffic. Any potential visual, atmospheric, or audible elements that may result from this Project would be reduced by existing soundwalls and no discernible adverse effect would result (Criterion [v]). Caltrans will monitor the Project per FNAE Condition 5 to ensure that there are no Project changes that could potentially cause an adverse effect to this historic property.

5.1.3 1055 E. Highland Avenue

Under Alternatives 2 and 3, the Project would reconstruct the median of the Highland Avenue Bridge (Bridge No. 54-0587) which would require the partial reconstruction of the bridge, which is located adjacent to the eastern boundary of the historic property. The Highland Avenue Bridge was constructed in 1962, altered in 2008, and is rated as a Category 5 (not eligible for NRHP) in the Caltrans Historic Bridge Inventory (see Appendix I for the Bridge Inventory Sheet). Additionally, soundwalls flank both sides of the bridge, and modification to these walls is not anticipated. No improvements would occur at 1055 E. Highland Avenue; therefore, there will be no direct project effects on this historic property (Criteria [i, ii, and iv]; see Appendix E for engineering drawings). Potential indirect effects consist of visual, audible, or atmospheric elements which could result from increased traffic. Because the bridge would only be partially reconstructed in a similar manner of design and materials and the extant soundwalls would remain intact, the Project would not result in a change of character of the property's use of or physical features within the property's setting that contribute to its historic significance, and

would not introduce new visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features (Criterion [v]). Therefore, the Project would not adversely affect a historic property as defined in 36 CFR 800.5(a)(2). Caltrans will monitor the Project per FNAE Condition 5 to ensure there are no Project changes that could potentially cause an adverse effect to this historic property.

5.1.4 The Peppers / El Carmelo

An existing soundwall located just south of Highland Avenue, which provides noise abatement for the residential buildings lining Highland Avenue, would be replaced as a part of this Project and an existing chain link fence which encloses the Caltrans ROW from The Peppers/El Carmelo would be replaced with a soundwall (see Appendix E for engineering drawings).

The Project would result in the construction of a soundwall within the Caltrans ROW, adjacent to the eastern/northern boundary of The Peppers/El Carmelo. The proposed soundwall would not result in the physical destruction or alteration to all or part of the property because it would be located within Caltrans ROW and is located outside of the historic property boundary.

A temporary construction easement (TCE) could be required in order to construct the soundwall at The Peppers/El Carmelo. The TCE would allow for I/E of construction equipment and persons in order to construct the wall. No physical destruction or damage to all or part of the property is anticipated, and any other potential effects would be temporary in nature (Criterion [i]). Because the soundwall would be located within Caltrans ROW and the only construction activities that would occur on the historic property would be limited to an approximately 20-foot buffer of the property boundary for a possible TCE, little to no alteration of the property would occur as a result of this alternative (Criterion [ii]). Construction of the proposed soundwall would not change the character of the property's use because the property would continue to function as a residence secluded by productive citrus groves. Furthermore, the proposed soundwall would be located within Caltrans ROW, and therefore, would not alter the physical features within the property's setting that contribute to its significance. The proposed soundwall would be physically and visually separated from The Peppers/El Carmelo by intervening non-contributing buildings, structures, and landscape features such as paved surface parking lots (see Appendix D). Therefore, the proposed soundwall would not result in a change of character of the property's use nor of physical features within the property's setting that contribute to its historic significance (Criterion [iv]). Furthermore, construction of the soundwall would be a benefit for the isolated residential property in that it would reduce noise levels such that the tranquility of the property would be increased in a positive manner.

The proposed soundwall would reduce the audible elements that result from automobile traffic travelling on I-10 that currently diminish the integrity of the property's setting. A eucalyptus windrow was planted along the eastern/northern boundary within The Peppers/El Carmelo site boundary approximately when I-10 was constructed in the late 1950s (NETR Online 2008). The non-contributing eucalyptus windrow would also physically and visually separate the proposed soundwall from the terraced citrus groves, which are a character-defining feature of the site. Therefore, the proposed soundwall would not introduce visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features (Criterion [v]), and would result in a benefit to the historic property. Caltrans will monitor the Project per FNAE

Condition 5 to ensure there are no Project changes that could potentially cause an adverse effect to this historic property.

5.1.5 Curtis Homestead Site (CA-SBR-12989H)

The Project would not result in an adverse effect on this historic property because it would be protected in place with the establishment of an ESA (see Appendix H for the ESA Action Plan).

6 CUMULATIVE EFFECTS ASSESSMENT

Cumulative effects and impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of the proposed Project as defined in the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) (please refer to the Draft EIR/EIS being prepared under separate cover for this Project for more detailed cumulative impact analysis). A cumulative effect assessment looks at the collective effects posed by individual land use plans and projects. Cumulative effects can result from individually minor but collectively substantial impacts taking place over a period of time. While NEPA/CEQA cumulative impacts considers past, present, and future projects, Section 106 cumulative effects analysis focuses on the cumulative effects of a single undertaking over time, or the effects of multiple projects over time on a single resource. Hence there is some overlap between the two (NEPA/CEQA and Section 106), but the impact analyses differ.

The regulations implementing Section 106 of the NHPA also acknowledge that a project's potential adverse effects include any that are reasonably foreseeable, even if they may occur later in time, are farther removed in distance, or are cumulative. The consideration of indirect and cumulative effects is required when applying the criteria of adverse effect on historic properties (36 CFR §800.5(a)(1)) and delineating the APE (36 CFR § 800.16(d)) as part of the Section 106 process.

Of the five historic properties located within the APE, the undertaking really only has the potential to contribute to a cumulative effect on Euclid Avenue/SR-83, as that is the only property being directly affected by the undertaking. While there is potential for indirect effects on the Mill Creek *Zanja* and El Carmelo/The Peppers, the impacts from modifying the existing I-10 corridor are rather minimal.

6.1 EUCLID AVENUE/SR-83

There have been numerous projects on Euclid Avenue/SR-83 over the years. These include removal of stone curbs and trees and modifications to the medians and intersections (stop lights, etc.) over the 8.4-mile corridor. It should be acknowledged that roads, like other forms of public infrastructure, must be modified or changed over time to continue to perform their intended use. Thus, change is bound to occur and some change should be accepted as part of the evolution of the resource. The following table summarizes projects that have been completed within the Euclid Avenue/SR-83 corridor:

**Table 6-1
Summary of Transportation Projects on Euclid Avenue/SR-83**

Project Name, ID Number, and Date	Project Description
Pavement Rehab on SR-83, PM 7.2/11.1 (EA 1C9201), February 2014	Caltrans project to remove and replace existing roadway pavement. The existing pavement is not a character-defining feature of the historic property. By ensuring that the proposed work is completed in a manner consistent with the SOIS and in accordance with PA Stipulation X.B.1.b and Attachment 5, Caltrans determined that a Finding of No Adverse Effect with Standard Conditions – SOIS was appropriate for this undertaking because adverse effects to Euclid Avenue/SR-83 character-defining features (i.e., historic cobblestone and concrete curbs) will be avoided by establishing and enforcing a minimum 3-inch buffer between the curb and the proposed pavement removal and overlay activities.
Relinquish SR-83 to the City of Upland, PM 11.1/14.3 (EA 0J490), August 2007	Relinquish Euclid Avenue/SR-83 within the boundaries of Upland to the City of Upland. No construction involved, therefore, no adverse impact.
Install Traffic Signals and Left Turn Pockets at 13th Street on SR-83, PM 12.7 (EA 42250), March 2007	Caltrans project to signalize the SR-83/13 th Street intersection and add left turn pockets in the median. Project documentation concluded that this section of Euclid Avenue had been modified by previous projects (replacement of cobblestone curbs and other improvements) and did not generally retain integrity. The only character-defining feature that was affected was a small portion of the median and eight California pepper trees. Conditions were imposed on the project to avoid adverse effects, including replacing the existing previously replaced concrete curbs with cut stone so as to be in-kind with the original cobblestone curbs, and replacing the eight pepper trees removed from the median in-kind within the median. As such, the project was determined to be in compliance with the SOIS, and the impact was determined to be No Adverse Effect.
Replace Asphalt Concrete Surfacing, PM 9.9/11.1 (EA 0H630), June 2006	Project to replace road surface, which is not a character-defining feature of Euclid Avenue/SR-83. Project did not affect any character-defining features and resulted in a Finding of No Effect.
Signalize the SR-83/E Street Intersection, PM 9.75 (EA 42090), February 2006	Caltrans project to signalize the SR-83/E Street intersection, which required the removal and relocation of two palm trees within the median. The two palm trees are not character-defining features of the historic property, and resulted in a Finding of No Historic Properties Effects (SHPO concurrence).
Euclid Avenue at Princeton Street Intersection Modifications, PM 10.59, February 2006	Caltrans project to install traffic signal for push-button activated pedestrian crossing and lighting, lighting and crosswalk barrier at the T-intersection known as Euclid Avenue at Princeton Street. This intersection was determined to have been previously modified and lacking integrity. Because the modifications were minor, the project was determined to be a Class 31 project as the project was limited to maintenance, repair, stabilization, rehabilitation, restoration, or reconstruction of a historical resource consistent with the SOIS pursuant to

Table 6-1 (Continued)
Summary of Transportation Projects on Euclid Avenue/SR-83

Project Name, ID Number, and Date	Project Description
Median Closure at California Street and Carlton Street, PM 8.8/8.8 (EA 41030/40800), October 2005	CEQA Guidelines 15331, which resulted in a finding of No Impact to Historical Resources. Caltrans project to close the median opening on Euclid Avenue/SR-83 at Carlton Street in Ontario. Because the modifications were minor, the project was determined to be a Class 31 project as the project was limited to maintenance, repair, stabilization, rehabilitation, restoration, or reconstruction of a historical resource consistent with the SOIS pursuant to CEQA Guidelines 15331, which resulted in a finding of No Impact to Historical Resources.

Alternatives 1 and 2 of the Project would not result in a cumulative impact to this historic property because no work would occur at this location.

The following is an assessment of potential cumulative effects under Alternative 3. For the most part, Caltrans projects over the last 10 years have adhered to the SOIS and have avoided impacts to the extent feasible on Euclid Avenue/SR-83 by imposing conditions to avoid or replace character-defining features. Recognizing that change is expected on a principal arterial roadway in an urban setting, the overall historic character, driving experience, and integrity of the roadway remains. Implementation of the conditions in Chapter 7 will also ensure a minimization of cumulative impacts by the current undertaking. The present Project will impose similar conditions relating to replacement of character-defining features that could be affected, such as cobblestone curbs and trees. Overall, these conditions will replace more fabric than removed and will make the subject section of Euclid Avenue/SR-83 that has already been previously modified more consistent with the overall corridor. Given the overall size of the resource, the extent of historic fabric, and the adherence by most of the past projects to SOIS standards, the cumulative effect does not rise to the level of being considered adverse. There are still extensive sections of historic cobblestone curb, intact medians, and parkways as well as numerous contributing trees. The cobblestone curbs have historically been reconstructed as a result of wear and tear in a manner consistent with the SOIS. Replacement curbs for the current undertaking would also be constructed consistent with the SOIS (see Chapter 7). The medians and parkways that would be altered for this Project were largely previously altered and would not result in a significant loss of historic fabric. A 1939 census of Euclid Avenue/SR-83 identified 1,720 pepper trees and 16 palms, and a 1941 survey by the Fire Department identified 2,099 trees (Ontario, City of 2014). Many of these trees are extant and are character-defining features of this property. Removal of nine character-defining feature trees reflects a loss of 0.43 percent of this character-defining feature and will be replaced in accordance with Condition 2 and the SOIS. Therefore, the cumulative effect of the Project does not rise to the level of being considered adverse. In regard to future projects, it is anticipated those projects would adhere to the SOIS; therefore, potential future cumulative adverse effects would be conditioned or mitigated.

6.2 OTHER HISTORIC PROPERTIES

Of the four additional historic properties located within the APE, there is potential for indirect effects on the Mill Creek *Zanja* and El Carmelo/The Peppers. The following table, though not exhaustive, summarizes concurrent and future known projects within the I-10 corridor of the Project APE:

**Table 6-2
Summary of Transportation Projects in the I-10 Corridor Project (I-10 CP) Study Area**

Project Name, Status, and ID Number	Project Description
Highway Projects: I-10 Projects	
<p>I-10 Westbound Lane Addition Project – ID Number 28</p> <ul style="list-style-type: none"> • In the cities of Yucaipa and Redlands; • San Bernardino Associated Governments (SANBAG) Project, in cooperation with Caltrans, and the cities of Redlands and Yucaipa; and • Construction began in 2011 and was expected to last a little over two years (2013). 	<p>The project added a general-purpose lane to approximately 3.5 miles of westbound I-10 between Live Oak Canyon Road in Yucaipa and Ford Street in Redlands. The new lane added capacity to this heavily traveled section of freeway, which was frequently congested on weekday mornings.</p> <p>The freeway was widened on both the inside and outside shoulders, which required some temporary construction easements, but minimal permanent property purchases.</p> <p>SANBAG received environmental approval for this project in June 2007. No other information regarding environmental analyses, documentation, or issues for this project was found.</p>
<p>Interstate 10 Truck-Climbing Lane – ID Number 28</p> <ul style="list-style-type: none"> • In the cities of Yucaipa and Redlands; • SANBAG project, in cooperation with Caltrans, and the cities of Redlands and Yucaipa; and • Completed in 2005. 	<p>The I-10 truck-climbing lane between Redlands and Yucaipa was completed June 30, 2005. In November 2003, SANBAG and Caltrans began work on the project, the first phase of an effort to reduce I-10 traffic congestion in the east valley of SB County. The second phase will involve the widening of I-10 through Redlands. SANBAG is studying the possibility of a third phase: an I-10 truck-descending lane from Yucaipa to Redlands, which will be determined by funding availability.</p> <p>The truck-climbing lane was designed to improve freeway operations by providing a new lane for trucks and other slow vehicles that face challenges on this 4 percent uphill grade. A new auxiliary lane was built to improve merging, and freshly rehabilitated pavement now offers drivers a smoother ride on this stretch of freeway. SANBAG was the lead agency for this project, with participation from Caltrans, the City of Redlands, and the City of Yucaipa.</p>
<p>Interstate 10 Widening – ID Number 25</p> <ul style="list-style-type: none"> • In the City of Redlands; • SANBAG Project, in cooperation with Caltrans, the Federal Highway Administration and the City of Redlands; and 	<p>The widening of this 2.5-mile freeway section between Orange Street and Ford Street has helped relieve a long-standing traffic bottleneck in this location. The construction of this work was conducted in four stages: (1) rehabilitation of the freeway shoulder, (2)</p>

Table 6-2 (Continued)
Summary of Transportation Projects in the I-10 Corridor Project (I-10 CP) Study Area

Project Name, Status, and ID Number	Project Description
<ul style="list-style-type: none"> Completed in 2007. 	reconstruction of 11 freeway bridges, (3) lane paving, and median barrier construction, and (4) construction of sound walls and landscaping.
Other Transportation Projects in Local Cities	
Pavement Accelerated Repair Implementation Strategy (PARIS) Resurfacing Project – ID Number 26 <ul style="list-style-type: none"> City of Redlands; City of Redlands project; and Construction start date scheduled for February 2014. Expected completion date is September 2014. 	Roadway resurfacing of 100 lane miles of various streets throughout the City of Redlands. The scope of work for this project is to resurface various streets throughout the City. Resurfacing methods include pulverization, grind and overlay, and rubberized slurry seal. All necessary striping will be replaced.
Redlands Passenger Rail Project <ul style="list-style-type: none"> In the cities of San Bernardino, Loma Linda, Redlands, and unincorporated areas of San Bernardino County; Federal Transit Administration, SANBAG, Omnitrans, Metrolink, and the City of San Bernardino Project; and Project construction is expected to begin in late 2015. 	<p>The Redlands Passenger Rail Project is proposed to run along existing railroad ROW from E Street in San Bernardino east to the City of Redlands, roughly a nine-mile extension of passenger rail service. The project is proposing to build five new stations, each with boarding platforms, ticket machines, shade canopies, seating, walkways, lighting, and parking. The project will incorporate track improvements, including redesign of the existing track alignment, track ballast, and sub-grade foundation. Additional project components include the replacement or strengthening of five bridges; additional traffic and rail signals; utility replacement and relocation; and culvert replacements, extensions and relocations.</p> <p>Proposed Rail Platforms:</p> <ul style="list-style-type: none"> E Street Platform; Train Layover Facility at Waterman Avenue; Tippecanoe Avenue Rail Platform; Layover Facility (Loma Linda); New York Street Rail Platform; Downtown Redlands Rail Platform; and University of Redlands Rail Platform. <p>SANBAG and the Federal Transit Administration (FTA) are preparing a joint EIS/EIR for the project pursuant to the requirements of the NEPA and CEQA. A draft EIS/EIR is anticipated for release for public review during the spring of 2014.</p>

Other projects known to have occurred within the Project study area include construction of the Southern Pacific Railroad crossing over Euclid Avenue/State Route and other maintenance projects related to repaving.

6.3 MILL CREEK ZANJA

No work will occur at this site as part of the present undertaking. However, the Redlands Passenger Rail Project (Rail Project; see above) would cross the Mill Creek *Zanja* beneath I-10

within or in proximity to the APE for this undertaking. This is an existing rail line, although it is currently deteriorated due to lack of use. Implementation of the Rail Project may result in a new effect because it would reconstruct the rail crossing which previously spanned the Mill Creek *Zanja*. However, this undertaking will not contribute to a cumulative effect because no work would occur at this site as part of this undertaking, and this undertaking does not meet any of the adverse effect criteria identified in 36 CFR Part 800.5(2) at this location. Therefore, this undertaking would not result in a cumulative adverse effect on this historic property.

6.4 1055 E. HIGHLAND AVENUE

Several improvement projects have been completed or planned for the section of I-10 adjacent to 1055 E. Highland Avenue. These projects conform to the existing I-10 corridor at this location and would not encroach upon this historic property. The view of I-10 at this location is obscured by existing soundwalls on the bridge which spans Highland Avenue and also on the raised and filled grade of the freeway adjacent to this site. The bridge would be partially reconstructed for this Project, which would continue to minimize visual and audible impacts associated with I-10. The partial reconstruction of the bridge does not meet any of the adverse effect criteria identified in 36 CFR Part 800.5(2). For these reasons, the current undertaking will not contribute to a cumulative effect.

6.5 THE PEPPERS / EL CARMELO

Several improvement projects have been completed or planned for the section of I-10 adjacent to The Peppers/El Carmelo. This segment of I-10 was constructed by cutting through the hillside and the freeway is not visible from this historic property. The other improvement projects may have resulted in increased noise, which could result in an indirect adverse effect on this historic property. The construction of a soundwall would reduce freeway-related noise, and would result in a benefit to this historic property. Furthermore, the construction of the proposed soundwall does not meet any of the adverse effect criteria identified in 36 CFR Part 800.5(2). For these reasons, the current undertaking will not contribute to a cumulative effect.

6.6 CURTIS HOMESTEAD SITE

No work would occur at this site for this Project, and the Project does not meet any of the adverse effect criteria identified in 36 CFR Part 800.5(2) at this location. Because the Curtis Homestead Site (CA-SBR-12989H) will be protected in place from constructed-related activities with the establishment of an ESA (Condition 6; Appendix H), the proposed project would not result in a cumulative adverse effect on this property.

CONDITIONS PROPOSED

Under Alternative 3, the proposed Project will require modification of the medians, curbs, and mature vegetation that are character-defining features of Euclid Avenue/SR-83. In addition, the Freeway Interchange Bridge (Bridge No. 54 0445) will be replaced under Alternative 3. While this bridge is not a character-defining feature of Euclid Avenue/SR-83, care must be given to the design and aesthetics of the replacement structure to ensure that the new structure does not impact the setting of the corridor. The conditions related to Euclid Avenue/SR-83 are consistent with the SOIS and support a Finding of No Adverse Effect with Non-Standard Conditions. These conditions will become environmental commitments in the EIR/EIS being prepared for the Undertaking. If the minimum criteria established in the following conditions are not met, SHPO consultation will be required pursuant to Section 106 PA Stipulation X.B(3).

Condition 1: Design of Replacement Euclid Avenue/I-10 Structure

- The deck of the replacement structure will be landscaped in a manner consistent with the historic landscape design of Euclid Avenue to the north and the south of the bridge.
- The existing median's 52 feet of width on the bridge deck will be maintained to the extent feasible. Raised median walls or raised planters will be used in the median with shallow-rooted trees as depicted on Figures 5 and 5-20 (Lormand 2015) in Appendix G.
- The deck of the bridge will be landscaped. A double tree line will be created within the median. If sight distance or other safety concern warrants, a single tree line may be used. Tree species may include willow (*Pittosporum philyraeoides*), dwarf citrus, California pepper, or similar shallow-rooted species.
- Final design of the replacement structure shall be reviewed by Caltrans PQS Architectural Historian in order to ensure compliance with Condition 1. Through implementation of Mitigation Measure VA-10, the cities of Ontario and Upland will also review and consult on the design of the replacement structure and landscape schemes.

Condition 2: Contributing Tree Replacement (Euclid Avenue)

- All contributing trees required to be removed from the Euclid Avenue parkway and median will be replaced within the parkway or median, respectively. Trees to be removed and replaced are depicted in Figure 4 in Appendix E. During plan specification and estimates development (PS&E), a more detailed tree relocation plan will be developed. Any additional contributing trees that are subsequently identified for removal during planning or construction will also be subject to this condition. Contributing trees are here defined as the original trees or their mature replacement, regardless of tree species.

- Replacement locations and species of trees will be decided upon by the Caltrans PQS Architectural Historian in consultation with Caltrans Landscape Design, SANBAG, and the appropriate city (Ontario or Upland).
- In order to recreate the historic planting scheme of the median, preference will be given in infilling holes in existing tree lines in the vicinity of the Project area, followed by recreating the double row of tree lines between 6th Street and the new I-10 OC structure where the majority of contributing trees are to be removed. The total number of trees replanted within the median will equal, at a minimum, the total number removed from the median within the APE (contributing and non-contributing).
- California pepper (*Schinus Molle*) trees are the preferred variety for median planting. Silk oak (*Grevillea robusta*) or similar oak species is the preferred variety for parkway planting. If circumstances warrant, other acceptable species may include deodar cedar, magnolia, and camphor.
- Planting activities shall be spot monitored by Caltrans PQS architectural historian to ensure compliance with Condition 2.
- Caltrans Landscape Design's success criteria will apply.

Condition 3: Replacement of Stone Curbs (Euclid Avenue)

- All sections of contributing cobblestone curbs along Euclid Avenue/SR-83 removed by this undertaking will be replaced in-kind using the SOIS for Rehabilitation based upon plans provided and approved by the cities. Plans are depicted in Appendix F.
- Existing concrete median curb that will be removed and replaced as part of this undertaking on northbound Euclid Avenue between 6th Street and the I-10 OC will also be replaced/restored with cobblestone curb using the SOIS for Rehabilitation based on plans provided by the cities to re-create a continuous cobblestone curb along the entire sections of median impacted by the undertaking.⁴
- Reconstruction of the stone curbs shall be spot monitored by Caltrans PQS architectural historian.

Condition 4: Replacement of streetlights

- Any streetlights required to be installed on Euclid Avenue will be King Standard Lighting design for consistency with the existing Euclid corridor lighting.⁵

Condition 5: Monitoring

- A cultural resources monitoring plan for Euclid Avenue will be developed by SANBAG or qualified designee and approved by Caltrans PQS Architectural Historian prior to

⁴ The replacement curb will be differentiated from the original curbs due to its distinctive concrete cap (see plans in Appendix F). This plan or a similar plan has been used along Euclid Avenue where replacement curbs have been required or desired.

⁵ The King Standard Lighting was agreed upon by both the cities of Upland and Ontario.

commencement of any pre-construction or construction-related activities at Euclid Avenue. The monitoring plan will at a minimum specify timeframes, locations, and durations of monitoring and specify requirements for monitoring logs. The Project proponent will be responsible for providing the cultural resources monitor.

- Periodic spot monitoring of construction activities at historic properties will be conducted per the monitoring plan by persons meeting Caltrans PQS standards for Principal Architectural Historian.
- Upon completion of all construction related to the conditions in the FNAE, a Monitoring Report will be prepared to document that all conditions have been met. The monitoring report will be approved by Caltrans PQS architectural historian and submitted to SHPO to document compliance with the FNAE conditions.
- Construction plans and activities in the vicinity of the remaining historic properties in the APE (the Mill Creek Zanja, Curtis Homestead, 1055 E. Highland Ave., and The Peppers) will be spot monitored throughout construction by Caltrans PQS to ensure that the potential for effect has not changed.

Condition 6: Designate and Enforce ESA (Curtis Homestead) in Accordance with the ESA Action Plan.

- Establishment of the ESA shall be executed by a qualified archaeologist.

8 CONCLUSIONS

Pursuant to Stipulation X.A of the PA, Caltrans has applied the Criteria of Adverse Effect set forth at 36 CFR 800.5(a)(1) and finds that the undertaking would not have an adverse effect on historic properties. Alternatives 1, 2, and 3 will result in a finding of No Adverse Effect on the Mill Creek *Zanja*, The Peppers/El Carmelo, 1055 E. Highland Avenue, and the Curtis Homestead. Alternatives 1 and 2 would have No Adverse Effect on Euclid Avenue/SR-83, and Alternative 3 would have No Adverse Effect with Non-Standard Conditions on Euclid Avenue/SR 83. Therefore, Caltrans has determined that a finding of **No Adverse Effect with Non-standard Conditions** is appropriate for the undertaking as a whole, pursuant to Section 106 PA Stipulation X.B.2.

9
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APPENDIX A

**Maps: Area of Potential Effects Map and Euclid Avenue Character-
Defining Features Map**

APPENDIX B
Correspondence

SHPO CONSULTATION

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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May 12, 2015

Reply To: FHWA_2015_0217_001

Gabrielle Duff
Environmental Branch Chief
Caltrans District 8
464 W Fourth Street, 6th Floor
San Bernardino, CA 92401-1400

Re: Determinations of Eligibility for the Proposed Interstate 10 Corridor Improvement Project,
San Bernardino County, CA

Dear Ms. McKee:

Thank you for your letter of April 6, 2015 transmitting revised documents that answer questions posed in my e-mail of March 19, 2015. You are consulting with me about the subject undertaking in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

Caltrans has determined that the following properties are not individually eligible for the National Register of Historic Places (NRHP):

- 1531 N Euclid Avenue, Ontario, CA
- 1540 N Euclid Avenue, Ontario, CA
- 1524 N Euclid Avenue, Ontario, CA
- 250 E 7th Street, Upland, CA
- 265 E 7th Street, Upland, CA
- 749 Sycamore Court, Upland, CA
- 947 E 6th Street, Ontario, CA
- 1024 E 6th Street, Ontario, CA
- 1128 E 5th Street, Ontario, CA
- 1204 N Grove Avenue, Ontario, CA
- 10829 Etiwanda Avenue, Fontana, CA
- 16454 Washington Drive, Fontana, CA
- 16470 Washington Drive, Fontana, CA
- 16592 Washington Drive, Fontana, CA
- 18029 Taylor Avenue, Bloomington, CA
- 18083 Taylor Avenue, Bloomington, CA
- 10176 Orchard Street, Bloomington, CA
- 18661 Orange Street, Bloomington, CA
- 10156 Church Street, Bloomington, CA
- 1785 S Sycamore Avenue, Rialto, CA
- 20213 Valley Boulevard, Rialto, CA
- 885 W Valley Boulevard, Colton, CA
- 110 N 4th Street, Colton, CA
- 188 E Valley Boulevard, Colton, CA
- 444 E Valley Boulevard, Colton, CA
- 2396 E Steel Road, Colton, CA
- 428 E Caroline Street, San Bernardino, CA
- Mission Channel
- 25435 Redlands Boulevard, Loma Linda, CA
- 617 Texas Street, Redlands, CA
- 715 W Colton Avenue, Redlands, CA
- 615 Lawton Street, Redlands, CA
- 503 W Colton Avenue, Redlands, CA
- 719 N Eureka Street, Redlands, CA
- 201 W Colton Avenue, Redlands, CA
- 127 W Colton Avenue, Redlands, CA
- Terrace Park, Redlands, CA
- 203 E Colton Avenue, Redlands, CA
- 211 E Colton Avenue, Redlands, CA
- 322 The Terrace, Redlands, CA
- 619 11th Street, Redlands, CA
- 745 E Stuart Avenue, Redlands, CA
- 602 Church Street, Redlands, CA
- 524 Bonita Avenue, Redlands, CA
- 831 Sylvan Boulevard, Redlands, CA
- 911 E Central Avenue, Redlands, CA

Ms. Duff
May 12, 2015
Page 2 of 2

- 924 E Central Avenue, Redlands, CA
- 215 N University Street, Redlands, CA
- 136 N University Street, Redlands, CA
- 130 N University Street, Redlands, CA
- 1106 E Central Avenue, Redlands, CA
- 507 University Place, Redlands, CA
- 511 University Place, Redlands, CA
- 514 University Place, Redlands, CA
- 517 University Place, Redlands, CA
- 524 University Place, Redlands, CA
- 528 University Place, Redlands, CA
- 532 University Place, Redlands, CA
- 1001 E Cypress Avenue, Redlands, CA
- 955 E Cypress Avenue, Redlands, CA
- 945 E Cypress Avenue, Redlands, CA
- 1131 E Cypress Avenue, Redlands, CA

Based on my review of the submitted documentation I concur.

Caltrans has also determined that the following properties are eligible for the NRHP:

- 1055 E Highland Avenue, Redlands, CA
- 926 E Highland Avenue, Redlands, CA

I do not have sufficient information at this time to either agree or disagree on eligibility for the two properties above. In the interests of moving the consultation forward I recommend that Caltrans consider them eligible for the NRHP for the purposes of this project.

Finally Caltrans is considering the Curtis Homestead in Loma Linda (CA-SBR-12989H) to be eligible for the NRHP for the purposes of the project. I have no objections to this.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at natalie.lindquist@parks.ca.gov.

Sincerely,



Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

ENVIRONMENTAL PLANNING (MS 825)

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*Serious drought.
Help save water!*

April 3, 2015

Dr. Carol Roland-Nawi
State Historic Preservation Officer
1725 23rd Street, Suite 100
Sacramento, CA 95816

I-10 Corridor Improvement Project
San Bernardino / Los Angeles Counties
EA 0C250 / PN 0800000040

Attention: Natalie Lindquist

Re: Re-Transmittal of Historic Property Survey Report /Determinations of Eligibility for the Interstate 10 Corridor Improvement Project, San Bernardino County

Dear Dr. Roland-Nawi:

In our original transmittal of February 11, 2015, Caltrans included an ESA Action Plan and notified SHPO of two Findings of Effect for the Undertaking regarding both the archaeological and built environment properties. This was in error. At this time Caltrans is only consulting with SHPO regarding determinations of eligibility under Stipulation VIII.C.6 of the Section 106 PA. Caltrans will continue consultation with SHPO regarding the Finding of Effect in accordance with Stipulation X at the appropriate time. The February 2015 HPSR and attachments were also revised to address SHPO comments received March 19, 2015. Because the majority of the project documentation remains the same, we request expedited review of the HPSR.

Revisions were primarily made to the following areas:

HPSR Section 9 regarding the finding of effect. The ESA Action Plan was removed and will be included with the FOE.

DPR 523 Forms for Euclid Avenue (MR 1a and 1b) (HRER Appendix A). See also clarification regarding Euclid Avenue, below.

A District Record was added to evaluate the potential University Street Historic District (MR 55-63) (HRER Appendix A).

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is initiating consultation with the State Historic Preservation Officer (SHPO)

in regard to the proposed Interstate 10 Corridor Improvement Project in San Bernardino and Los Angeles Counties. This consultation is undertaken in accordance with the January 1, 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation* (Section 106 PA). Caltrans is concurrently complying with PRC 5024 pursuant to Stipulation III of the *Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92* (PRC 5024 MOU).

Enclosed you will find a Historic Property Survey Report (HPSR) for the proposed undertaking. The HPSR is intended to fulfill three of Caltrans' responsibilities under Section 106 of the National Historic Preservation Act: determination of the Area of Potential Effects (APE); identification of potential historic properties located within the undertaking's APE; and evaluation of potential historic properties for eligibility to the National Register of Historic Places (National Register). Under the PA, Caltrans is responsible for ensuring the appropriateness of the APE (Stipulation VIII.A) and the adequacy of historic property identification efforts (Stipulation VIII.B). We are consulting with you at the present time under Stipulation VIII.C.6 of the PA, which requires concurrence with Caltrans' determinations of eligibility for potential historic properties.

Caltrans, in cooperation with the San Bernardino Associated Governments (SANBAG), proposes to add freeway lanes through all or a portion of the 33-mile stretch of Interstate 10 (I-10) from the Los Angeles/San Bernardino county line to Ford Street in Redlands, San Bernardino County. Project features include: acquisition of right-of-way (ROW); temporary construction and permanent easements; modification to or replacement of bridges; interchange improvements; local street improvements in conjunction with interchange improvements; major drainage and flood control facilities; water quality/erosion control; landscaping; ramp metering; toll debiting stations; soundwalls, retaining walls, concrete barriers; installation of paving; relocation of utilities; grading; staging areas; restriping; and placement of advance signage.

Consultation and identification efforts resulted in the identification of sixty-seven (67) cultural resources within the APE for the proposed project that either have been previously determined NRHP eligible or required NRHP evaluation, as follows:

Caltrans has determined that the following properties within the APE were previously listed or determined eligible for inclusion in the NRHP and that determination is still valid:

Name	Address/Location	Community	OHP Status Codes	Map Reference No.	Date
Euclid Avenue/SR-83 (36-015982)	Euclid Ave.	Upland/Ontario	1S	Map Reference No. 1a	1977/2000
Mill Creek Zanja (CA-SBR-8092H)	Address restricted	Redlands	1S	Map Reference No. 48	1977

Caltrans has determined that the following properties within the APE are eligible for inclusion in the NRHP:

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

Caltrans has determined that the following properties within the APE are not eligible for inclusion in the NRHP:

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
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

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
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

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
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	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
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

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
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

The following archaeological site within the APE is considered eligible for inclusion in the NRHP for the purposes of this project only because it will be protected from any potential effects through the establishment of an Environmentally Sensitive Area (ESA) Action Plan, in accordance with Section 106 PA Stipulation VIII.C.3.

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

Pursuant to Stipulation VIII.C.6 of the first amended Section 106 PA (January 2014), we request your concurrence on the above listed determinations of eligibility. **In accordance with Section 106 Programmatic Agreement Stipulations IX.B and X, the Department will continue consultation with SHPO on the assessment of effects following concurrence on determinations of eligibility.**

Caltrans has determined that the Euclid Avenue/SR-83 is a State-owned cultural resource within the APE that meets National Register of Historic Places and/or the California Historical Landmarks eligibility criteria. Pursuant to the PRC 5024 MOU Stipulation VIII.C.6, Caltrans requests SHPO's concurrence in this determination; pursuant to PRC 5024(d), Caltrans is concurrently complying with PRC 5024 pursuant to Stipulation III of the PRC 5024 MOU.

Section 106 activities also included extensive outreach to consulting and interested parties. Of the letters sent requesting information and participation in the Section 106 process, responses were received from the Redlands Conservancy, the City of Upland, and the City of Ontario. Caltrans, as Section 106 lead agency, responded to these parties by holding focus meetings with each group. (see HPSR Section 3). Copies of this HPSR and an explanation of the Department's findings to date will be sent to these three parties that expressed interest/concern for the undertaking. Caltrans will continue consultation with these parties during preparation of the Finding of Effect.

The following clarification is provided regarding Euclid Avenue, portions of which have several different statuses:

Euclid Avenue/SR-83, (36-015982; Map Reference No.1a) located in both the cities of Ontario and Upland, was determined eligible for the NRHP in 1977, with supplemental documentation prepared in 2000 (Caltrans) and Euclid Avenue was listed in the NRHP in 2005. This Historic Property would also be listed in the CRHR and be an Historical Resource per CEQA.

The portion of Euclid Avenue/SR-83 located in the City of Ontario (south of I-10) was recorded by the City of Ontario and listed as an Historic District under local ordinance in 2013. This historic district comprises approximately half of the NRHP-listed historic property. This historic district would also be an historical resource for the purposes of CEQA.

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.

Caltrans did not include a separate evaluation of the local Ontario Euclid Avenue Historic because, aside from the differing boundaries cited above, the major difference between the NRHP Listed Historic Property and the local district is that the local district also includes several of the properties throughout the city that front on Euclid Avenue. These properties date from the 1880s to the 2000s (contributing and non-contributing) while the contributors date from 1887 to 1965. The original period of significance for NRHP-listed Euclid Avenue as a whole (1977, updated by Caltrans 2000) was 1882-86, 1888-95, 1895-1929, while the POS proposed by the Supplemental Listing Record for the NRHP-listed property (prepared by the City of Ontario in 2005) was proposed as 1882-1940. The City of Ontario local district does not specify a POS, but rather includes very broad array of properties that includes all the examples of development along Euclid Avenue that represent the various periods of the City's history rather than any specific historic context or a clear association with Euclid Avenue within its POS, other than the geographic association. A significant number of residence are outside the POS for NRHP-listed Euclid Avenue. The local district is more of an arbitrary grouping properties that extends over several neighborhoods that was intended to provide another layer of protection and administrative authority for the City under local ordinance.

Our approach was to accept the existence of the local District as a CEQA resource and to evaluate under NRHP criteria only those local district properties that were in our APE. Aside from the POS and context differences noted above, the majority of the local district is well outside our APE.

If you have any questions or comments regarding the proposed project, please feel free to contact Andrew Walters, Associate Environmental Planner (Architectural History) at (909) 383-2647 or by email at andrew_walters@dot.ca.gov.

Sincerely,



Gabrielle Duff
Environmental Branch Chief
Caltrans, District 8

Enclosure: *Historic Property Survey Report for the Interstate 10 Corridor Project, San Bernardino and Los Angeles Counties, California (April 2015)*

cc: Kelly Hobbs, Caltrans HQ

DEPARTMENT OF TRANSPORTATION**DISTRICT 8**

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*Serious drought.
Help save water!*

February 11, 2015

Dr. Carol Roland-Nawi
State Historic Preservation Officer
1725 23rd Street, Suite 100
Sacramento, CA 95816

I-10 Corridor Improvement Project
San Bernardino / Los Angeles Counties
EA 0C250 / PN 0800000040

Attention: Natalie Lindquist

Re: Transmittal of Historic Property Survey Report /Determinations of Eligibility for the Interstate 10 Corridor Improvement Project, San Bernardino County

Dear Dr. Roland-Nawi:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is initiating consultation with the State Historic Preservation Officer (SHPO) in regard to the proposed Interstate 10 Corridor Improvement Project in San Bernardino and Los Angeles Counties. This consultation is undertaken in accordance with the January 1, 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation* (Section 106 PA). Caltrans is concurrently complying with PRC 5024 pursuant to Stipulation III of the *Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92* (PRC 5024 MOU).

Enclosed you will find a Historic Property Survey Report (HPSR) for the proposed undertaking. The HPSR is intended to fulfill three of Caltrans' responsibilities under Section 106 of the National Historic Preservation Act: determination of the Area of Potential Effects (APE); identification of potential historic properties located within the undertaking's APE; and evaluation of potential historic properties for eligibility to the National Register of Historic Places (National Register). Under the PA, Caltrans is responsible for ensuring the appropriateness of the APE (Stipulation VIII.A) and the adequacy of historic property identification efforts (Stipulation VIII.B). We are consulting with you at the present time under Stipulation VIII.C.6 of the PA, which requires concurrence with Caltrans' determinations of eligibility for potential historic properties.

Caltrans, in cooperation with the San Bernardino Associated Governments (SANBAG), proposes to add freeway lanes through all or a portion of the 33-mile stretch of Interstate 10 (I-10) from the Los Angeles/San Bernardino county line to Ford Street in Redlands, San Bernardino County. Project features include: acquisition of right-of-way (ROW); temporary construction and permanent easements; modification to or replacement of bridges; interchange improvements; local street improvements in conjunction with interchange improvements; major drainage and flood control facilities; water quality/erosion control; landscaping; ramp metering; toll debiting stations; soundwalls, retaining walls, concrete barriers; installation of paving; relocation of utilities; grading; staging areas; restriping; and placement of advance signage.

Consultation and identification efforts resulted in the identification of sixty-seven (67) cultural resources within the APE for the proposed project that either have been previously determined NRHP eligible or required NRHP evaluation, as follows:

Caltrans has determined that the following properties within the APE were previously listed or determined eligible for inclusion in the NRHP and that determination is still valid:

Name	Address/Location	Community	OHP Status Codes	Map Reference No.	Date
Euclid Avenue/SR-83 (36-015982)	Euclid Ave.	Upland/Ontario	1S	Map Reference No. 1a	1977/2000
Mill Creek <i>Zanja</i> (CA-SBR-8092H)	Address restricted	Redlands	1S	Map Reference No. 48	1977

Caltrans has determined that the following properties within the APE are eligible for inclusion in the NRHP:

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

Caltrans has determined that the following properties within the APE are not eligible for inclusion in the NRHP:

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
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

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
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	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

Name	Address/Location	Community	OHP Status Codes	Map Reference No.
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

Pursuant to Stipulation VIII.C.6 of the first amended Section 106 PA (January 2014), we request your concurrence on the above listed determinations of eligibility. In accordance with Section 106 Programmatic Agreement Stipulations IX.B and X, the Department will continue consultation with SHPO on the assessment of effects.

The following archaeological site within the APE is considered eligible for inclusion in the NRHP for the purposes of this project only because it will be protected from any potential effects through the establishment of an Environmentally Sensitive Area (ESA) Action Plan, in accordance with Section 106 PA Stipulation VIII.C.3.

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

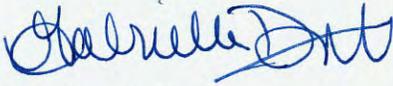
Pursuant to Stipulation X.B.1(a) of the Section 106 PA, Caltrans District 8 is consulting with the Cultural Studies Office (CSO) regarding a finding of No Adverse Effect-Standard Conditions (NAE-SC) for the Curtis Homestead (CA-SBR-12989H), and is hereby notifying CSO of this finding.

Caltrans has determined that the Euclid Avenue/SR-83 is a State-owned cultural resource within the APE that meets National Register of Historic Places and/or the California Historical Landmarks eligibility criteria. Pursuant to the PRC 5024 MOU Stipulation VIII.C.6, Caltrans requests SHPO's concurrence in this determination; pursuant to PRC 5024(d). Caltrans is concurrently complying with PRC 5024 pursuant to Stipulation III of the PRC 5024 MOU.

Section 106 activities also included extensive outreach to consulting and interested parties. Of the letters sent requesting information and participation in the Section 106 process, responses were received from the Redlands Conservancy, the City of Upland, and the City of Ontario. Caltrans, as Section 106 lead agency, responded to these parties by holding focus meetings with each group. (see HPSR Section 3). Copies of this HPSR and an explanation of the Department's findings to date will be sent to these three parties that expressed interest/concern for the undertaking. Caltrans will continue consultation with these parties during preparation of the Finding of Effect.

We look forward to receiving your response within thirty (30) days of your receipt of this submittal, in accordance with Stipulation VIII.C.6 of the Section 106 PA. If you have any questions or comments regarding the proposed project, please feel free to contact Andrew Walters, Associate Environmental Planner (Architectural History) at (909) 383-2647 or by email at andrew_walters@dot.ca.gov.

Sincerely,



Gabrielle Duff
Environmental Branch Chief
Caltrans, District 8

Enclosure: *Historic Property Survey Report for the Interstate 10 Corridor Project, San Bernardino and Los Angeles Counties, California (February 2015)*

cc: Kelly Hobbs, Caltrans HQ

**INTERESTED PARTY/CONSULTING PARTY
CONSULTATION**

May 15, 2008

San Bernardino County
Planning Department
385 North Arrowhead Avenue
San Bernardino, CA 92415-0181

RE: Interstate 10 HOV Lane Addition Project

Dear Sir or Madam:

The California Department of Transportation (Caltrans) on behalf of the Federal Highway Administration (FHWA), the San Bernardino Associated Governments (SANBAG), and the Cities of Ontario, Fontana, Rialto, Colton, San Bernardino, Loma Linda and Redlands, propose to construct a High Occupancy Vehicle (HOV) Lane on Interstate 10 (I-10) between Haven Avenue in the City of Ontario and Ford Street in the City of Redlands. The proposed project will consist of widening existing roadbeds and undercrossings, reconstruction of several overcrossings, realignment of on/off ramps, auxiliary lanes, and drainage improvements. The total project length is approximately 25 miles. The project location map is enclosed for your reference.

The project team is currently conducting environmental studies for the proposed project in accordance with applicable state and federal law, and is making every effort to be responsible stewards of potential historic resources within the project area. The purpose of this letter is to request your input regarding potential or designated historical resources, properties listed in or eligible for the National Register of Historic Places, the California Register of Historical Resources, or other cultural resources in the project area that have the potential be affected by the proposed project. Please notify us in writing if you have information, comments, or concerns regarding potential or identified historical resources in the project study area by no later than close of business on July 31, 2008. If we do not hear from you, your agency or organization, we will assume that you have no comments. Please contact me with any applicable information at:

- carrie.chasteen@parsons.com
- 100 West Walnut Street, B2, Pasadena, CA 91124

Thank you in advance for cooperation and participation.

Sincerely,



Carrie Chasteen
Senior Architectural Historian

Attachment: Project location map

CITY OF



ONTARIO

303 EAST "B" STREET, CIVIC CENTER

ONTARIO

CALIFORNIA 91764-4105

(909) 395-2000
FAX (909) 395-2070

PAUL S. LEON
MAYOR

JASON ANDERSON
MAYOR PRO TEM

ALAN D. WAPNER
SHEILA MAUTZ
JIM W. BOWMAN
COUNCIL MEMBERS

June 6, 2008

GREGORY C. DEVEREAUX
CITY MANAGER

MARY E. WIRTES, MMC
CITY CLERK

JAMES R. MILHISER
TREASURER

Carrie Chasteen, Sr. Architectural Historian
Parsons
100 West Walnut Street
Pasadena, CA 91124

RE: **Interstate 10 HOV Lane Addition Project**

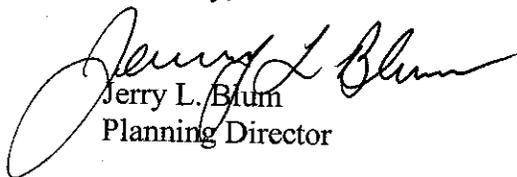
Dear Ms. Chasteen:

The City Of Ontario appreciates your request for comments in regards to potential historic or cultural resources located along the I-10 corridor. It does appear that there are historic resources located within the identified proposed project area. The Guasti Mansion and other Guasti winery related structures and buildings located on the site have been determined to be eligible for listing on the National Register of Historic Places. The San Bernardino County assessor parcel number for this site is #0210192110000.

We request a copy of the draft environmental studies once they are made available.

Thank you for the opportunity to comment on the proposed I-10 HOV lane addition project. If you should have any additional questions, please contact Diane Ayala at (909) 395-2428.

Sincerely,


Jerry L. Blum
Planning Director

cc: Otto Kroutil, Community Development Director

Chasteen, Carrie

From: JUDITH ROBERTS [2]lroberts@prodigy.net
Sent: Saturday, June 07, 2008 9:16 PM
To: Chasteen, Carrie
Subject: HOV Lane on Interstate 10

To: Carrie Chasteen, Parsons
From: Judy Roberts, Secretary, Rialto Historical Society

RE: HOV Lane on Interstate 10

Ms. Chasteen,

I drove the entire area, both north and south of Interstate 10 in Rialto and there are no designated or potential historical properties along the proposed route of the HOV.

We also checked historical resources and found no properties listed in the affected areas.

We hope this information satisfies your inquiry.

If additional information is needed or you have questions, please contact the Rialto Historical Society president, Jean Randall, at 909-875-1750.

Thank you,

Judy Roberts
Secretary
Rialto Historical Society

Chasteen, Carrie

From: Deborah Woldruff [dwoldruff@lomalinda-ca.gov]
Sent: Thursday, July 31, 2008 8:43 AM
To: Chasteen, Carrie
Subject: City of Loma Linda Response to May 15, 2008 Letter on I-10 HOV Lane Addition Project
Attachments: CChasteen HOV Ltr 07-30-08a.pdf; I-10 HOV LL Hist Res 07-30-08.pdf

Dear Ms. Chasteen:

Thank you for the opportunity to review the above project for impacts to potential historic resources in Loma Linda along the corridor. The City's response letter and a map showing the general location of potential resources are attached. A hardcopy of the letter and attachment will also be mailed to you for file.

Please feel free to contact me if you have any questions or require further information about the properties in question. My contact information is listed below.

Sincerely,
Deborah Woldruff, AICP, Director
City of Loma Linda
Community Development Department
25541 Barton Road
Loma Linda, CA 92354
(909) 799-2830 main
(909) 799-2831 direct
(909) 799-2894 fax
email - dwoldruff@lomalinda-ca.gov
website - www.lomalinda-ca.gov

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City Of Loma Linda

25541 Barton Road, Loma Linda, California 92354-3160 • (909) 799-2830 • FAX (909) 799-2894

From The Department Of Community Development

July 30, 2008

Ms. Carrie Chasteen,
Senior Architectural Historian
PARSONS
100 West Walnut Street
Pasadena, California 91124

RE: INTERSTATE 10 HOV LANE ADDITION PROJECT – CITY OF LOMA LINDA
RESPONSE

Dear Ms. Chasteen:

This letter is in response to your letter of May 15, 2008 regarding potential historic resources within the project area (referenced above). The City of Loma Linda Historical Commission reviewed your letter on June 2, 2008 and identified five properties in the study area that may have historical significance or sensitivity. The properties are listed below and are shown on the attached map:

- Entrance to the former Tri-City Airport (actually in City of San Bernardino)
- Lubinsky Property (structures, cacti and other plant materials)
- Adobe on Mountain View Avenue
- Tri-City Theater property
- Mission Creek Channel as it goes under the Freeway

Please feel free to contact me at (909) 799-2831 if you have any questions about these properties or require additional information.

Sincerely,

Deborah Woldruff, AICP
Director

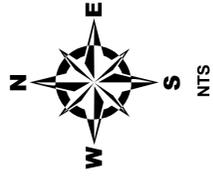
Attachment: Loma Linda Map of Potential Resources

cc: James Shipp, Chair, Loma Linda Historical Commission

I:\HistoricCom (HC)\Correspondence\CChasteen HOV Ltr 07-30-08.doc

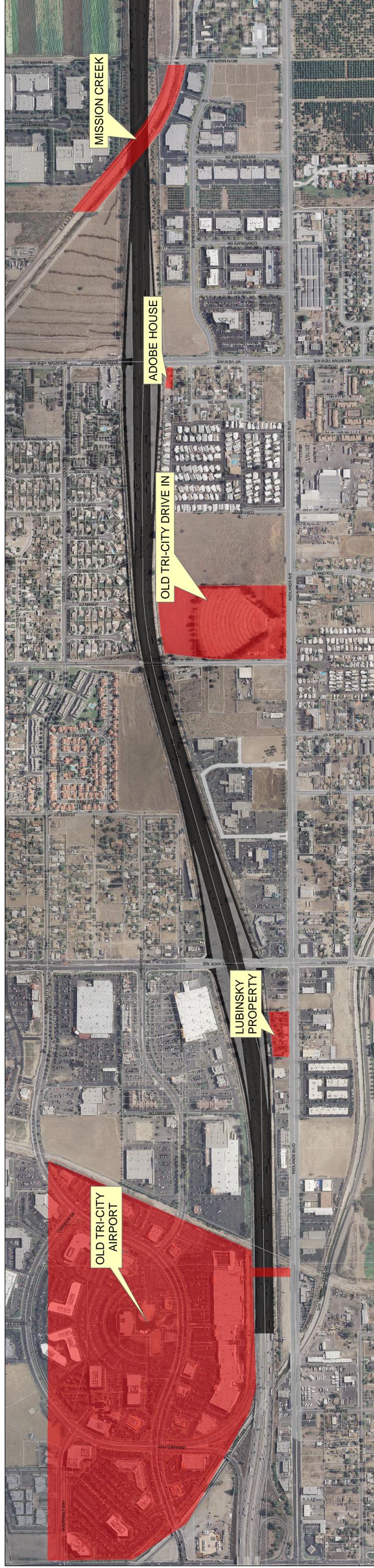


City of Loma Linda INTERSTATE 10 HOV LANE ADDITION PROJECT



Legend

 AREAS OF HISTORICAL OR POTENTIAL SIGNIFICANCE



Chasteen, Carrie

From: Cecilia Barrajas [CBarrajas@ci.colton.ca.us]
Sent: Thursday, July 10, 2008 5:23 PM
To: Chasteen, Carrie
Subject: FW: HOV Lane Addition Project

Hello Carrie,

My name is Cecilia Barrajas, I am the designated staff for Historical Preservation Commission for the City of Colton.

I have been asked to contact you regarding your letter received in our office for the Proposed Interstate 10 HOV Lane Addition that would affect our City. The letter request the Cities input regarding potential or designated historical resoures that may be affected by this project. The Historic Commission reviewed the maps that were attached to your letter. They are requesting with greater detail a map of our city with the proposed HOV lane.

The Commission is concerned with any designated Historical Resources that would be affected by the proposed project.

The Commission is questioning which structures or Historical Resources will be affected by the proposed project and if any historical designated resources are in fact located within the area being considered would they need to be relocated or demolished? And lastly are you aware of any funding sources if so you may contact me at cbarrajas@ci.colton.ca.us

I look forward to hearing from you.

Sincerely,

Cecilia Barrajas
City of Colton
Planning/Building Technician
909-370-5081

Chasteen, Carrie

From: Chasteen, Carrie
Sent: Wednesday, August 13, 2008 7:48 AM
To: 'Cecilia Barrajas'
Cc: Melocoton, Paul
Subject: RE: HOV Lane Addition Project
Attachments: Sheet15_CC.pdf; Sheet11_CC.pdf; Sheet12_CC.pdf; Sheet13_CC.pdf; Sheet14_CC.pdf

Cecilia,

My apologies for the delay in responding to your request for additional information. Attached are the Draft Area of Potential Effects (APE) maps for this project within the Colton city boundaries. Please note: Caltrans has not reviewed nor approved these maps and they are subject to revision. However, the maps should sufficiently answer your questions. The pink line on the map indicates areas where easements would occur. The easements would result in sliver takes, and it is not anticipated any buildings would require acquisition, relocation, or demolition. The blue lines indicate the approximate location of proposed noisewalls. Areas where potential visual impacts could occur as a result of the construction of the proposed noisewalls were included within the APE. The following I-10 bridges would be reconstructed as a result of this project: Pepper Ave, Slover Mountain UP (over the existing rail line), 6th St, La Cadena, 9th St, and Mt Vernon Ave. The Caltrans historic bridge inventory lists these bridges as Category 5, or "Not eligible for NRHP." The project is being funded with state/federal funds; therefore, the project is subject to both Section 106 of the National Historic Preservation Act and CEQA.

Please feel free to ask any additional questions.

Thank you,
Carrie

Carrie Chasteen, M.S.
Senior Architectural Historian

PARSONS

100 West Walnut Street, B2
Pasadena, CA 91124
Tel: 626-440-2461; Fax 626-440-6155
E-mail: carrie.chasteen@parsons.com

From: Cecilia Barrajas [<mailto:CBarrajas@ci.colton.ca.us>]
Sent: Thursday, July 10, 2008 5:23 PM
To: Chasteen, Carrie
Subject: FW: HOV Lane Addition Project

Hello Carrie,

8/13/2008

My name is Cecilia Barrajas, I am the designated staff for Historical Preservation Commission for the City of Colton.

I have been asked to contact you regarding your letter received in our office for the Proposed Interstate 10 HOV Lane Addition that would affect our City. The letter request the Cities input regarding potential or designated historical resoures that may be affected by this project. The Historic Commission reviewed the maps that were attached to your letter. They are requesting with greater detail a map of our city with the proposed HOV lane.

The Commission is concerned with any designated Historical Resources that would be affected by the proposed project.

The Commission is questioning which structures or Historical Resources will be affected by the proposed project and if any historical designated resources are in fact located within the area being considered would they need to be relocated or demolished? And lastly are you aware of any funding sources if so you may contact me at cbarrajas@ci.colton.ca.us

I look forward to hearing from you.

Sincerely,

Cecilia Barrajas
City of Colton
Planning/Building Technician
909-370-5081

July 7, 2014

Oscar W. Orci
Development Service Director
City of Redlands
210 E. Citrus Ave., P.O. Box 3005,
Redlands, CA 92373

Dear Mr. Orci:

The San Bernardino Associated Governments (SANBAG), in cooperation with Caltrans and FHWA, proposes to improve the Interstate 10 (I-10) corridor. The I-10 Corridor Project consists of adding lane(s) and providing improvements along all or a portion of the existing 35-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. The I-10 Corridor Project considers one “no build” alternative, and two “build” alternatives to address existing and future projected traffic demands.

Applied EarthWorks, Inc. (Æ) is working with SANBAG and Caltrans to complete the cultural resources studies for the project, pursuant to Section 106 of the National Historic Preservation Act (NHPA), its implementing regulations found at 36 CFR 800, the California Environmental Quality Act (CEQA), and the recently revised Caltrans (2014) *Standard Environmental Handbook (Volume 2), Cultural Resources*. The cultural resources identification effort will include background research; archaeological and architectural survey within the Area of Potential Effects (APE); building assessments by a qualified architectural historian; and preparation of reports.

The views of the public are essential to informed federal decision-making pursuant to 36CFR800.3(e). The purpose of this letter is to request your input regarding potential or designated historical resources, properties listed in or eligible for the National Register of Historic Places, the California Register of Historical Resources, or other cultural resources in the project area that have the potential to be affected by the proposed project. Please notify us in writing if you have information, comments, or concerns regarding potential or identified historical resources in the project study area. If you wish, your comments can be mailed to the above address, emailed to cchasteen@appliedearthworks.com, or faxed (626/204-5590) directly to me.

If you have any questions please feel free to contact me at 626/578-0119 x112.

Sincerely,

Carrie Chasteen
Senior Architectural Historian

Attachment: Project Location Map

Mailing List

Local Government Agencies

City of Redlands
Planning Division/Historic Preservation
35 Cajon Street
Redlands, CA 92373

City of Loma Linda
Planning Division
25541 Barton Road
Loma Linda, CA 92354

City of San Bernardino
Community Development
300 N. "D" Street, 3rd Floor
San Bernardino, CA 92418

County of San Bernardino
Planning
385 N. Arrowhead Ave.
San Bernardino, CA 92415

City of Colton
Planning Division
659 N La Cadena Drive
Colton, CA 92324

City of Rialto
Planning Department
150 S. Palm Ave.
Rialto, CA 92376

City of Fontana
Planning Department
8353 Sierra Ave.
Fontana, CA 92335

City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

City of Ontario
Planning Department
303 East "B" Street
Ontario, CA 91764

City of Upland
Development Services Department
460 N. Euclid Avenue
Upland, CA 91786

City of Montclair
Community Development Department
5111 Benito Street
Montclair, CA 91763

City of Pomona
Community Development Department
505 South Garey Avenue
Pomona, CA 91766

City of Claremont
Community Development Department
207 Harvard Avenue
Claremont, CA 9171

Local Historical Societies

Redlands Area Historical Society
P.O. Box 8775
Redlands, CA 92375-1975

San Bernardino Historical Society
PO Box 875
San Bernardino, CA 92402

Colton Area Museum
PO Box 1648
Colton, CA 92324

Rialto Historical Society
201-205 N. Riverside Ave.
Rialto, CA 92376

Fontana Historical Society
16830 Spring Street
Fontana, CA 92335

Chaffey-Garcia House/Museum
7150 Etiwanda Avenue
Rancho Cucamonga, CA 91739

Ontario Heritage
PO Box 1
Ontario, CA 91762

Cooper Regional History Museum
217 E A St
Upland, CA 91786

Upland Heritage
P.O. Box 1828
Upland, CA 91785

The Historical Society of Pomona Valley
585 East Holt Avenue
Pomona, CA 91767

Claremont Heritage
P.O. Box 742
Claremont CA 91711

Redlands Conservancy
PO Box 855
Redlands, CA 92373

Carrie Chasteen

From: Todaro, Ryan
Sent: Thursday, June 12, 2014 9:54 AM
To: Carrie Chasteen
Subject: FW: I-10 Corridor Project Euclid Ave. Coordination Meeting Minutes

FYI

Ryan Todaro
Principal Environmental Planner

PARSONS

2201 Dupont Drive, Suite 200

Irvine, California 92612

Phone (949) 333-4465

Fax (949) 263-1225

ryan.todaro@parsons.com

www.parsons.com



Please consider the environment before printing this message

From: Scott Murphy [<mailto:smurphy@ci.ontario.ca.us>]
Sent: Wednesday, June 11, 2014 6:22 PM
To: Todaro, Ryan
Subject: RE: I-10 Corridor Project Euclid Ave. Coordination Meeting Minutes

Ryan,

Thank you for your patience. After speaking with the various staff members, the City of Ontario has concluded that Option 4 (dated 5/2/14) is the option preferred by the City. While it has potentially the greatest impacts to the median, it does not touch the Euclid parkway area and it provides a better level of service for the affected intersections.

Please feel free to call or e-mail me if you have any questions.

Thanks,

Scott Murphy, AICP

Planning Director

Direct: (909) 395-2419

From: Todaro, Ryan [<mailto:Ryan.Todaro@parsons.com>]
Sent: Thursday, June 05, 2014 3:19 PM
To: Scott Murphy
Subject: RE: I-10 Corridor Project Euclid Ave. Coordination Meeting Minutes

Hi Scott,

Just following up. Any update on comments from the City?

Thanks

Ryan Todaro
Principal Environmental Planner

PARSONS

2201 Dupont Drive, Suite 200

Irvine, California 92612

Phone (949) 333-4465

Fax (949) 263-1225

ryan.todaro@parsons.com

www.parsons.com



Please consider the environment before printing this message

From: Scott Murphy [<mailto:smurphy@ci.ontario.ca.us>]
Sent: Thursday, May 08, 2014 8:01 AM
To: Todaro, Ryan
Cc: Chad Costello
Subject: RE: I-10 Corridor Project Euclid Ave. Coordination Meeting Minutes

Ryan,

Thanks for the plans. What is your timing on comments? I know briefing the City Manager will be challenging given his schedule. I'm anticipating it taking a couple of weeks for our review and comments. Does that work?

Thanks,

Scott Murphy, AICP

Planning Director

Direct: (909) 395-2419

From: Todaro, Ryan [<mailto:Ryan.Todaro@parsons.com>]
Sent: Wednesday, May 07, 2014 3:59 PM
To: Scott Murphy
Cc: Chad Costello
Subject: RE: I-10 Corridor Project Euclid Ave. Coordination Meeting Minutes

Good afternoon Scott,

Thanks for meeting with our project team regarding Euclid Ave. As promised, please see the attached options for improvements to Euclid Ave, which were presented during our meeting.

As was agreed upon at our meeting, Options 1 and 2 will not be evaluated further due to ROW impacts and impacts to contributing features of the City of Ontario's local historical district, including the parkway and residence, but I have included them to show our progression.

Options 3 and 4 are the options that the project team will be evaluating further and would like the City's input on. As was requested by the City during our meeting, Options 3 and 4 have been updated with quantified impacts to trees, median, and stone curb.

We look forward to receiving the City's comments regarding Options 3 and 4.

Thanks,

Ryan Todaro
Principal Environmental Planner

PARSONS

2201 Dupont Drive, Suite 200

Irvine, California 92612

Phone (949) 333-4465

Fax (949) 263-1225

ryan.todaro@parsons.com

www.parsons.com



Please consider the environment before printing this message

From: Diane Ayala [<mailto:dayala@ci.ontario.ca.us>]

Sent: Wednesday, May 07, 2014 3:27 PM

To: Todaro, Ryan; Cathy D. Wahlstrom; Carolyn Bell; Carrie Chasteen; Lormand, Jeff R; Scott Murphy; Julie Vandermost; Walters, Andrew M@DOT; Chad Costello; Jay Bautista; Wagner, Daniel

Subject: RE: I-10 Corridor Project Euclid Ave. Coordination Meeting Minutes

Ryan,

Thanks for providing an opportunity to comment on meeting minutes. I would like to add one additional "action" note. Once the Planning Dept. receives the new Option 3 and 4 plans from Parsons, City staff will provide comments on project impacts to trees, median, and stone curb and recommend mitigations measures.

Thanks, Diane

Diane Ayala

Senior Planner

City of Ontario

303 East B Street

Ontario, CA 91764

(909) 395-2428

From: Todaro, Ryan [<mailto:Ryan.Todaro@parsons.com>]

Sent: Wednesday, May 07, 2014 3:02 PM

To: Cathy D. Wahlstrom; Carolyn Bell; Diane Ayala; Carrie Chasteen; Lormand, Jeff R; Scott Murphy; Julie Vandermost; Walters, Andrew M@DOT; Chad Costello; Jay Bautista; Wagner, Daniel

Subject: I-10 Corridor Project Euclid Ave. Coordination Meeting Minutes

Good afternoon everyone,

Attached are the draft minutes from the I-10 Corridor Project Euclid Avenue Coordination Meeting held on 4.17.14. Please review and let me know if you have any comments/edits by Monday, May 12th. Otherwise, I'll consider them final and add to the project file.

It was a very productive meeting, so thank you all for attending!

Thanks,

Ryan Todaro

Principal Environmental Planner

PARSONS

2201 Dupont Drive, Suite 200

Irvine, California 92612

Phone (949) 333-4465

Fax (949) 263-1225

ryan.todaro@parsons.com

www.parsons.com



Please consider the environment before printing this message



DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
Telephone (909) 931-4130
Facsimile (909) 931-4321

June 17, 2014

Carrie Chasteen
Senior Architectural Historian
Applied Earthworks, Inc.
133 N. San Gabriel Boulevard, Suite 201
Pasadena, California 91107

SUBJECT: COMMENTS ON I-10 CORRIDOR PROJECT

Dear Ms. Chasten:

Thank you for the opportunity to offer comments and concerns regarding cultural resources in the project area of the I-10 Corridor Project that is proposed by San Bernardino County Association of Governments (SANBAG), Caltrans, and the Federal Highway Administration (FHWA).

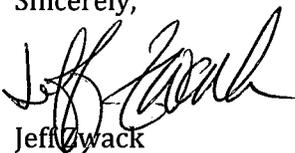
As shown in the preliminary plans that were provided at the meeting held at the City of Upland Public Works Department on May 6, 2014, the Euclid overpass at the I-10 and some of the associated ramps may need to be demolished and reconfigured. As discussed at the meeting, you are seeking preliminary comments in order to refine the project design and assess the potential impacts as they relate specifically to Euclid Avenue. As such, the Development Services Department and Public Works Department offer the following comments:

- Within the City of Upland's boundaries, Euclid Avenue is a tree-lined, four-lane divided highway with an average width of 200 feet that extends from the northern to the southern City boundaries. Because of its association with the Chaffey brothers, the Ontario Model Colony, age (established 1882), and design and visual interest, Euclid Avenue is considered a local, State, and nationally recognized cultural resource. In addition, the City 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 center line of Euclid Avenue between the north and south city limits.
- Although the existing bridge structure has been modified, the width of the Euclid Avenue median is considered a character-defining feature. Any potential reduction to the existing width of the median should be evaluated as a potentially significant impact.
- Rock curbs are considered cultural and aesthetic resources within the City of Upland and are a character-defining feature all along Euclid Avenue. The project design should incorporate the replacement of rock curbs.
- In the event that the bridge must be reconstructed, the City recommends that the design team explore the feasibility of adding parkway area and landscaping similar to the bridge structure over the I-210.

- In the event that the bridge and/or median must be modified and/or reconstructed, the City believes there is an opportunity to incorporate new landscaping and hardscape elements that would reflect the City's agricultural past, such as the following:
 - Use of citrus and smaller decorative trees in an "allee" that replicates the tree pattern on Euclid Avenue.
 - Use of rock cobble in the median and on and off-ramps where paving is desired (other than pedestrian pathways).
 - Use of lighting standards that match the historic twin nostalgic lighting along Euclid Avenue.
 - 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.
 - Use of fencing on the bridge that complements the project design.
- Given the preliminary location for the west-bound on-ramp to the I-10 Freeway, it appears there will be an increase in traffic volume on east-bound 7th Street in the City of Upland. This potential increase should be studied in the environmental analysis. In addition, this increase in traffic volume will originate outside of the City of Upland. This volume increase will create additional unfunded roadway maintenance requirements on the part of the City of Upland. This obligation should be evaluated in the environmental documentation and discussed with the City of Upland.
- Given the preliminary location for the west-bound on-ramp to the I-10 Freeway and the potential vacation of State property (i.e., cloverleaf on-ramp) and the potential for development of the site, future access and potential signal requirements to the site from both eastbound and westbound 7th Street and northbound Euclid Avenue should be studied in the environmental document and incorporated into the project design.
- The City supports facilitating bicycle and pedestrian circulation across the bridge. Decorative paving should be considered for crosswalks and possible bicycle lanes for emphasis and aesthetics.
- We understand and support the preparation of an Environmental Impact Statement and Environmental Impact Report in accordance with federal and State requirements.
- Although a number of preliminary design options were provided for review, the City would like more detailed information regarding the project prior to selecting a preferred alternative or option. In addition, the City would like to participate in the design process for the bridge in conjunction with the City of Ontario.

If you have any questions, please call Karen Peterson, Planning Manager, at (909) 931-4327 or Bob Critchfield, Principal Engineer, at (909) 291-2946.

Sincerely,



Jeff Zwack
Development Services Director

cc: Rosemary Hoernig, Public Works Director
Bob Critchfield, Principal Engineer

Carrie Chasteen

From: Donn Grenda
Sent: Tuesday, June 24, 2014 5:42 PM
To: cchasteen@appliedearthworks.com
Cc: Sherli Leonard
Subject: I-10 Corridor Project comments from Redlands Conservancy

Carrie,

Thank you for sending the maps and project description of the I-10 Corridor Project to the Redlands Conservancy. We are aware of many historical resources that are inside of and adjacent to the APE as shown. These include water control features such as the Mission-period Zanja and the Redlands Canal, the historical period water bottling/residential site of Crystal Springs which also has a potential Native American archaeological site under it, and a number of locally designated resources. Once it is complete, we would be happy to review the cultural resources identification reports (ASR, HRER and HPSR).

Feel free to contact Sherli Leonard, Executive Director of the Redlands Conservancy at (909) 389-7810 or me at (909) 335-1896 if you have any questions.

Sincerely,

Donn R. Grenda, Ph.D., RPA
Vice President
Redlands Conservancy



Carrie Chasteen <cchasteen@appliedearthworks.com>

RE: I-10 Corridor Project comments from Redlands Conservancy

Carrie Chasteen <cchasteen@appliedearthworks.com>

Fri, Sep 5, 2014 at 9:53 AM

To: Donn Grenda <dgrenda@srircm.com>, Sherli Leonard <sleonard32@verizon.net>

Cc: "Walters, Andrew M@DOT" <andrew.walters@dot.ca.gov>

Good morning,

As it has been 30 days, I wanted to check in with you regarding the status of additional comments, if any, that the Redlands Conservancy may be submitting in regard to this project.

Thank you,

Carrie

Carrie Chasteen | Applied EarthWorks, Inc.
Senior Architectural Historian



133 N. San Gabriel Blvd., Suite 201
Pasadena, CA 91107
626-578-0119 x112 office

www.appliedearthworks.com

From: Donn Grenda [mailto:dgrenda@srircm.com]**Sent:** Tuesday, June 24, 2014 5:42 PM**To:** cchasteen@appliedearthworks.com**Cc:** Sherli Leonard**Subject:** I-10 Corridor Project comments from Redlands Conservancy

Carrie,

Thank you for sending the maps and project description of the I-10 Corridor Project to the Redlands Conservancy. We are aware of many historical resources that are inside of and adjacent to the APE as shown. These include water control features such as the Mission-period Zanja and the Redlands Canal, the historical

period water bottling/residential site of Crystal Springs which also has a potential Native American archaeological site under it, and a number of locally designated resources. Once it is complete, we would be happy to review the cultural resources identification reports (ASR, HRER and HPSR).

Feel free to contact Sherli Leonard, Executive Director of the Redlands Conservancy at [\(909\) 389-7810](tel:9093897810) or me at [\(909\) 335-1896](tel:9093351896) if you have any questions.

Sincerely,

Donn R. Grenda, Ph.D., RPA

Vice President

Redlands Conservancy



Carrie Chasteen <cchasteen@appliedearthworks.com>

RE: I-10 Corridor Project comments from Redlands Conservancy

Donn Grenda <dgrenda@srcrm.com>

Fri, Sep 5, 2014 at 11:08 AM

To: Carrie Chasteen <cchasteen@appliedearthworks.com>, Sherli Leonard <sleonard32@verizon.net>

Cc: "Walters, Andrew M@DOT" <andrew.walters@dot.ca.gov>

Carrie,

Thanks for letting us know. I think we expressed our concerns to be kept in the loop and offered up our concerns about the historic resources in the Redlands area. I appreciate the opportunity to participate as a consulting party to the process.

Sherli may have additional comments.

Thank you,

Donn

Donn R. Grenda, Ph.D., RPA
Statistical Research, Inc.

This communication is confidential and is intended only for the use of the individual or entity named above. If you have received this communication in error, please immediately destroy it and notify the sender by reply e-mail or by telephone (909) 335-1896 (call collect).

From: Carrie Chasteen [mailto:cchasteen@appliedearthworks.com]
Sent: Friday, September 05, 2014 9:53 AM
To: Donn Grenda; Sherli Leonard
Cc: Walters, Andrew M@DOT
Subject: RE: I-10 Corridor Project comments from Redlands Conservancy

Good morning,

As it has been 30 days, I wanted to check in with you regarding the status of additional comments, if any, that the Redlands Conservancy may be submitting in regard to this project.

Thank you,

Carrie

Carrie Chasteen | Applied EarthWorks, Inc.
Senior Architectural Historian



133 N. San Gabriel Blvd., Suite 201
Pasadena, CA 91107
[626-578-0119](tel:626-578-0119) x112 office

www.appliedearthworks.com

From: Donn Grenda [mailto:dgrenda@srcrm.com]
Sent: Tuesday, June 24, 2014 5:42 PM
To: chasteen@appliedearthworks.com
Cc: Sherli Leonard
Subject: I-10 Corridor Project comments from Redlands Conservancy

Carrie,

Thank you for sending the maps and project description of the I-10 Corridor Project to the Redlands Conservancy. We are aware of many historical resources that are inside of and adjacent to the APE as shown. These include water control features such as the Mission-period Zanja and the Redlands Canal, the historical period water bottling/residential site of Crystal Springs which also has a potential Native American archaeological site under it, and a number of locally designated resources. Once it is complete, we would be happy to review the cultural resources identification reports (ASR, HRER and HPSR).

Feel free to contact Sherli Leonard, Executive Director of the Redlands Conservancy at [\(909\) 389-7810](tel:909-389-7810) or me at [\(909\) 335-1896](tel:909-335-1896) if you have any questions.

Sincerely,

Donn R. Grenda, Ph.D., RPA

Vice President

Redlands Conservancy

Carrie Chasteen

From: Todaro, Ryan
Sent: Wednesday, May 27, 2015 4:37 PM
To: Carrie Chasteen
Subject: FW: I-10 & Euclid Project

Here's the email chain

From: Chad Costello [<mailto:ccostello@sanbag.ca.gov>]
Sent: Tuesday, May 26, 2015 2:05 PM
To: Teshale, Surafael; Todaro, Ryan
Cc: Speirs, David
Subject: FW: I-10 & Euclid Project

Let's discuss and try to be responsive.

From: Rosemary Hoerning [<mailto:rhoerning@ci.upland.ca.us>]
Sent: Tuesday, May 26, 2015 1:57 PM
To: Chad Costello
Cc: 'John Atwater'
Subject: FW: I-10 & Euclid Project

Chad-

Will you provide the appropriate information to Mr. Atwater regarding the project?

Thanks,

Rosemary

From: John Atwater [<mailto:jatwater1@hotmail.com>]
Sent: Saturday, May 23, 2015 6:12 PM
To: Rosemary Hoerning
Subject: I-10 & Euclid Project

Rosemary: I heard there's a pending project to redo the interchange at Euclid and the I-10 Freeway, and that Upland Heritage would be notified for comment since Euclid Avenue is on the National Register of Historic Places. So far Upland Heritage has not received anything. Would you have an extra set of plans we could use for comments, please?

Thanks a lot.

John Atwater

Carrie Chasteen

From: Walters, Andrew M@DOT
Sent: Thursday, May 28, 2015 11:41 AM
To: jatwater1@hotmail.com; gharboe7@gmail.com
Cc: Hoerning, Rosemary@CI.UPLAND; Carrie Chasteen
Subject: Upland Heritage Correspondence I-10 Corridor Improvement Project
Attachments: Public_Letters.pdf; AppendixE_Combined.pdf; Upland_Response.pdf; FOE Conditions.pdf

Mr. Atwater,

This correspondence is in response to your request for information regarding the SANBAG / Caltrans Interstate 10 Improvement Project, which involves among other things, the replacement of the I-10 /Euclid Ave. bridge. The project has the potential to effect Euclid Ave., a National Register of Historic Places listed historic property.

Attached is a copy of the plans we are using for our NHPA Section 106 and CEQA documentation for the project. Also attached is a copy of the request for information letter that was sent out to potential interested parties in mid-2014. I apologize that your organization, Upland Heritage, was omitted from the distribution list.

SANBAG and Caltrans have been coordinating extensively over the past several months with the cities of Upland and Ontario regarding the new bridge design at I-10/Euclid Ave. I have also attached the comment letter received from the City of Upland and a copy of our project conditions/mitigation plan to address historic preservation concerns.

If you or other members of Upland Heritage have any questions or concerns, feel free to contact me.

Thank you

Andy Walters
Principal Architectural Historian
Caltrans District 8
Environmental Support/Cultural Studies
464 W 4th Street
San Bernardino, CA 92401
(909) 383-2647

Carrie Chasteen

From: Orci, Oscar
Sent: Tuesday, July 15, 2014 2:57 PM
To: Carrie Chasteen
Subject: RE: I-10 Corridor Project EA 0C2500

Thank you for the email...We are in the middle of moving offices so the document may literally be buried in one of the moving bins.

From: Carrie Chasteen [<mailto:cchasteen@appliedearthworks.com>]
Sent: Tuesday, July 15, 2014 1:39 PM
To: Orci, Oscar
Subject: I-10 Corridor Project EA 0C2500

Oscar,

Please find attached an electronic copy of a letter soliciting information regarding cultural resources for the above referenced project that was sent to you via U.S. Postal Service on 7 July 2014 and associated project location maps. Please reply in writing if you have any information related to cultural resources in or adjacent to the project area.

Thank you for your attention to this matter.
Carrie

Carrie Chasteen | Applied EarthWorks, Inc.
Senior Architectural Historian



133 N. San Gabriel Blvd., Suite 201
Pasadena, CA 91107
626-578-0119 x112 office

www.appliedearthworks.com



PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

JIM W. BOWMAN
DEBRA DORST-PORADA
PAUL VINCENT AVILA
COUNCIL MEMBERS

AL C. BOLING
CITY MANAGER

MARY E. WIRTES, MMC
CITY CLERK

JAMES R. MILHISER
TREASURER

July 29, 2014

Carrie Chasteen
Senior Architectural Historian
Applied Earthworks, Inc.
133 N. San Gabriel Boulevard, Suite 201
Pasadena, California 91107

RE: Comments on the I-10 Corridor Project- Euclid Avenue Interchange and Bridge

Dear Ms. Chasteen,

Thank you for the opportunity to comment on the I-10 Corridor Project- Euclid Avenue Interchange and Bridge proposed by San Bernardino County Association of Governments (SANBAG) in cooperation with Caltrans and the FWHA.

Historic and Cultural Landscape Significance

In 2005, the Euclid Avenue Right-of-way, including the median, from 24th Street in Upland to Philadelphia Street in Ontario, was listed on the National Register of Historic Places as a historic district. In 2013, the Ontario City Council designated the Euclid Avenue neighborhood, located north of G Street and south of the I-10, a local historic district. The local historic district includes all properties which have frontage along Euclid Avenue and the median, including the right-of-way. Euclid Avenue is also identified as a significant Cultural Landscape. Designed and laid out in 1882 by George and William Chaffey, town founders, Euclid Avenue is considered to be the "backbone" and the centerpiece of the development of the Original Model Irrigation Colony, which includes the Cities of Ontario and Upland.

Character-defining Features of Euclid Avenue and the median include the 60' wide landscaped median, 15' wide landscaped parkways, King Standard Lamppost, scored sidewalks, and rock curbs along the median and street edges. Currently there are more than three dozen tree varieties planted in the median and along the parkway. The most prominent trees are California Peppers, Silk Oak, Coast Live Oak, Deodar, and Camphor. Euclid Avenue was first planted in 1883 with a double row of California Pepper trees fifty-feet on center along with Palms. Based on historic

photographs, Palms appear to have been planted at prominent intersections and activity nodes. Eucalyptus and Silk Oaks were also planted in the parkways.

Historic Euclid Avenue has a moderate to high level of integrity as it continues to convey its cultural significance and serves as an outdoor public space. Over the years, inappropriate alterations to Character-defining Features have occurred within the Euclid Avenue right-of-way such as the removal of rock curb, and the installation of inappropriate trees and light standards. Character-defining Features should be restored where possible. As Euclid Avenue bridge construction and reconstruction occurs, incompatible alterations should be removed and Character-defining Features should be restored.

As shown on the preliminary plan provided, the City of Ontario Planning Department offers the following comments for the Euclid Avenue Interchange and Bridge. Prior to selection of the final project interchange and bridge alternative, we request notification and an opportunity to provide additional comments. In addition, we would like to participate in the design process of the bridge.

Planning Department

Euclid Avenue Bridge

- Median should be landscaped in a manner which is consistent and compatible with the existing historically significant median landscape design north and south of the bridge. New tree planting on the bridge shall 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 such as Willow Pittosporum *Pittosporum phillyraeoides*, 36" box size. They should be arranged in double rows equally spaced along the median. The existing palms shall be relocated to another site. Incorporate new raised planters for the tree planting similar to the low stone walls found on historic homes along Euclid Avenue and underplant trees with flowering groundcovers such as Rock Rose or Verbena. A low water using groundcover such as California native San Diego Bent Grass *Agrostis pallens*, sod shall be used to reflect the appearance of lawn with less water and maintenance. Irrigation shall be highly efficient and appropriate for plant needs.
- Landscaped parkways should be installed and planted with a small evergreen narrow tree such as Water Gum, *Tristania laurina*, 24" box spaced 20' apart to separate pedestrians from traffic, while providing some shade and visibility. Irrigation shall be highly efficient and appropriate for plant needs. Medium size, narrow and low water using shrubs such as Fortnight Lily *Dietes vegeta*, Dianella, or Dwarf Kangaroo paw *Anigozanthos* shall be incorporated into the parkways to also separate pedestrians from traffic.
- Incorporate King Standard Lighting to match historic lighting.
- Fencing should be decorative and compatible with the historic area.

The Euclid Avenue Median (south of the I-10 and north of Sixth Street):

- The loss and/or removal of existing mature trees should be minimized. Replacement planting shall consist of alternating double rows of California Pepper *Schinus molle*,

Deodar Cedar *Cedrus deodara* or Camphor tree *Cinnamomum camphora*, minimum 48" box size, spaced 30' apart. The existing lawn shall be replaced with a new water efficient grass type. Replace the irrigation components with a new water efficient system appropriate for plant needs.

- Rock curbs should be replaced and/or restored along the median and street edges.
- Incorporate King Standard Lighting to match historic lighting.
- The median width of Euclid Avenue is an important Character-defining Feature and reduction of the width should be minimized.

Additional mitigation measures may include:

- Installation of National Register signs identifying Euclid Avenue located on the median and along I-10.
- Installation of the Euclid Avenue Historic District rock monument sign to match other historic district signs.

Additional comments, concerns, and recommendations related to budget, lane configuration, and onramps for the I-10 Corridor Project thru the City of Ontario will be forwarded to SANBAG and Caltrans.

If you should have any questions, please contact Diane Ayala, Senior Planner at (909) 395-2428 or myself at (909) 395-2282.

Sincerely,



Cathy Wahlstrom, Principal Planner

c: Karen Peterson, City of Upland Planning Manager

June 4, 2014

City of Ontario
Planning Department
Attn: Cathy Wahlstrom
303 East B Street
Ontario, CA 91764

Dear Ms Wahlstrom:

The San Bernardino Associated Governments (SANBAG), in cooperation with Caltrans and FHWA, proposes to improve the Interstate 10 (I-10) corridor. The I-10 Corridor Project consists of adding lane(s) and providing improvements along all or a portion of the existing 35-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. The I-10 Corridor Project considers one “no build” alternative, and two “build” alternatives to address existing and future projected traffic demands.

Applied EarthWorks, Inc. (Æ) is working with SANBAG and Caltrans to complete the cultural resources studies for the project, pursuant to Section 106 of the National Historic Preservation Act (NHPA), its implementing regulations found at 36 CFR 800, the California Environmental Quality Act (CEQA), and the recently revised Caltrans (2014) *Standard Environmental Handbook (Volume 2), Cultural Resources*. The cultural resources identification effort will include background research; archaeological and architectural survey within the Area of Potential Effects (APE); building assessments by a qualified architectural historian; and preparation of reports.

The views of the public are essential to informed federal decision-making pursuant to 36CFR800.3(e). The purpose of this letter is to request your input regarding potential or designated historical resources, properties listed in or eligible for the National Register of Historic Places, the California Register of Historical Resources, or other cultural resources in the project area that have the potential to be affected by the proposed project. Please notify us in writing if you have information, comments, or concerns regarding potential or identified historical resources in the project study area. If you wish, your comments can be mailed to the above address, emailed to cchasteen@appliedearthworks.com, or faxed (626/204-5590) directly to me.

If you have any questions please feel free to contact me at 626/578-0119 x112.

Sincerely,



Carrie Chasteen
Senior Architectural Historian

Attachment: Project Location Map

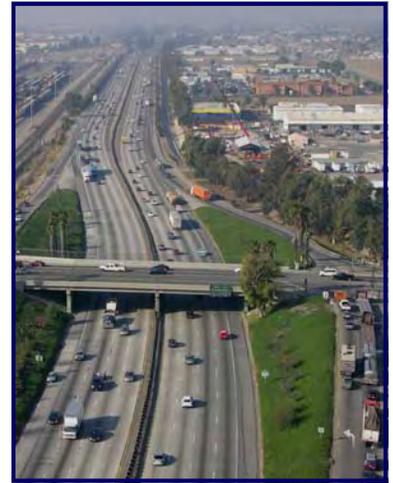
APPENDIX C

Scoping Notices

Interstate 10 Public Meetings

You're Invited!

Please join San Bernardino Associated Governments and the California Department of Transportation to learn more about the proposed addition of carpool lanes to Interstate 10 between Ontario and Redlands.



Meetings will be held in two locations for the convenience of the public:

Thursday, February 21, 2008

5:30 pm — 7:30 pm

Redlands City Council Chambers

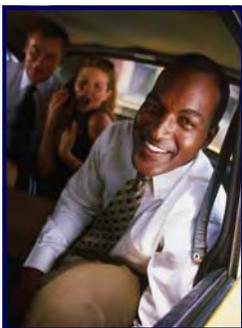
35 Cajon Street, Redlands

Thursday, February 28, 2008

5:30 pm — 7:30 pm

Harry S. Truman Middle School MultiPurpose Room

16224 Mallory Drive, Fontana



Meetings will be an “Open House” format to allow visitors to drop by any time between 5:30 pm and 7:30 pm to talk to project planners, ask questions, and complete comment cards to provide valuable input regarding the carpool lane project. Your involvement is important!

For more information, please call SANBAG at (909) 884-8276 or visit www.sanbag.ca.gov. To arrange for foreign language assistance or for accommodations for persons with disabilities, please call the Caltrans Public Affairs Division at (909) 383-4631 by February 18.

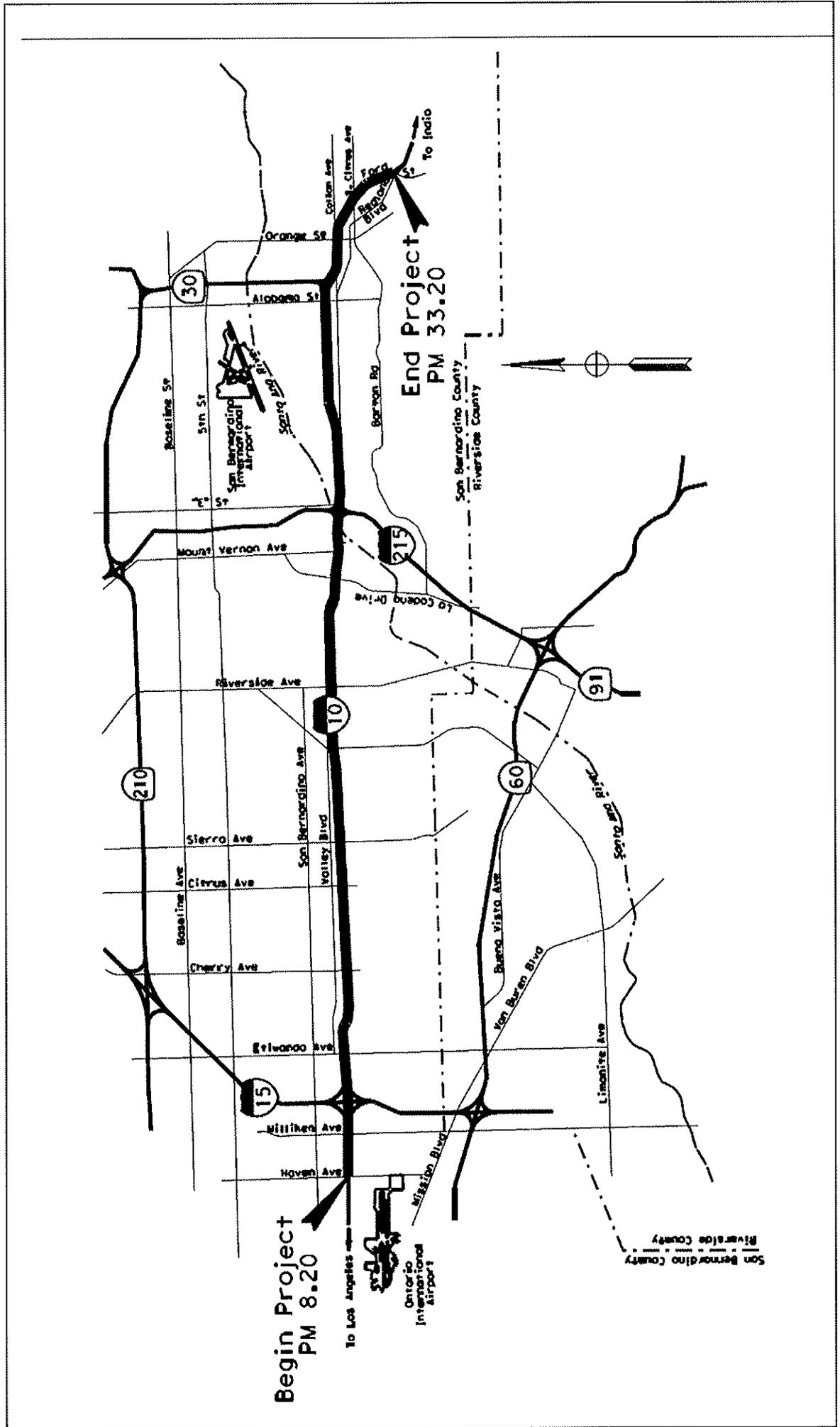
SAN BERNARDINO ASSOCIATED GOVERNMENTS

1170 W. 3rd Street, 2nd Floor ■ San Bernardino, CA 92410-1715
(909) 884-8276 ■ www.sanbag.ca.gov

I-10 High Occupancy Vehicle (HOV) Lane Addition Project

From Haven Avenue in the City of Ontario to Ford Street in the City of Redlands

PROJECT LOCATION MAP

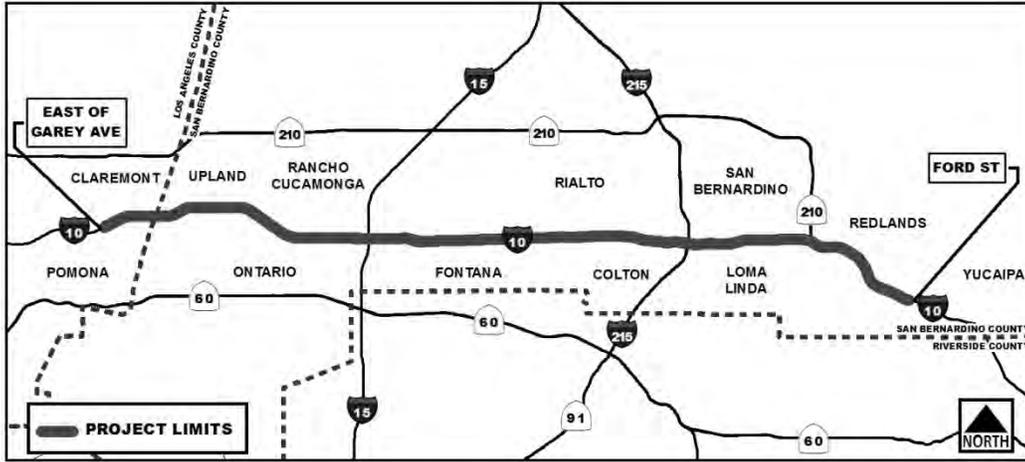




PUBLIC NOTICE

Interstate 10 Corridor Project

Announcement of Public Scoping Meetings



WHAT IS BEING PLANNED?

The California Department of Transportation (Caltrans), in cooperation with the San Bernardino Associated Governments (SANBAG), proposes to improve and widen a 35-mile segment of the Interstate 10 (I-10) freeway from 2 miles west of the Los Angeles – San Bernardino County Line in the City of Pomona to Ford Street in the City of Redlands. The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of carpooling and transit. An Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) will be prepared to evaluate multiple alternatives as well as potential environmental impacts that could result from the proposed project. Analyses supporting the EIR/EIS will determine the type of facility necessary to meet the existing and future transportation needs in the corridor.

WHY THIS NOTICE?

To inform you of the initiation of studies and to give you an opportunity to comment on the proposed project. Two Public Scoping Meetings (listed below), will be held to provide an early exchange of information and ideas, with the opportunity for the public to ask questions or express concerns. Comments will become part of the public record and will be considered in defining the project scope and developing the EIR/EIS.

WHEN AND WHERE?

Tuesday, November 13, 2012 from 5:00pm to 7:00pm
Hilton San Bernardino
 285 East Hospitality Lane
 San Bernardino, California 92408

Thursday, November 15, 2012 from 5:00pm to 7:00pm
Sheraton Ontario Airport Hotel
 429 North Vineyard Avenue
 Ontario, California 91764

WHAT IS AVAILABLE AT THE PUBLIC SCOPING MEETING?

The purpose and need for the project, preliminary alternative concepts, schedule and costs, and other exhibits will be available for viewing. Caltrans and SANBAG specialists in engineering, planning, traffic, and environmental will be available to discuss your individual concerns and answer your questions. You are invited to attend any time between the hours of 5:00pm and 7:00pm.

WHERE YOU COME IN

Comments about the project may be submitted in person at the Public Scoping Meetings on November 13 and November 15, 2012, or via mail by November 26, 2012 to: Mr. Aaron Burton, California Department of Transportation, District 8, "Attn: I-10 Corridor Project", 464 W. 4th Street., MS 829, San Bernardino, CA 92401-1400. For more information about this study, call Caltrans at (909) 383-2841. Comments may also be submitted online at the I-10 Corridor Project website at: http://sanbag.ca.gov/projects/mi_fwy_I-10-Corridor.html.

SPECIAL ACCOMMODATIONS

For individuals who require special accommodations (American Sign Language or other lingual interpreter, accessible seating, documentation in alternate formats, etc), contact Caltrans at (909) 383-2841. TDD users may contact the California Relay Service TDD line at 1-800-735-2929.

APPENDIX D

Photographs

Euclid Avenue, Upland and Ontario, California:



Photo 1: Representative photograph of the deck of the bridge, facing south.



Photo 2: Representative photograph of landscape design and historic curbs (left of frame).



Photo 3: Representative photograph of historic cobblestone and concrete curbs (left of frame), and modern curbs (right of frame).

Mill Creek *Zanja*, Redlands, California



Photo 4: Representative photograph of the structure, facing south.



Photo 5: Detail of the Mill Creek *Zanja* as it passes under I-10



Photo 6: Detail of alteration of the structure within this Project's APE



Photo 7: View of the BNSF rail bridge at the Mill Creek *Zanja*

1055 E. Highland Avenue, Redlands, California



Photo 8: View of the primary façade, facing north. I-10 is out of frame to the east (right)



Photo 9: Detail of a sleeping porch, facing north.



Photo 10: Representative view of ancillary buildings visible from Cimarron Drive, facing south

The Peppers/El Carmelo, 926 E. Highland Avenue, Redlands, California



Photo 11: View of The Peppers primary façade, facing west southwest.



Photo 12: View of year parking lot between Caltrans' ROW (left of frame) and the dining and assembly rooms (right of frame), facing south. Note: the historic property is not visible, and is located to the west (right) of the dining and assembly rooms.



Photo 13: View of the non-contributing chapel from the access road which parallels Caltrans' ROW. Not the elevation difference and visually intervening vegetation.



Photo 18: View from the eucalyptus windrow and rear access road which parallels the Caltrans ROW, facing south towards the rear surface parking lot.

APPENDIX E

Engineering Drawings

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07, 08	LA, Sbd	10	44.9/48.3, 0.0/R37.0		

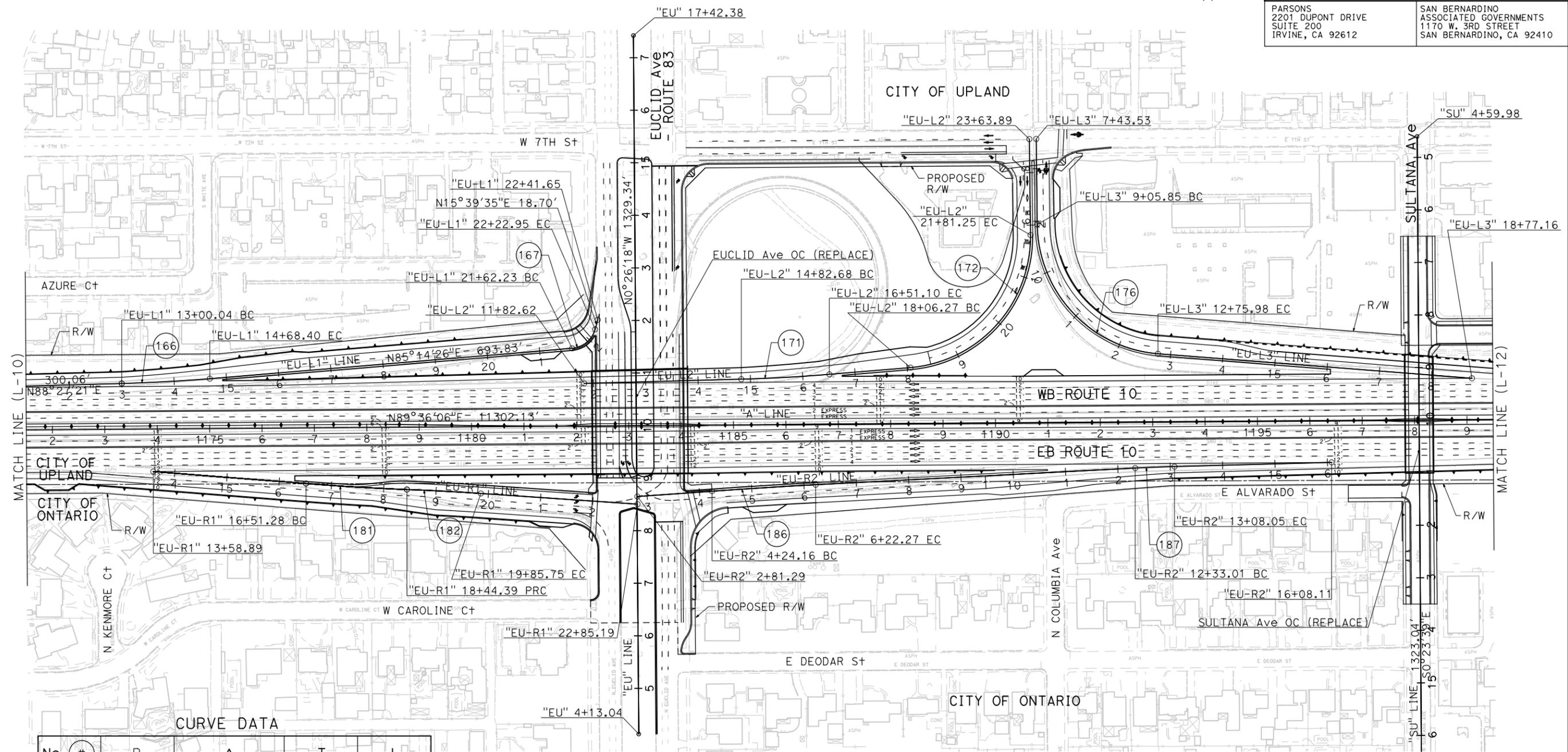
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

PARSONS
2201 DUPONT DRIVE
SUITE 200
IRVINE, CA 92612

SAN BERNARDINO ASSOCIATED GOVERNMENTS
1170 W. 3RD STREET
SAN BERNARDINO, CA 92410



CURVE DATA

No. #	R	Δ	T	L
166	3000.00'	3°12'56"	84.20'	168.36'
167	50.00'	69°34'51"	34.74'	60.72'
171	3000.00'	3°13'00"	84.23'	168.42'
172	250.00'	85°56'23"	232.88'	374.98'
176	250.00'	84°49'44"	228.40'	370.14'
181	5000.00'	2°12'46"	96.57'	193.11'
182	5000.00'	1°37'12"	70.69'	141.36'
186	10000.00'	1°08'06"	99.06'	198.11'
187	3000.00'	1°25'59"	37.52'	75.04'

**I-10 CORRIDOR PROJECT
ALTERNATIVE 3 - EXPRESS LANES
LAYOUT**

SCALE: 1"=100'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Et-Alttrans

FILE: c:\pw_working_xm\p19\p0027660\dms54825\80C250ea11.dgn
DATE: 7/16/2014 11:51:45 AM
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PENTBL: pw:\x\p19\p0027660\dms54825\80C250ea11.dgn

DESIGNED BY	REVISOR	DATE
CHECKED BY	REVISOR	DATE
FUNCTIONAL SUPERVISOR	REVISOR	DATE

USERNAME => p0027660
DGN FILE => c:\pw_working_xm\p19\p0027660\dms54825\80C250ea11.dgn

BORDER LAST REVISED 7/2/2010

RELATIVE BORDER SCALE IS IN INCHES

UNIT 0000

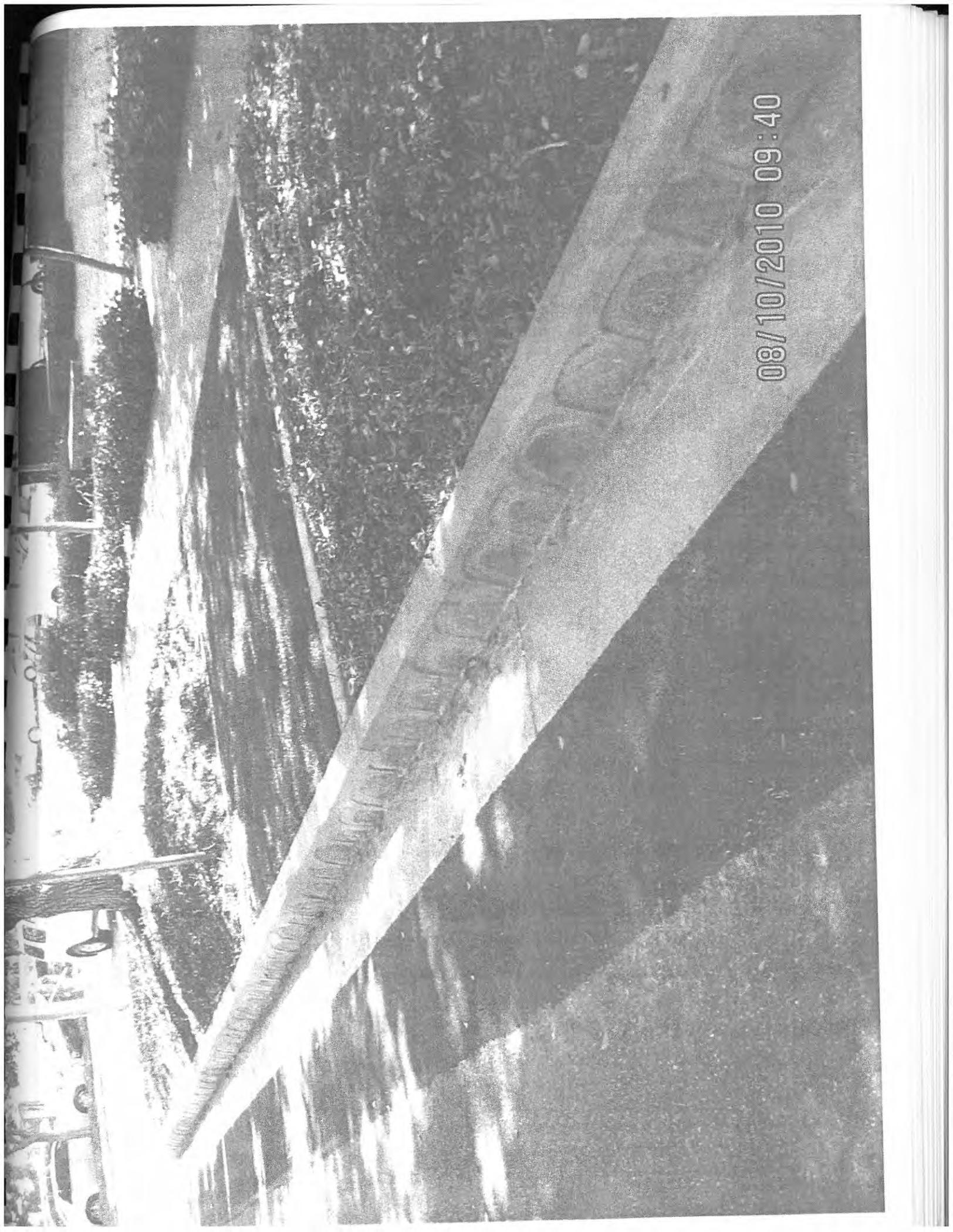
PROJECT NUMBER & PHASE 0000000001

LAST REVISION DATE PLOTTED => 5/16/2014 9:56:45 AM

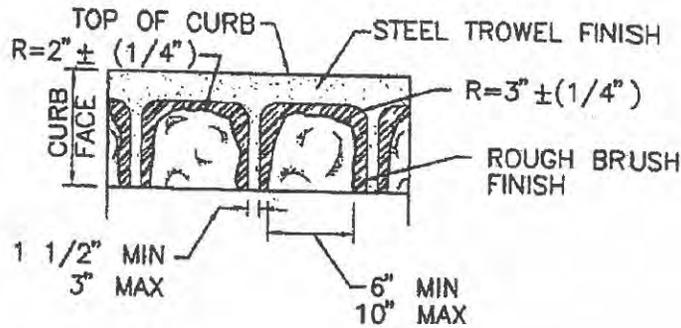
APPENDIX F

Cobblestone Curb Plans

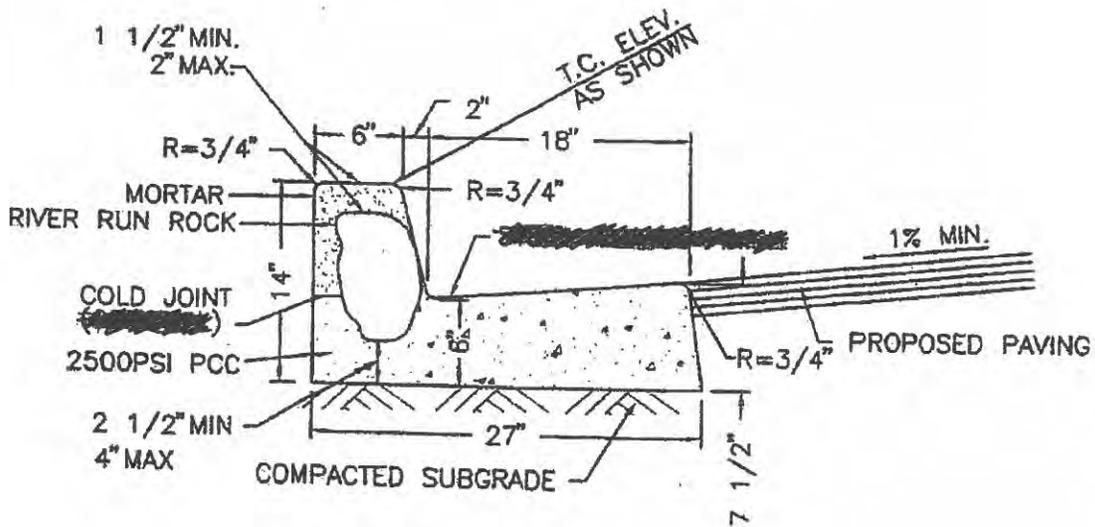
08/16/2010 10:33



08/10/2010 09:40



CURB FACE DETAIL



8" ROCK CURB & GUTTER

CONTRACTOR SHALL CONSTRUCT & FINISH 10 LF. OF CURBSFACE & RECEIVE APPROVAL FROM CITY INSPECTOR PRIOR TO PROCEEDING FURTHER. Engineer

10/28/96



CITY OF UPLAND
 PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION

STANDARD DRAWING

Payment for this item of work shall be at the unit price bid, and shall be considered as full compensation for furnishing all labor, materials, tools, equipment, time, and incidentals for doing all work involved in construction of this item, and no additional compensation will be allowed therefor.

- 64. **Construct 6" Rock Curb and 24" Gutter:**
- 65. **Construct 8" Rock Curb and 24" Gutter:**
- 66. **Construct 8" Rock Curb and 18" Gutter**
- 67. **Construct 6" Curb and 24" Gutter:**
- 68. **Construct 8" Curb and 24" Gutter:**

This item shall consist of construction of 6" and 8" rock and PCC curb and gutter, as shown on the Plan, in accordance with City Standard Drawing No. CU-R-2, Type "C", City of Upland rock curb standard detail and Subsection 303-5, "Concrete Curb, Walks, etc.," of the SSPWC. Rock and PCC curb shall have 24" gutter along Arrow Highway and 18" gutter along 2nd Avenue.

Rocks from existing rock curb shall be re-used in the new rock curb if practical (if clean from debris). Rock curb photo and specifications are attached at the Appendix, the City expect to match photo or better. The contractor shall install test section of 25 LF of rock curb and gutter to be inspected by the City Staff if approved contractor can continue and shall match the test section, no additional compensation will be allowed for test section.

Payment for this item of work shall be at the unit price bid per linear foot of rock and Type "C" curb and gutter, and shall be considered as full compensation for furnishing all labor, materials, tools, equipment, time, and incidentals for doing all work involved in construction of this item, and no additional compensation will be allowed therefor.

69. **Construct Sidewalk:**

This item shall consist of construction of PCC sidewalk, as shown and dimensioned on the Plan, in accordance with City Standard Drawing No. CU-P-3, and Subsection 303-5, "Concrete Curb, Walks, etc.," of the SSPWC.

Some areas along Arrow Highway Station 11+ 69 to 15+94 south side of the street close to San Antonio Ave require new sidewalk construction and may require import of base material to match the new top of curb grade, this shall be considered part of the bid item for clearing, Grubbing, excavation and Grading.

Grass damaged on either side of the sidewalk for form or reconstruction shall be replace with sod or matching type compensation for this work shall be part of this bid item, no additional compensation will be allowed.

Payment for this item of work shall be at the unit price bid per square foot of sidewalk constructed, and shall be considered as full compensation for furnishing all labor, materials, tools, equipment, time, and incidentals for doing all work involved in construction of this item, and no additional compensation will be allowed therefor.

- 70. **Construct 6' Cross Gutter and Spandrel:**
- 71. **Construct 10' Cross Gutter and Spandrel:**

These items shall consist of construction of 6-foot and 10-foot wide PCC cross gutters and spandrels, as shown on the Plan, in accordance with City Standard Drawing No. CU-R-3, and Subsection 303-5, "Concrete Curb, Walks, etc.," of the SSPWC.

Payment for this item of work shall be at the unit price bid per square foot of cross gutter and spandrel constructed, and shall be considered as full compensation for furnishing all labor, materials, tools, equipment, time, and

APPENDIX G

Conceptual Photo Simulations and Landscape Schemes

FIGURE 5a - PROPOSED BRIDGE DECK LANDSCAPE SCHEME
PLAN VIEW

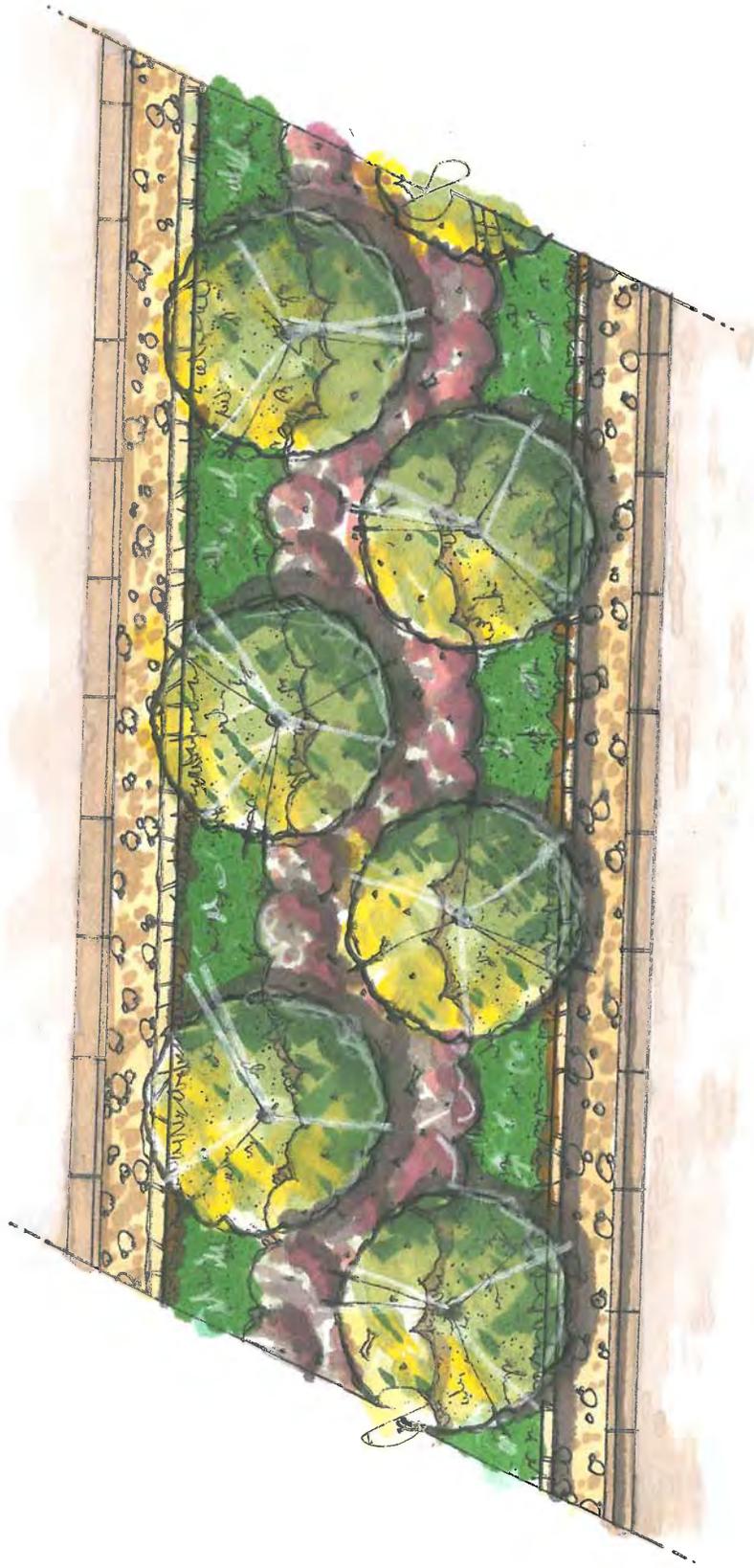


FIGURE 5b - PROPOSED BRIDGE DECK LANDSCAPE SCHEME
ELEVATION



FIGURE 5c - PROPOSED BRIDGE DECK LANDSCAPE SCHEME
PLAN VIEW

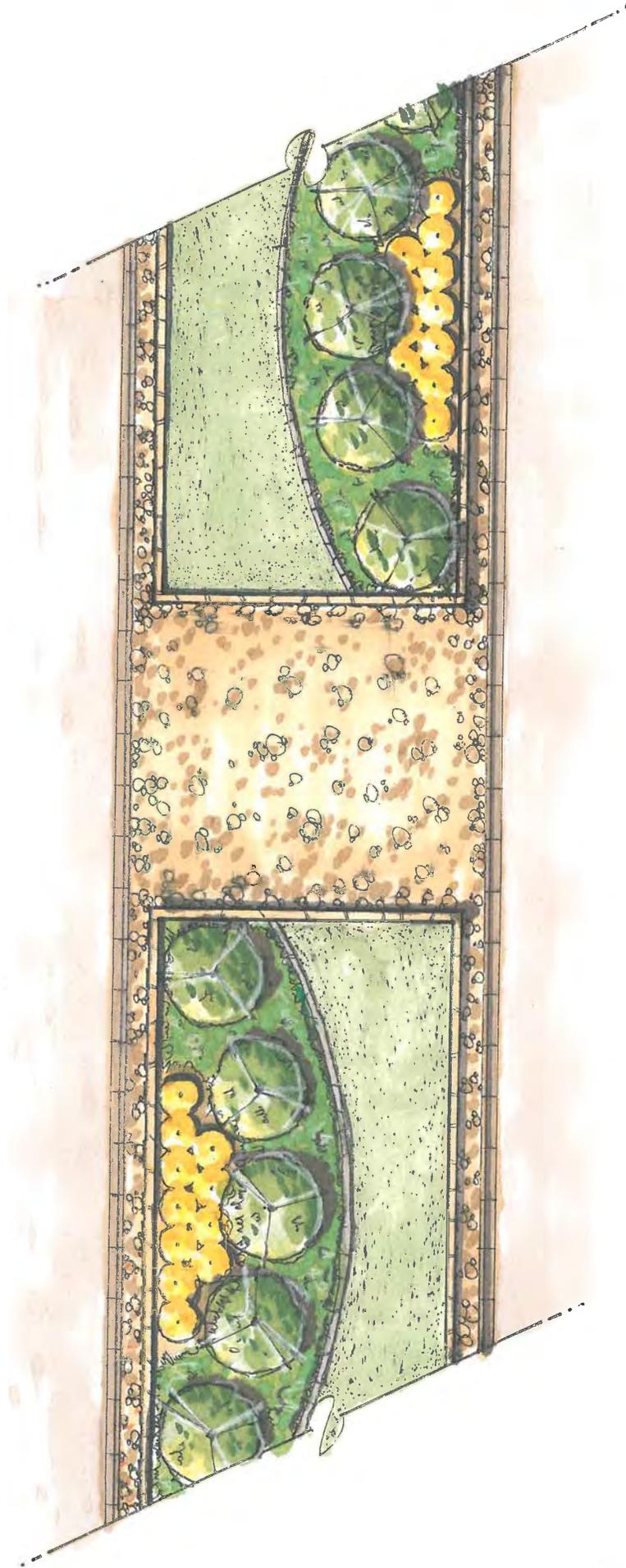


FIGURE 5d - PROPOSED BRIDGE DECK LANDSCAPE SCHEME
ELEVATION

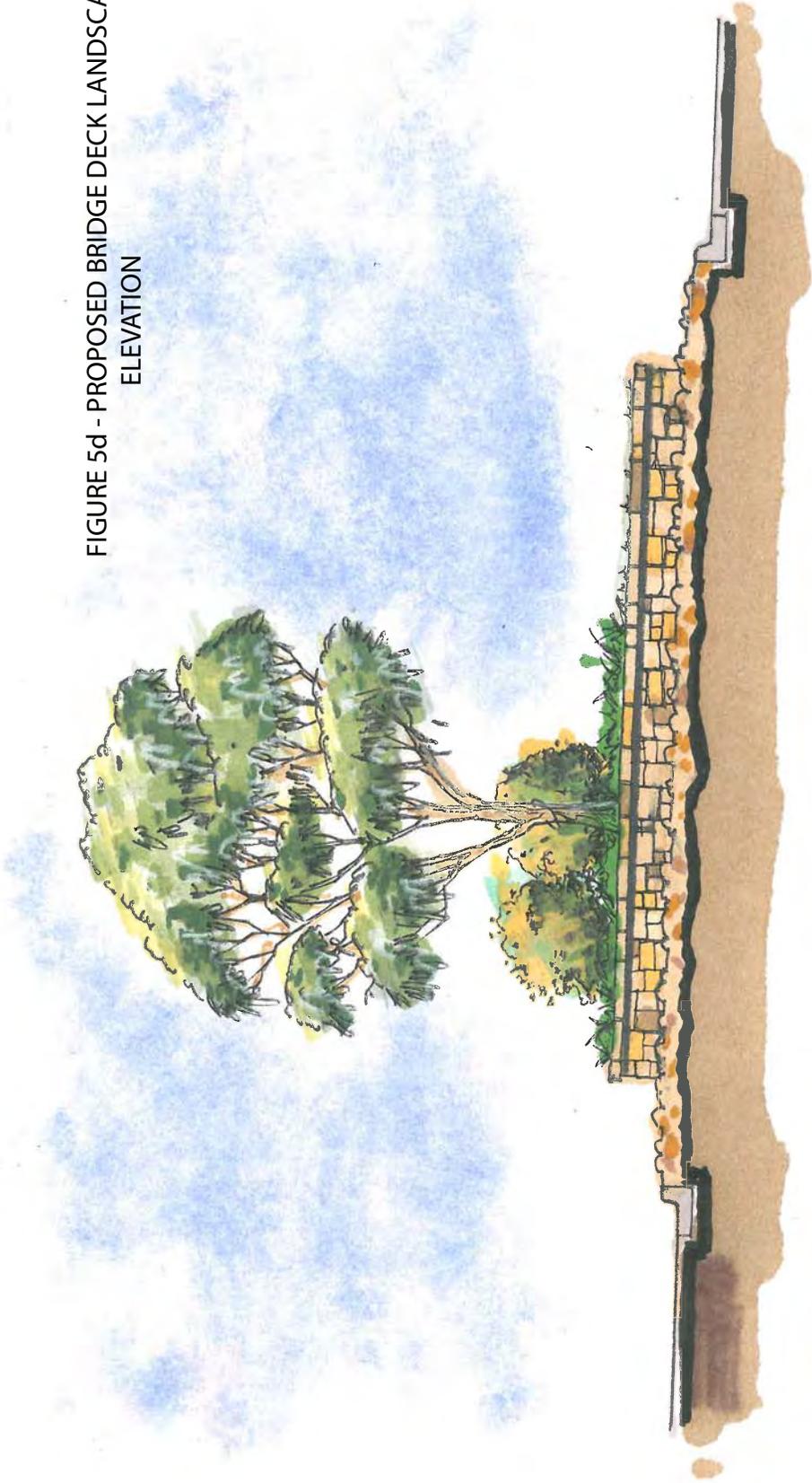




Figure 5-20. Viewpoint #15, Alternative 3, Residential Landscape Unit

Minimization measures depicted in the simulation include wall texture and new landscaping of disturbed areas. Aesthetic treatments to structures and specific plant types are representative only. Actual types of treatments and landscaping would be designed in collaboration with Caltrans' District Landscape Architect.

APPENDIX H

ESA Action Plan

**Environmentally Sensitive Area
Action Plan
For
Interstate 10 Corridor Project
San Bernardino and Los Angeles Counties, California**

**(07-LA-10 PM 44.9/48.3; 08-SBD-10 PM 0.0/R37.0)
EA 0C2500
EFIS ID 0800000040**

Prepared by:



Tiffany Clark, Principal Investigator
Applied EarthWorks, Inc.
133 N. San Gabriel Blvd, Suite 201
Pasadena, CA 91107

Approved by:



Gary Jones, Environmental Planner
Caltrans District 8, Cultural Studies Division
464 West Fourth Street, 6th Floor
San Bernardino, California 92401-1400

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1 PROJECT DESCRIPTION	3
2 METHODS	4
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ATTACHMENT	
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SUMMARY OF ESA ACTION PLAN

This Environmentally Sensitive Area (ESA) Action Plan was prepared for the Interstate-10 (I-10) Corridor Project (Project) located in Los Angeles and San Bernardino Counties, California. This ESA Action Plan is written in compliance with Section 14, Environmental Stewardship, of the Standard Specifications, 2010, in accordance with the January 1, 2014, *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, As it Pertains to the Federal-Aid Highway Program in California* (PA) as specified in Stipulations VIII and X, and as outlined in Attachment 5. It is intended to ensure that there are no adverse effects to CA-SBR-12989H during all project activities associated with the Project. The site is located within a proposed construction staging area within the Project's Area of Direct Impact (ADI).

CA-SBR-12989H (P-36-014510) consists of a historical 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 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. The site is situated within a currently fallow agricultural field that has been repeatedly plowed and disked for decades. Archival information indicates that the structural remains and an associated domestic refuse scatter are related to the Curtis family (George W. Curtis and his brother, Jeremiah Curtis). Their father, William Curtis, was one of the original homesteaders in the Redlands area, moving there in the 1860, and establishing a farm in the vicinity of the San Bernardino Asistencia, several miles west of the future site of Redlands. The Curtis family is credited as being one of the earliest navel orange producers in the Redlands region, and one of the important founders of the Inland Empire's citrus industry. Due to the high potential that the site contains subsurface hollow features such as privies and cisterns that may contain significant buried cultural deposits important in history, CA-SBR-12989H shall be assumed eligible for the National Register of Historic Places and California Register of Historical Resources.

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 (see provisions below).

Figure 1 in Attachment A depicts the location of CA-SBR-12989H and the proposed location of the temporary ESA fencing. The ESA fence will be located between 5 m (16ft) and 20 m (65 ft) from the recorded site boundary and will enclose the entire site. An archaeological monitor will be on site during fence installation and will spot check the area during construction to ensure that the ESA fencing is maintained. Table 1 presents a list of tasks to be carried out and the parties responsible for ensuring that these tasks are completed.

PROJECT DESCRIPTION

The California Department of Transportation (Caltrans), in conjunction with San Bernardino Area Government (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-long stretch of Interstate 10 (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 Figures 1 and 2 in Exhibit 1 of the Historic Property Survey Report [HPSR] prepared for this Project). The I-10 Corridor Project considers one “no build” alternative, and two “build” alternatives to address existing and future projected traffic demands. A detailed project description is provided in the Archaeological Survey Report (ASR) (Clark 2014).

Construction-related activities associated with these proposed improvements are relevant to the components of the ESA Action Plan. This ESA Action Plan is written in compliance with Section 14, Environmental Stewardship, of the Standard Specifications, 2010, and is prepared in accordance with Caltrans Section 106 Programmatic Agreement (PA), as specified in Stipulations VIII and X, and as outlined in Attachment 5. One historical archaeological site, CA-SBR-12989H, located within the Project ADI will be protected in place during Project construction through the establishment of an ESA and archaeological monitoring. The location of the archaeological resource and proposed ESA boundary in relation to the Project Area of Potential Effect (APE) are depicted in Figure 1 in Attachment A.

METHODS

Prior to any project activities, the ESA boundary will be delineated in the field by the placement of temporary fencing. Figure 1 in Attachment A depicts the location of the site to be protected by the ESA and the proposed location of temporary fencing. ESA fencing will be placed along the edge of the work area to prevent access to the site beyond the work limits. An archaeological monitor will be on site during fence installation and will spot check the area during construction to ensure that the ESA fencing is maintained. Table 1 presents a list of tasks to be carried out and the parties responsible for ensuring that these tasks are completed.

The following Special Provisions are to be included in the Plans Specifications and Estimate (PS&E) package:

14-1.02 Environmentally Sensitive Area

14-1.02A General

Section 14-1.02 includes specifications for environmentally sensitive area requirements.

If an ESA is shown:

1. The boundaries shown are approximate; the Department marks the exact boundaries on the ground
2. Do not enter the ESA unless authorized
3. If the ESA is breached, immediately:
 - 3.1. Secure the area and stop all operations within 60 feet of the ESA boundary
 - 3.2. Notify the Engineer
4. If the ESA is damaged, the Department determines what efforts are necessary to remedy the damage and who performs the remedy; you are responsible for remedies and charges

14-1.03 Type ESA Temporary Fence

14-1.03A General

14-1.03A(1) Summary

Section 14-1.03 includes specifications for installing, maintaining, and removing Type ESA temporary fence.

Type ESA temporary fence provides a visible boundary adjacent to protected areas such as an ESA.

Signs are required for Type ESA temporary fence.

14-1.03A(2) Submittals

Submit a certificate of compliance for high visibility fabric and safety caps for metal posts.

14-1.03B Materials

14-1.03B(1) High Visibility Fabric

High visibility fabric for Type ESA temporary fence must comply with section 13-10.02D and must:

1. Contain ultraviolet inhibitors
2. Comply with the ESA properties in the following table:

Property	Specifications	Requirements
Width, inches, min	Measured	48
Opening size, inches	Measured	1 by 1 inch (min) 2 by 4 inches (max)
Color	Observed	Orange
Roll weight, lb, min for 4 by 100 foot roll	Measured	12
Tensile strength, lb, min	ASTM D4595	320

14-1.03B(2) Posts

Posts for Type ESA temporary fence must be wood or steel.

Wood and metal posts for Type ESA temporary fence must comply with section 13-10.02.

Wood posts must be at least 2 by 2 inches in size and 6 feet long.

Metal posts must be at least 6 feet long.

14-1.03B(3) Signs

Signs for Type ESA temporary fence must be:

1. Weatherproof and fade-proof and may include plastic laminated printed paper affixed to an inflexible weatherproof backer board
2. Attached to the high visibility fabric with tie wire or locking plastic fasteners

14-1.03C Construction

14-1.03C(1) General

Install Type ESA temporary fence:

1. With high visibility fabric, posts, and fasteners as follows:
 - 1.1. If wood posts are used, fasteners must be staples or nails
 - 1.2. If steel posts are used, fasteners must be tie wires or locking plastic fasteners
 - 1.3. Spacing of the fasteners must be no more than 8 inches apart
2. Before clearing and grubbing activities
3. From outside of the protected area
4. With posts spaced 8 feet apart and embedded at least 16 inches in the soil

Signs must be attached with the top of the sign panel flush with the top of the high visibility fabric and placed 100 feet apart along the length and at each end of the fence.

If trees and other plants need protection, install the fence to enclose the drip line of the foliage canopy of protected plants and protect visible roots from encroachment.

14-1.03C(2) Maintenance

Maintain Type ESA temporary fence by:

1. Keeping posts in a vertical position
2. Reattaching fabric to posts
3. Replacing damaged sections of fabric
4. Replacing and securing signs

14-1.03D Payment

The fence payment quantity does not include the width of openings.

The fence is measured:

1. Parallel to the ground slope
2. Along the fence

14-2.02 Archaeological Resources

14-2.02A General

Section 14-2.02 applies if archaeological resources are discovered at the job site. Do not disturb the resources and immediately:

1. Stop all work within a 60-foot radius of the discovery
2. Protect the discovery area
3. Notify the Engineer

The Department investigates. Do not move archaeological resources or take them from the job site. Do not resume work within the discovery area until authorized.

If ordered, furnish resources to assist in the investigation or recovery of archaeological resources. This work is change order work.

RESPONSIBLE PARTIES

Table 1
Responsible Parties and Tasks

Stage	Responsible Parties	Task	Anticipated Completion Date
Pre-construction	Caltrans Archaeologist Project Manager Project Engineer	Caltrans archaeologist will ensure that the ESA is clearly described and illustrated in the final construction design plans and specifications used by construction personnel.	TBD following selection of preferred alternative 2015
	Caltrans Archaeologist Project Manager Project Engineer	All responsible parties, including the Caltrans Archaeologist, will review the plans, specifications, and estimates and ensure that SSP's for the ESA are included and that the ESA is clearly described and illustrated.	TBD following selection of preferred alternative 2015
	Caltrans Archaeologist Resident Engineer Contractor	All responsible parties will ensure that the ESA are discussed during the pre-construction meeting and that ESA restrictions and historic preservation laws are disseminated in writing to construction field personnel, including new personnel added during construction. The importance of the ESA will be discussed during the pre-construction meeting and documented in a memo that will be disseminated to all construction personnel and it will be stressed that no construction activity (including storage or staging of equipment or materials) should occur within the ESA and that workers must remain outside of the ESA at all times. Additionally, personnel will be informed of historic preservation laws that protect archaeological sites against any disturbance or removal of artifacts.	TBD following selection of preferred alternative 2015
During Construction	Caltrans Archaeologist Consultant Archaeologist Resident Engineer Contractor	The Contractor will install temporary plastic "ESA" fencing. The fencing will be installed at least one day prior to initiating any work in those areas. An archaeologist qualified under the PA will coordinate this activity with the Resident Engineer, and be present to supervise and monitor fence installation.	TBD following selection of preferred alternative 2015
	Consultant Archaeologist Resident Engineer Contractor	ESA shall be photographed after placement of fencing and photographed again if the ESA is breached. Photographs will be provided to SHPO if there is a breach of ESA.	TBD following selection of preferred alternative 2015

Table 1 (Continued)

Stage	Responsible Parties	Task	Anticipated Completion Date
	Qualified Archaeologist under the PA Resident Engineer Contractor	The Resident Engineer and the Contractor will ensure that the fencing will be effectively maintained throughout the duration of the project and that cultural resources within the ESA shall be protected at all times from construction activities.	TBD following selection of preferred alternative 2015
Post Construction	Caltrans Archaeologist Environmental Construction-Liaison	The Environmental Construction Liaison will inform the Caltrans Archaeologist when construction is complete.	TBD following selection of preferred alternative 2015
	Resident Engineer Contractor	The Contractor, under supervision of an archaeologist qualified under the PA, will remove temporary “ESA” fencing at the conclusion of construction.	TBD following selection of preferred alternative 2015
Responsible parties as of January 2013	Caltrans Project Archaeologist: Gary Jones, gary.jones@dot.ca.gov / (909) 383-7505 Environmental Branch Chief: Gabrielle Duff / gabrielle.duff@dot.ca.gov / (909) 383-6933 Environmental Construction-Liaison: Patraic.kelly@dot.ca.gov / (951) 232-8511 Resident Engineer: Information not available at this time Contractor Project Manager: Information not available at this time		

ATTACHMENT A

Location of Environmentally Sensitive Area (ESA)

APPENDIX I

Bridge Inventory Sheet



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

District 08

San Bernardino County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
54 0442	SIXTH STREET OC	08-SBD-010-4.33-ONT	5. Bridge not eligible for NRHP	1971	
54 0443	CAMPUS AVENUE OC	08-SBD-010-4.02-ONT	5. Bridge not eligible for NRHP	1971	
54 0444	SULTANA AVENUE OC	08-SBD-010-3.75-UPL	5. Bridge not eligible for NRHP	1970	
<u>54 0445</u>	<u>SR 83 / I-10 SEPARATION</u>	<u>08-SBD-083-11.10-UPL</u>	<u>5. Bridge not eligible for NRHP</u>	<u>1970</u>	
54 0446	SAN ANTONIO AVENUE OC	08-SBD-010-2.92-UPL	5. Bridge not eligible for NRHP	1970	
54 0448	BENSON AVENUE UC	08-SBD-010-1.75-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0450	MONTE VISTA AVENUE UC	08-SBD-010-0.68-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0451	SAN ANTONIO WASH	08-SBD-010-0.32-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0453	MILLS AVENUE UC	08-SBD-010-0.01-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0454L	ETIWANDA-SN SEVN FLOOD CNTL CHANNEL	08-SBD-010-11.64	5. Bridge not eligible for NRHP	1953	1966
54 0454R	ETIWANDA-SN SEVN FLOOD CNTL CHANNEL	08-SBD-010-11.64	5. Bridge not eligible for NRHP	1966	
54 0454S	ETIWANDA-SN SEVN FLOOD CNTL CHANNEL	08-SBD-010-11.64	5. Bridge not eligible for NRHP	1953	
54 0459	MOUNT VERNON AVENUE OC	08-SBD-010-R23.25-COL	5. Bridge not eligible for NRHP	1967	
54 0460	PAVILLION SPUR OH	08-SBD-010-R22.86-COL	5. Bridge not eligible for NRHP	1956	1970
54 0461	NINTH STREET UC	08-SBD-010-R22.71-COL	5. Bridge not eligible for NRHP	1956	1970
54 0462	LA CADENA DRIVE UC	08-SBD-010-R22.62-COL	5. Bridge not eligible for NRHP	1956	1970
54 0462S	LA CADENA DR UC (EB OFF)	08-SBD-010-R22.62-COL	5. Bridge not eligible for NRHP	1970	
54 0463	ETIWANDA AVENUE OC	08-SBD-010-11.13-ONT	5. Bridge not eligible for NRHP	1955	1966
54 0464L	COLTON OH	08-SBD-010-R22.38-COL	5. Bridge not eligible for NRHP	1956	1970
54 0464R	COLTON OH	08-SBD-010-R22.36-COL	5. Bridge not eligible for NRHP	1956	1970
54 0470	SR 18/ I 15 SEPARATION	08-SBD-018-R96.60-VCTV	5. Bridge not eligible for NRHP	1975	
54 0471F	SANTA ANA RIVER (S215-E&W10)	08-SBD-215-4.21-COL	5. Bridge not eligible for NRHP	1964	1972
54 0471L	SANTA ANA RIVER	08-SBD-215-4.21-COL	5. Bridge not eligible for NRHP	1958	1972
54 0471R	SANTA ANA RIVER	08-SBD-215-4.21-COL	5. Bridge not eligible for NRHP	1972	
54 0472	REDLANDS OH	08-SBD-010-31.52-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0473	ORANGE SHOW RD OC	08-SBD-215-5.03-SBD	5. Bridge not eligible for NRHP	1972	
54 0474	WARM CREEK	08-SBD-215-5.23-SBD	5. Bridge not eligible for NRHP	1958	2010
54 0479L	INTERSTATE 215/10 SEPARATION	08-SBD-215-4.03-COL	5. Bridge not eligible for NRHP	1972	2015
54 0479R	INTERSTATE 215/10 SEPARATION	08-SBD-215-4.03-COL	5. Bridge not eligible for NRHP	1972	2015
54 0482G	N215-E10 CONNECTOR OH	08-SBD-215-3.72-COL	5. Bridge not eligible for NRHP	1959	
54 0482L	COLTON-LOMA LINDA YD OH	08-SBD-215-3.72-COL	5. Bridge not eligible for NRHP	1959	1972
54 0482R	COLTON-LOMA LINDA YD OH	08-SBD-215-3.72-COL	5. Bridge not eligible for NRHP	1973	
54 0483	MOJAVE RIVER	08-SBD-015-43.86-VCTV	5. Bridge not eligible for NRHP	1958	1971
54 0484	VICTORVILLE SEP & OH	08-SBD-015-43.47-VCTV	5. Bridge not eligible for NRHP	1958	1971
54 0485	EAST BRANCH LYTLE CREEK	08-SBD-215-6.31-SBD	5. Bridge not eligible for NRHP	1957	2010
54 0486M	WARM CREEK OVERFLOW	08-SBD-215-5.09-SBD	5. Bridge not eligible for NRHP	1958	1972
54 0488	RIALTO AVENUE UC	08-SBD-215-6.66-SBD	5. Bridge not eligible for NRHP	1957	2014
54 0489	REDLANDS LOOP OVERHEAD	08-SBD-215-6.59-SBD	5. Bridge not eligible for NRHP	1957	2013
54 0495	YUCAIPA BLVD OC	08-SBD-010-35.50-YUCP	5. Bridge not eligible for NRHP	1989	
54 0499	BELL MOUNTAIN WASH	08-SBD-015-47.39	5. Bridge not eligible for NRHP	1958	2004



Structure Maintenance & Investigations



Historical Significance - State Agency Bridges

District 08

San Bernardino County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
54 0442	SIXTH STREET OC	08-SBD-010-4.33-ONT	5. Bridge not eligible for NRHP	1971	
54 0443	CAMPUS AVENUE OC	08-SBD-010-4.02-ONT	5. Bridge not eligible for NRHP	1971	
54 0444	SULTANA AVENUE OC	08-SBD-010-3.75-UPL	5. Bridge not eligible for NRHP	1970	
54 0445	SR 83 / I-10 SEPARATION	08-SBD-083-11.10-UPL	5. Bridge not eligible for NRHP	1970	
54 0446	SAN ANTONIO AVENUE OC	08-SBD-010-2.92-UPL	5. Bridge not eligible for NRHP	1970	
54 0448	BENSON AVENUE UC	08-SBD-010-1.75-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0450	MONTE VISTA AVENUE UC	08-SBD-010-0.68-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0451	SAN ANTONIO WASH	08-SBD-010-0.32-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0453	MILLS AVENUE UC	08-SBD-010-0.01-MCL	5. Bridge not eligible for NRHP	1953	2000
54 0454L	ETIWANDA-SN SEVN FLOOD CNTL CHANNEL	08-SBD-010-11.64	5. Bridge not eligible for NRHP	1953	1966
54 0454R	ETIWANDA-SN SEVN FLOOD CNTL CHANNEL	08-SBD-010-11.64	5. Bridge not eligible for NRHP	1966	
54 0454S	ETIWANDA-SN SEVN FLOOD CNTL CHANNEL	08-SBD-010-11.64	5. Bridge not eligible for NRHP	1953	
54 0459	MOUNT VERNON AVENUE OC	08-SBD-010-R23.25-COL	5. Bridge not eligible for NRHP	1967	
54 0460	PAVILLION SPUR OH	08-SBD-010-R22.86-COL	5. Bridge not eligible for NRHP	1956	1970
54 0461	NINTH STREET UC	08-SBD-010-R22.71-COL	5. Bridge not eligible for NRHP	1956	1970
54 0462	LA CADENA DRIVE UC	08-SBD-010-R22.62-COL	5. Bridge not eligible for NRHP	1956	1970
54 0462S	LA CADENA DR UC (EB OFF)	08-SBD-010-R22.62-COL	5. Bridge not eligible for NRHP	1970	
54 0463	ETIWANDA AVENUE OC	08-SBD-010-11.13-ONT	5. Bridge not eligible for NRHP	1955	1966
54 0464L	COLTON OH	08-SBD-010-R22.38-COL	5. Bridge not eligible for NRHP	1956	1970
54 0464R	COLTON OH	08-SBD-010-R22.36-COL	5. Bridge not eligible for NRHP	1956	1970
54 0470	SR 18/I 15 SEPARATION	08-SBD-018-R96.60-VCTV	5. Bridge not eligible for NRHP	1975	
54 0471F	SANTA ANA RIVER (S215-E&W10)	08-SBD-215-4.21-COL	5. Bridge not eligible for NRHP	1964	1972
54 0471L	SANTA ANA RIVER	08-SBD-215-4.21-COL	5. Bridge not eligible for NRHP	1958	1972
54 0471R	SANTA ANA RIVER	08-SBD-215-4.21-COL	5. Bridge not eligible for NRHP	1972	
<u>54 0472</u>	<u>REDLANDS OH</u>	<u>08-SBD-010-31.52-RDL</u>	<u>5. Bridge not eligible for NRHP</u>	<u>1962</u>	<u>2008</u>
54 0473	ORANGE SHOW RD OC	08-SBD-215-5.03-SBD	5. Bridge not eligible for NRHP	1972	
54 0474	WARM CREEK	08-SBD-215-5.23-SBD	5. Bridge not eligible for NRHP	1958	2010
54 0479L	INTERSTATE 215/10 SEPARATION	08-SBD-215-4.03-COL	5. Bridge not eligible for NRHP	1972	2015
54 0479R	INTERSTATE 215/10 SEPARATION	08-SBD-215-4.03-COL	5. Bridge not eligible for NRHP	1972	2015
54 0482G	N215-E10 CONNECTOR OH	08-SBD-215-3.72-COL	5. Bridge not eligible for NRHP	1959	
54 0482L	COLTON-LOMA LINDA YD OH	08-SBD-215-3.72-COL	5. Bridge not eligible for NRHP	1959	1972
54 0482R	COLTON-LOMA LINDA YD OH	08-SBD-215-3.72-COL	5. Bridge not eligible for NRHP	1973	
54 0483	MOJAVE RIVER	08-SBD-015-43.86-VCTV	5. Bridge not eligible for NRHP	1958	1971
54 0484	VICTORVILLE SEP & OH	08-SBD-015-43.47-VCTV	5. Bridge not eligible for NRHP	1958	1971
54 0485	EAST BRANCH LYTLE CREEK	08-SBD-215-6.31-SBD	5. Bridge not eligible for NRHP	1957	2010
54 0486M	WARM CREEK OVERFLOW	08-SBD-215-5.09-SBD	5. Bridge not eligible for NRHP	1958	1972
54 0488	RIALTO AVENUE UC	08-SBD-215-6.66-SBD	5. Bridge not eligible for NRHP	1957	2014
54 0489	REDLANDS LOOP OVERHEAD	08-SBD-215-6.59-SBD	5. Bridge not eligible for NRHP	1957	2013
54 0495	YUCAIPA BLVD OC	08-SBD-010-35.50-YUCP	5. Bridge not eligible for NRHP	1989	
54 0499	BELL MOUNTAIN WASH	08-SBD-015-47.39	5. Bridge not eligible for NRHP	1958	2004



Structure Maintenance & Investigations



July 2014

Historical Significance - State Agency Bridges

District 08

San Bernardino County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
54 0561	CAJON CREEK	08-SBD-138-R14.94	5. Bridge not eligible for NRHP	1969	
54 0562	PLY WASH	08-SBD-040-147.76	5. Bridge not eligible for NRHP	1957	1967
54 0563R	WOOD WASH	08-SBD-040-148.07	5. Bridge not eligible for NRHP	1957	
54 0564	DALE EVANS ROAD OC	08-SBD-015-51.83	5. Bridge not eligible for NRHP	1972	
54 0565	WILD WASH ROAD OC	08-SBD-015-55.96	5. Bridge not eligible for NRHP	1972	
54 0566	HODGE ROAD OC	08-SBD-015-60.16	5. Bridge not eligible for NRHP	1972	
54 0567	OUTLET CENTER DRIVE OC	08-SBD-015-65.84	5. Bridge not eligible for NRHP	1972	
54 0569	ARCTIC CANYON WASH	08-SBD-018-68.45	5. Bridge not eligible for NRHP	1958	
54 0570	WEST REDLANDS OH	08-SBD-010-27.64-LMLN	5. Bridge not eligible for NRHP	1962	1990
54 0572	POWER LINE WASH	08-SBD-015-52.34	5. Bridge not eligible for NRHP	1958	2005
54 0573	DRIFT WASH	08-SBD-015-68.19	5. Bridge not eligible for NRHP	1958	2003
54 0574	CHINO CREEK CHANNEL	08-SBD-000-0.00-CHN	5. Bridge not eligible for NRHP	1960	
54 0578	CHURCH STREET UC	08-SBD-010-31.41-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0579	SIXTH STREET UC	08-SBD-010-31.01-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0580	EUREKA STREET UC	08-SBD-010-30.66-RDL	5. Bridge not eligible for NRHP	1962	1990
54 0581	INTERSTATE 10 / STATE ROUTE 38 SEP	08-SBD-010-30.88-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0582	UNIVERSITY STREET UC	08-SBD-010-31.87-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0583	TEXAS STREET UC	08-SBD-010-30.38-RDL	5. Bridge not eligible for NRHP	1962	1990
54 0584	CITRUS AVENUE UC	08-SBD-010-31.99-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0585	CYPRESS AVENUE UC	08-SBD-010-32.11-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0586	PALM AVENUE UC	08-SBD-010-32.36-RDL	5. Bridge not eligible for NRHP	1962	2008
<u>54 0587</u>	<u>HIGHLAND AVENUE UC</u>	<u>08-SBD-010-32.61-RDL</u>	<u>5. Bridge not eligible for NRHP</u>	<u>1962</u>	<u>2008</u>
54 0588	FORD STREET UC	08-SBD-010-33.13-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0589	REDLANDS BLVD OFF-RAMP UC	08-SBD-010-33.29-RDL	5. Bridge not eligible for NRHP	1962	2008
54 0590	WABASH AVENUE OC	08-SBD-010-34.29-RDL	5. Bridge not eligible for NRHP	1962	
54 0591	COLTON AND NEW YORK AVENUE UC	08-SBD-010-30.10-RDL	5. Bridge not eligible for NRHP	1962	1990
54 0592	TENNESSEE ST OC	08-SBD-010-29.82-RDL	5. Bridge not eligible for NRHP	1962	1992
54 0593	ALABAMA STREET OC	08-SBD-010-29.31-RDL	5. Bridge not eligible for NRHP	1962	
54 0594	NEVADA STREET UC	08-SBD-010-28.80-RDL	5. Bridge not eligible for NRHP	1962	1990
54 0595	CALIFORNIA STREET UC	08-SBD-010-28.30-RDL	5. Bridge not eligible for NRHP	1962	1990
54 0596	MOUNTAIN VIEW AVENUE UC	08-SBD-010-27.30-LMLN	5. Bridge not eligible for NRHP	1962	1990
54 0597	RICHARDSON STREET OC	08-SBD-010-26.81-LMLN	5. Bridge not eligible for NRHP	1962	
54 0598	TIPPECANOE AVENUE UC	08-SBD-010-26.27-LMLN	5. Bridge not eligible for NRHP	1962	1990
54 0599	SAN TIMOTEO CREEK	08-SBD-010-25.54-SBD	5. Bridge not eligible for NRHP	1962	1990
54 0600	WATERMAN AVENUE UC	08-SBD-010-25.26-SBD	5. Bridge not eligible for NRHP	1962	1993
54 0601	HUNTS LANE UC	08-SBD-010-24.76-COL	5. Bridge not eligible for NRHP	1962	1972
54 0608	DRY MORONGO WASH	08-SBD-062-0.01	5. Bridge not eligible for NRHP	1963	
54 0609S	WEST BAKER OFF-RAMP OC	08-SBD-015-R135.81	5. Bridge not eligible for NRHP	1965	
54 0610	ROUTE 127/15 SEPARATION	08-SBD-127-L0.01	5. Bridge not eligible for NRHP	1965	
54 0611S	EAST BAKER OC	08-SBD-015-R138.46	5. Bridge not eligible for NRHP	1965	
54 0612	NIPTON ROAD OC	08-SBD-015-176.46	5. Bridge not eligible for NRHP	1963	1995
54 0613	BAILEY ROAD OC	08-SBD-015-171.47	5. Bridge not eligible for NRHP	1963	
54 0615	16TH STREET OC	08-SBD-010-36.44-YUCP	5. Bridge not eligible for NRHP	1962	

APPENDIX J

DPR 523 Forms

PRIMARY RECORD

Other Listings _____

Review Code _____ Reviewer _____

Date _____

Page 1 of 3

* Resource Name or #: Euclid Avenue/State Route 83

P1. Other Identifier: Map Reference No. 1a

* P2. Location: Not for Publication Unrestricted a. County San Bernardino

b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.

c. Address Euclid Ave. City Upland/Ontario Zip 91786

d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app
Euclid Avenue (SR 83) where it crosses Interstate 10 between the cities of Upland and Ontario.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
Euclid Avenue/State Route 83 is located in Upland and Ontario (Map Reference No.1a), and is listed as a single structure in the National Register of Historic Places.

Euclid Avenue/State Route 83 was previously 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 is 1882 to 1940, and is significant on the state level. The NRHP-listed property boundary consists of the 200-foot wide public right-of-way of Euclid Avenue between 24th Street in Upland and Philadelphia (Ely) Street in Ontario. Character-defining features of the NRHP-listed historic property include the 60-foot wide medians, historic stone curbs and gutters, the Women's Christian Temperance Union (WCTU) fountain, the Madonna of the Trail Monument (also a State Historical Landmark and California Point of Historical Interest [P450]), and the bridal path. Contributing landscape features include mature landscape and vintage street lights. Non-contributing features include the mule car display (California Point of Historic Interest [P342]), the SP RR overpass, the bridge which crosses I-10 (54 0445), and the modern cast concrete curbs. In 1977, Euclid Avenue was formally determined eligible for listing in the National Register of Historic Places (NRHP) by the Keeper of the Register (Keeper). In 1979, a NRHP nomination was submitted for this resource, and the results of this nomination are unknown. In 2000, Caltrans staff prepared a Draft Re-Evaluation of Determination of Eligibility for Euclid Avenue, (see continuation sheet)

* P3b. Resource Attributes: (List attributes and codes) HP11 Engineering structure; HP37 Highway/Trail

* P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)

Photo No. P1060825.jpg; Facing north;
10/4/2012

* P6. Date Constructed/Age and Sources:
 Prehistoric Historic Both
1882 Caltrans

* P7. Owner and Address:
Multiple

S--State

* P8. Recorded by: (Name, affiliation, address)
Carrie Chasteen

Applied Earthworks
133 N. San Gabriel Blvd., #201
Pasadena, CA 91107

* P9. Date Recorded: 3/10/2014

* P10. Survey Type: (Describe)
Intensive Survey

Section 106 Compliance

P--Project Review



* P11. Report Citation: (Cite survey report/other sources or "none") Historical Resources Evaluation Report for the I-10 Corridor Improvement Project, San Bernardino and Los Angeles Counties, California April 2014

* Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record
 Photograph Record Other: (List) _____

CONTINUATION SHEET

Page 2 of 3 * Resource Name or #: (Assigned by recorder Euclid Avenue/State Route 83)
* Recorded by: Carrie Chasteen * Date: 3/10/2014
 Continuation Update

P3a. Description continued:

which was not submitted to the California State Historic Preservation Officer (SHPO) for review or concurrence. In 2005, Euclid Avenue was listed in the NRHP by the Keeper as a structure under Criteria A and C. See Appendix B in the Historical Resources Evaluation Report prepared for this Project for the previous NRHP documentation prepared for this resource.

PRIMARY RECORD

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 5

* Resource Name or #: 1055 E Highland Ave.

P1. Other Identifier: Map Reference No. 66

* P2. Location: Not for Publication Unrestricted a. County San Bernardino

b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.

c. Address 1055 E. Highland Ave. City Redlands Zip 92374

d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app

APN: 017338257 Legal: SUB OF LOT 2 BLK B AND LOT 2 BLK 34 2ND PREL MAP PTN LOT 2 BLK B COM AT PT ON NLY LI HIGHLAND AVE 475 FT NELY FROM SW COR SD LOT 2 TH NELY ALG NLY LI HIGHLANDAVE A DISTANCE 125 FT TO NEW AVE TH ALG NEW AVE N 33 DEG 40 MIN W 108 FT (see continuation sheet)

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The two and one-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 eave of the main roofline is 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 right-of-way. 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 (historicaerials.com); however the building is now located in a densely developed residential area in Redlands. The character-defining features of this resource include the original wood sash windows, the course wood shingle siding, the dentil and bracket eave details, the bas relief work, the flared eaves, the porch which spans the primary façade, the organization of the columns which support the porch roof, and the ancillary buildings. The building is in good condition. The boundary is the legal parcel boundary.

* P3b. Resource Attributes: (List attributes and codes) HP2 Single family property

* P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, etc.)

Photo no. P1010936.jpg; facing north northwest; July 2, 2008.

* P6. Date Constructed/Age and Sources:

Prehistoric Historic Both

1917 Assessor lot book

* P7. Owner and Address:

Oliver Trust

1055 E Highland Ave

Redlands, CA 92374

P--Private

* P8. Recorded by: (Name, affiliation, address)

Carrie Chasteen

Applied Earthworks

133 N. San Gabriel Blvd., #201

Pasadena, CA 91107

* P9. Date Recorded: 7/2/2008

* P10. Survey Type: (Describe)

Intensive Survey

Section 106 Compliance

P--Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Historical Resources Evaluation Report for the I-10 Corridor Improvement Project, San Bernardino and Los Angeles Counties, California April 2014

* Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record

Photograph Record Other: (List) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 5

* NRHP Status Code 2S2

* Resource Name or #: 1055 E Highland Ave.

B1. Historic Name: Charles A Boeck Residence

B2. Common Name: 1055 E Highland Ave.

B3. Original Use: SF Residential

B4. Present Use: SF Residential

* B5. Architectural Style: American Foursquare

* B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1917. Alterations include some window replacements and the addition of a metal awning. A summer porch was constructed in 1950 (Redlands, City of). A modern concrete block wall partially encloses the property.

* B7. Moved? No Yes Unknown Date _____ Original Location: _____

* B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

* B10. Significance: Theme: Residential architecture Area: Redlands

Period of Significance: 1917 Property Type: Single-family residence Applicable Criteria: C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This property does appear eligible for the National Register of Historic Places because of its architectural style.

Research was conducted in the San Bernardino County Assessor records, the City of Redlands building permits, and the Smiley Library, Redlands. The building was constructed in 1917, well after the citrus industry was established in Redlands in the late 1880s, and citrus production peaked around the time this building was constructed. This property is not known to have significantly contributed to the citrus industry, residential development of Redlands, or the development of a tourism-based industry in Redlands through identifiable events based upon research conducted for this survey. Therefore, the property does not appear to be significant within the context of residential development in Redlands because it was constructed during a period of residential expansion in this area, and is indistinguishable from other similar resources in the area. No historically important events are known to have occurred at this site and the building was not found to be important within the context of any historic trend, such as agricultural or residential development in Redlands.

Research in the San Bernardino County Assessor Lot books indicates the lot was improved in 1917 and the owner was Charles A Boeck (San Bernardino, County of). No information regarding Charles A. Boeck was identified; therefore, the property does not appear significant for associations with important persons as defined by Criterion B (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

San Bernardino, County of: Assessor Lot Book 12, Page 77 (1914-1918)

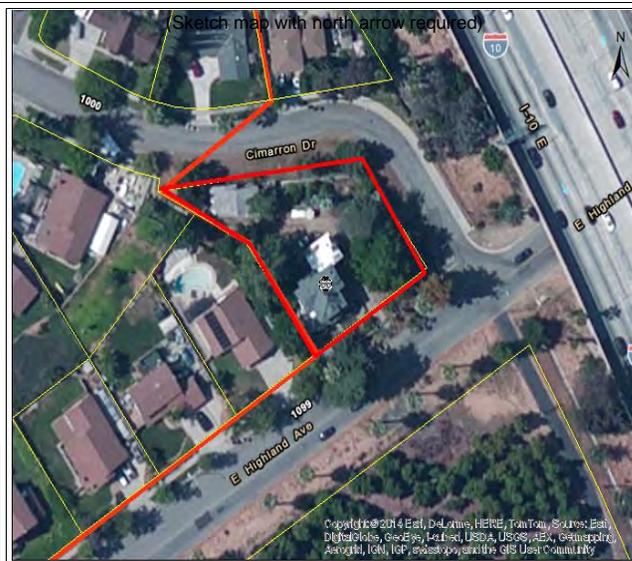
Redlands, City of: Building Permit No. 3439 issued on 11/1/1950

B13. Remarks:

* B14. Evaluator: Carrie Chasteen

Date of Evaluation: 7/2/2008

(This space reserved for official comments.)



CONTINUATION SHEET

Page 3 of 5 * Resource Name or #: (Assigned by recorder 1055 E Highland Ave.
* Recorded by: Carrie Chasteen * Date: 7/2/2008
 Continuation Update

P2e: Other Location Data continued:

TO ANGLE IN SD AVE TH S 82 DEG 35 MIN W 186 FT TH S 62 DEG E 91 FT TH S 32 DEG 44 MIN E 110.6 FT TO BEG

B10. Significance continued:

The building is relatively unaltered and appears to retain all aspects of integrity. The building is a distinctive and high quality example of this style of architecture, and embodies the distinctive characteristics of this type of architecture. Therefore, the building appears eligible for listing in the National Register of Historic Places at the local level under Criterion C because it possesses many of this architectural style's character-defining features such as a hipped roof with full-width porch, centered entrance, and an unusually elaborate frieze board at the cornice line. This building is the best example of the Foursquare style of architecture within the Project Area of Potential Effects (APE) in Redlands. The period of significance is 1917, the year the building was constructed.

The building does not appear to possess information that could contribute to our understanding of human history or prehistory, however.

The City of Redlands has already conducted extensive surveys and determined where historic districts lay within the City. The 1000 block of West Highland Avenue, which has been designated as the City of Redlands West Highland Avenue Historic and Scenic District, is located between Pacific and Monterey Streets in the City of Redland. This address is erroneously identified as a contributor to this district because the building's legal address is 1055 W. Highland Avenue, but the property is located at the intersection of East Highland Avenue and Cimarron Drive. Therefore, the correct address for this building is 1055 E. Highland Avenue, and the building has not been designated as a contributor to the City of Redlands West Highland Avenue Historic and Scenic District. This residence is not within one of those previously identified districts, nor does it appear to be a potential contributor to a yet-to-be defined district because houses in the area are not unified by plan, design, or style and were constructed over a period of time, many of which date to around 1970.

The property has also been evaluated 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, and is considered an historical resource for the purposes of CEQA.

CONTINUATION SHEET

Property Name: 1055 E. Highland Ave.

Page 4 of 5



Photo 1: View of the primary and eastern facades, facing northeast.



Photo 2: View of the rear facades and ancillary buildings, facing southwest.

CONTINUATION SHEET

Property Name: 1055 E. Highland Ave.

Page 5 of 5



Photo 3: Detail of Ancillary Building 1



View of ancillary buildings, facing southwest.

PRIMARY RECORD

Other Listings _____

Review Code _____ Reviewer _____

Date _____

Page 1 of 7

* Resource Name or #: The Peppers/El Carmelo

P1. Other Identifier: Map Reference No. 67

* P2. Location: Not for Publication Unrestricted a. County San Bernardino

b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.

c. Address 926 E. Highland Ave. City Redlands Zip 92373

d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app

APN: 0174-151-10-0000 Legal: REDLANDS HEIGHTS NO 8 LOTS 1 THRU 5 BLK 33 AND LOTS 1 2 AND 4 BLK 35 AND PTN CONTOUR ST VAC ADJ SD LOTS AND PTN ELY 1/2 CRESCENT AVE VAC ADJ SD BLKS ON SW EX PTN SD LOTS FOR STATE HWY AND EX PTN LOT 1 SD BLK 35 AND PTN CRESCENT AVE (see continuation sheet)

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building known as The Peppers (see photo below) was assigned a California Historical Resources Status Code of 3S, or "appears eligible for [the National Register of Historic Places] as an individual property through survey evaluation" (Hist.Surv. 2373-0250-0000). The Peppers was constructed in 1903 and was determined to appear eligible for listing in the National Register of Historic Places for its associations with William N. Moor (Criterion B) and because it is an Italian style villa (Criterion C). The period of significance is 1903 to 1945, the years the Moor family occupied the property. Moor and his sons formed the Sunset Orange Company as both growers and packers, and they oversaw their packing house called the Elephant Orchards Packing House. These two entities contributed to the development and success of the citrus industry in San Bernardino County. The Moor family occupied the house until 1945. The Carmelite order, who had been looking for a site to establish a retreat since 1946, purchased the property in 1952. The property was vacant in the intervening years. Several buildings were constructed between 1952 and 1969 for the Catholic retreat that currently occupies the site. The buildings were designed by Wayne D. Mcallister and Stanley C. Meston (Diocese of San Bernardino n.d.). Mcallister and Meston are noted architects from this period of time; however, the buildings they designed at El Carmelo are low-style examples of their body of work and do not represent the work of a master. These buildings were not identified as contributors to the historic property, (see continuation sheet)

* P3b. Resource Attributes: (List attributes and codes) HP2 Single family property; HP16 Religious Building

* P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)

Photo no. P1030570.jpg; facing west; 9/28/09



* P6. Date Constructed/Age and Sources:

Prehistoric Historic Both

1904 / 1952-1969 OHP; Wong 1981

* P7. Owner and Address:

El Carmelo Retreat House Inc.

PO Box 446

Redlands, CA 92373

P--Private

* P8. Recorded by: (Name, affiliation, address)

Carrie Chasteen

Applied Earthworks

133 N. San Gabriel Blvd., #201

Pasadena, CA 91107

* P9. Date Recorded: 3/24/2014

* P10. Survey Type: (Describe)

Intensive Survey

Section 106 Compliance

P--Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Historical Resources Evaluation Report for the I-10 Corridor Improvement Project, San Bernardino and Los Angeles Counties, California April 2014

* Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other: (List) _____

CONTINUATION SHEET

Page 2 of 4 * Resource Name or #: (Assigned by recorder The Peppers/El Carmelo)
* Recorded by: Carrie Chasteen * Date: 3/24/2014
 Continuation Update

P2e. Other Location Data continued:

VAC LYING WITHIN FOL DESC COM AT C/L INTERSECTION MORRISON ST AND CRESCENT AVE VAC TH N 0 DEG 14 1/2 MIN E 34 FT ALG C/L SD MORRISON ST TH N 87 DEG 22 MIN W 175.77 FT TH S 82 DEG 38 MIN W 127.87 FT TH N 88 DEG 22 MIN 45 SECONDS W 242.78 FT TH N 44 DEG 35 MIN W 103.90 FT TH N 50 DEG 32 MIN W 71.64 FT TH N 44 DEG 15 MIN 30 SECONDS W 103.81 FT TH N 82 DEG 45 MIN W 37.82 FT TH S 1 DEG 02 MIN W 71 FT TH N 84 DEG 38 MIN W 34.19 FT TO TRUE POB TH CONT S 84 DEG 38 MIN W 117.56 FT TO C/L SD CRESCENT AVE VAC TH SELY ALG SD C/L CRESCENT AVE VAC 32.6 FT TO AN ANGLE PT THEREIN TH S 65 DEG 58 MIN E ALG SD C/L CRESCENT AVE TO PT DUE S FROM POB TH N TO POB 9.80 AC M/L

P3a. Description continued:

and are non-contributing features of the property. No additional information which would preclude a lead agency from considering the property to be eligible for listing in the National Register of Historic Places 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 assumed to be comprised of the legal parcels which make up the retreat including several acres of citrus groves.

The building appears to unaltered since it was first documented in 1977. The Peppers was also designated a Redlands Historic Structure in 1981.

B12: References continued:

Diocese of San Bernardino
n.d. "El Carmelo Retreat House." On file at the Diocese archives.

CONTINUATION SHEET

Page 2 of 7 * Resource Name or #: (Assigned by recorder) The Peppers/El Carmelo
* Recorded by: Carrie Chasteen * Date: 3/24/2014
 Continuation Update

P2e. Other Location Data continued:

VAC LYING WITHIN FOL DESC COM AT C/L INTERSECTION MORRISON ST AND CRESCENT AVE VAC TH N 0 DEG 14 1/2 MIN E 34 FT ALG C/L SD MORRISON ST TH N 87 DEG 22 MIN W 175.77 FT TH S 82 DEG 38 MIN W 127.87 FT TH N 88 DEG 22 MIN 45 SECONDS W 242.78 FT TH N 44 DEG 35 MIN W 103.90 FT TH N 50 DEG 32 MIN W 71.64 FT TH N 44 DEG 15 MIN 30 SECONDS W 103.81 FT TH N 82 DEG 45 MIN W 37.82 FT TH S 1 DEG 02 MIN W 71 FT TH N 84 DEG 38 MIN W 34.19 FT TO TRUE POB TH CONT S 84 DEG 38 MIN W 117.56 FT TO C/L SD CRESCENT AVE VAC TH SELY ALG SD C/L CRESCENT AVE VAC 32.6 FT TO AN ANGLE PT THEREIN TH S 65 DEG 58 MIN E ALG SD C/L CRESCENT AVE TO PT DUE S FROM POB TH N TO POB 9.80 AC M/L

P3a. Description continued:

compromise the integrity of the property, and are non-contributing features of the property. No additional information which would preclude a lead agency from considering the property to be eligible for listing in the National Register of Historic Places 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 assumed to be comprised of the legal parcels which make up the retreat including several acres of citrus groves. 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.

The building appears to unaltered since it was first documented in 1977. The Peppers was also identified as a Redlands Historic Structure in 1981. See Appendix B in the Historical Resources Evaluation Report prepared for this Project for the previous documentation prepared for this resource.

B12: References continued:

Diocese of San Bernardino

n.d. "El Carmelo Retreat House." On file at the Diocese archives.

CONTINUATION SHEET

Property Name: El Carmelo/The Peppers

Page 3 of 7

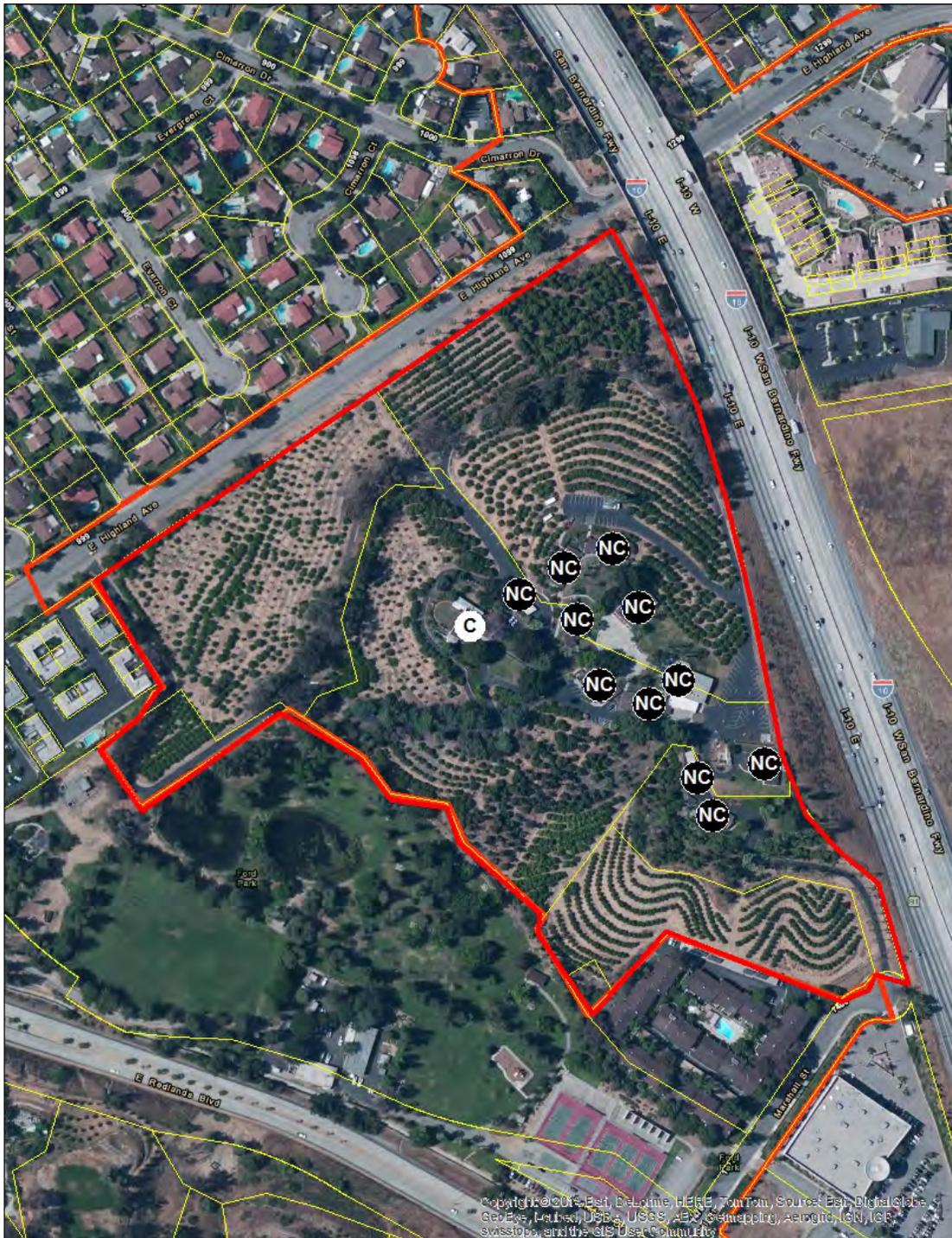


Figure 1: Site Map
C = Contributor
NC = Non-Contributor

CONTINUATION SHEET

Property Name: El Carmelo/The Peppers

Page 4 of 7



Photo 1: View of The Peppers, facing west.



Photo 2: View from The Peppers looking towards the Catholic retreat buildings.

CONTINUATION SHEET

Property Name: El Carmelo/The Peppers

Page 5 of 7



Photo 3: Representative view of dormitory.



Photo 4: Representative view of retreat buildings including the cafeteria and the chapel.

CONTINUATION SHEET

Property Name: El Carmelo/The Peppers

Page 6 of 7



Photo 5: View of the office building.



Photo 6: View of the chapel.

CONTINUATION SHEET

Property Name: El Carmelo/The Peppers

Page 7 of 7



Photo 7: View of a dormitory.



Photo 8: Representative view of a dormitory.

APPENDIX K

Previous Documentation

Euclid Avenue
National Register of Historic Places
Map Reference No. 1a

E.O. 11593

DETERMINATION OF ELIGIBILITY NOTIFICATION
NATIONAL REGISTER OF HISTORIC PLACES
OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
NATIONAL PARK SERVICE

Request submitted by: Omar L. Homme DOT/FHwA

Date request received: 6/15/77

Name of property: Euclid Avenue State: California

Location: Between 24th and Philadelphia, Ontario

Opinion of the State Historic Preservation Officer:

Eligible Not eligible No response

Comments:

The Secretary of the Interior has determined that this property is:

Eligible Applicable criteria: C

Comments: Euclid Avenue is eligible as an early example of a planned center parkway, part of an innovative planned community designed by George Challey as a model colony in a rural community. It is noted for landscape architecture.

Not eligible

Comments:

Documentation insufficient (see accompanying sheet explaining additional materials required)

*Please see enclosed sheet.

Ronald M. Greenberg

Acting Keeper of the National Register

Date: OCT 25 1977



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION NINE
CALIFORNIA DIVISION
P. O. Box 1915
Sacramento, California 95809

ARIZONA
CALIFORNIA
NEVADA
HAWAII
GUAM
AMERICAN SAMOA

June 10, 1977

IN REPLY REFER TO
HD-CA

Reference:
M-5083()
08-SBd-83 9.1/9.4
Euclid Avenue

Mr. Jerry L. Rodgers, Acting Director
Office of Archaeology and Historic
Preservation
National Park Service
U. S. Department of the Interior
Washington, D.C. 20240

Dear Mr. Rodgers:

The California Department of Transportation has proposed a highway-railroad grade separation project along Euclid Avenue (State Route 83) in the City of Ontario, San Bernardino County.

Our consultation process with the State Historic Preservation Officer has resulted in his concurrence with our determination that the following properties are eligible for inclusion in the National Register. They are: Euclid Avenue between 24th Street and Philadelphia Street, the Ontario State Bank Block Building and the Frankish Building.

Enclosed is a copy of the State Historic Preservation Officer's letter, dated May 26, 1977, along with the Historic Property Survey report which identifies the merits of each of the three properties.

Your review of the supporting documentation and determination of eligibility of the properties mentioned above is requested. Please feel free to contact us should you require additional information.

Sincerely yours,

For
Omar L. Homme
Division Administrator

Enclosure





United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:
H32-880

OCT 25 1977

Green COPY
w.r. Luce
10/20/77
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C. Shull for
see
Hemington

Mr. Omar L. Homme
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
P.O. Box 1915, Region Nine
Sacramento, California 95809

Dear Mr. Homme:

Thank you for your letter requesting a determination of eligibility for inclusion in the National Register pursuant to Executive Order 11593 or the National Historic Preservation Act of 1966, as amended. Our determination appears on the enclosed material.

As you understand, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis in order to bring about the best possible program decisions. This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. Any decision on the property in question and the responsibility for program planning concerning such properties lie with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

We are pleased to be of assistance in the consideration of historic resources in the planning process.

Sincerely yours,

William J. Murtagh
William J. Murtagh
Keeper of the National Register

Enclosure

The center parkway of Euclid Avenue from Philadelphia Street to Foothill Boulevard (Route 66) is planted to grass and trees (see Photos 1 and 6), while between Foothill and 24th Street there are only trees (see Photos 8 and 10). The center parkway trees from Philadelphia Street to the Interstate 10 Freeway are predominately peppers with some palms (original plantings - 1883) et al (see Photos 1, 2, 3 and 5); from I-10 to Foothill Boulevard they are exclusively camphors; and from Foothill to 24th the center parkway trees are exclusively peppers (see Photos 8 and 10). The side parkway trees are predominately grevilleas (original plantings - 1883, 84 and 86) with some palms (original plantings - 1883) between the S.P. tracks and 4th Street.

The curbs and gutters along Euclid Avenue from Philadelphia Street to 24th Street are made of granite cobblestones and concrete (see Photo 9), except in those few places where they have been reconstructed with concrete only.

Relatively few of the old (1895?) cast iron lampposts (see Photo 4) are still in evidence along Euclid Avenue; this is because the City of Ontario is gradually replacing them with more modern lighting fixtures.

The fountain erected by George Chaffey in 1883, still stands in the middle of the center parkway at the intersection of Euclid Avenue and Emporia Streets, its original location (see Photos 2 and 3).

The Women's Christian Temperance Union (W.C.T.U.) drinking fountain and the Mule Car display are located in the center parkway between Holt (Valley) Boulevard and B Street (see Photo 5). The W.C.T.U. fountain, built in 1908, was originally located on the northwest corner of Euclid and Holt, but was subsequently moved to a local park. A local service club moved the fountain to its present location in 1975.

In the next few blocks north of B Street there are several concrete slabs with fixed benches and planters which are located in the center parkway. These were constructed by the City of Ontario to replace a number of movable benches.

The Madonna of the Trail monument is located in its original location in the center parkway at the intersection of Euclid Avenue and Foothill Boulevard (see Photo 7).

Immediately north of the Madonna of the Trail monument is the entrance to the bridal path which extends north to 24th Street (see Photos 8 and 10).

The only major alteration of Euclid Avenue was construction of the Interstate 10 Freeway, which passes underneath, thus making it necessary to construct an overpass linking the two severed ends of Euclid Avenue. There have been an unknown number of minor alterations (e.g. reconstruction of some of the cobblestone curbs and gutters, slight modification of the intersection at Euclid and Holt, construction of concrete slabs with benches and planters, removal of many of the cast iron lamp-posts, painting curbs red or yellow, etc.). None of the alterations which have occurred have significantly impaired the overall integrity of Euclid Avenue.

The setting of Euclid Avenue has not changed, except to the extent that over time buildings and structures fronting Euclid Avenue have changed. This change is reflected primarily in the different architectural styles of houses and commercial buildings fronting Euclid Avenue. The setting has been somewhat altered by the removal of significant historical, architectural and cultural features along Euclid Avenue.

Significance

The significance of Euclid Avenue can be assigned to three areas: community planning, landscape architecture and transportation.

Euclid Avenue was conceived of by George Chaffey as a main thoroughfare from one end of the "Model Colony" of Ontario, at the Southern Pacific Railroad tracks, to the other, at the foot of San Gabriel Mountains; and around which the "Model Colony" would be laid out and centered. J. A. Alexander (1928; 48) states:

"George Chaffey's subdivision (of Ontario) set a new standard for rural communities. Its most striking feature was that every ten-acre lot had a street or avenue frontage. From the mesa he laid out the main avenue 200 feet wide and eight (actually 6.2) miles long to the Southern Pacific Railway crossing. Parallel avenues 66 feet wide were laid out at half-mile intervals. These were intersected by numbered cross streets running east and west every quarter of a mile, thus cutting the tract into a series of eighty-acre blocks, each subdivided into eight ten-acre lots, ----."

An indication of the successfulness of George Chaffey's planned "Model Colony", was that, on January 17, 1903, it was chosen by the United States Government as the standard for American Irrigation Colonies. As such, a model of the entire colony was made by Federal engineers for exhibition at the 1904, St. Louis World's Fair.

Euclid Avenue, from the Southern Pacific tracks to 24th Street (6.2 miles), was designed and laid out in 1882 by George and William Chaffey, the founders of Ontario. Construction was begun in that same year under their direct supervision. By January 1883, four miles had been graded. Planting of the parkway trees between the Southern Pacific tracks and 4th Street began in April 1883, and was completed to 24th Street in 1884. The center parkway was planted with a double row of pepper and palm trees. Most of the palms were removed later. A single row of grevilleas and eucalyptuses was planted along the side parkways. The trees were selected because of their resistance to heat and drought and their ornamental qualities.

Charles Frankish was responsible for extending Euclid Avenue from the Southern Pacific tracks south to Ely (Philadelphia) Street, a distance of 2.2 miles. It was laid out, graded and planted under his personal supervision in 1886 to conform to Euclid Avenue north of the S.P. tracks.

Euclid Avenue has received widespread recognition and acclaim as an outstanding example of landscape architecture. An article in the Los Angeles Times Newspaper of October 24, 1926, stated:

"It is a boulevard of national and even world renown and is unmatched for its beauty --- an attraction 'raved over' by every visitor to Southern California."

Ed Ainsworth reported on Euclid Avenue in his newspaper column, "El Camino Real", during the mid 1930's, that:

"Charles Gibbs Adams, nationally known landscape architect, not long ago reported that a jury of experts, named for the purpose of selecting the world's most beautiful highways had included the Ontario thoroughfare in its list of seven."

In addition to its significance in the planning of Ontario and its subsequent renown as an outstanding example of landscape architecture, Euclid Avenue is also a transportation facility. As such, it is one of the earliest examples of a divided highway.

The Ontario and San Antonio Heights Railroad Company operated a most unusual transit system on Euclid Avenue between 1888 and 1895. It was called the "Gravity Mule Car", and consisted of small single, rail cars which were pulled up Euclid Avenue to San Antonio Heights by a pair of mules. Upon arrival at San Antonio Heights, the mules were unhitched and loaded onto an enclosed platform at the rear of the rail car for the gravity-powered-ride down to Ontario. The mule car was a unique conveyance even for its own time. It ran on track which was

laid in the center parkway of Euclid Avenue, between the double row of pepper trees. The mule car railway was built by the Ontario Land and Improvement Company, the parent corporation of the Ontario and San Antonio Heights Railroad Company.

In 1895, the mule cars were replaced by electric-powered trolley cars. The "electrification" of the trolley line was done by Mr. E. H. Richardson, who invented the famous "Hotpoint" electric iron in 1905. When the trolley line was replaced by bus service, the tracks were removed and lawn planted in the center parkway.

Historic Euclid Avenue is now part of State Highway 83, running from 24th Street to south of Chino, where it enters State Route 71, a distance of some 15 miles.

In 1883, George Chaffey erected the fountain, which is still standing, in the center parkway of Euclid Avenue at Emporia Street. He did so because the neighboring community of Pomona was spreading a spurious rumor that the "Model Colony" had no water. Thus, to show that Ontario had water to spare, George Chaffey erected the fountain on Euclid Avenue, adjacent to the Southern Pacific Railroad tracks, and, as each train passed by, the fountain was turned on, shooting a large jet of water into the air for the edification of the passengers, especially those from Pomona.

In 1952, when Ontario's City Manager planned to raze the fountain, long-time residents of Ontario together with the Native Sons and Daughters of the Golden West opposed the action so strongly that the City abandoned its plan. Instead of being razed the fountain was renovated and fenced off. The fence was subsequently removed and the fountain's basins filled with cement to prevent accidental downings. Since that time the City has shut off the fountain's water. Grace Canada Gilman, internationally known artist and former Ontario resident, has lauded the fountain's classic lines and made it the subject of at least one of her paintings.

The Madonna of the Trail monument to the Pioneer Mothers was dedicated by a then obscure federal judge from Missouri--Harry S. Truman.

The Anza Trail, over which Juan Bautista de Anza, in 1774, led the first overland party into California, crosses Euclid Avenue just below Mission Boulevard, old Route 60.

George Chaffey, who conceived of Euclid Avenue and, with his brother, turned that conception into a reality, is the person most significantly associated with it. He founded the towns and cities of Etiwanda (1882), Ontario (1882), Mexicali (1901),

Calexico (1901), Imperial (1901) and Manzanar (1905) in California and the City of Mildura, Australia (1888), all in connection with his many irrigation projects. In 1882, he helped create the Holt-Chaffey Mutual Water Company system, which was used as a model for nearly all future irrigation companies in California. Etiwanda was the first irrigation settlement in California to be watered by a cement pipeline system. It was also the first place on the Pacific Slope at which hydroelectric current was developed. George Chaffey was the first engineer in Western America to file on mountain streams for electric current. In 1882, he successfully organized the Los Angeles Electric Company and made Los Angeles the first City in the United States, if not the world, to be lighted exclusively by electricity. In that same year, he installed a private telephone line from San Bernardino to Etiwanda. As such, it was the first long distance telephone line in California and the longest telephone line in the world.

During 1900-01, George Chaffey accomplished the greatest feat of his illustrious career - construction of the Imperial Canal. This 70-mile canal was constructed from the Colorado River through Mexico and into the Imperial Valley of California. It was completed in May of 1901, bringing the first water for irrigation purposes to the arid Salton Sink, which has since become an important agricultural area.

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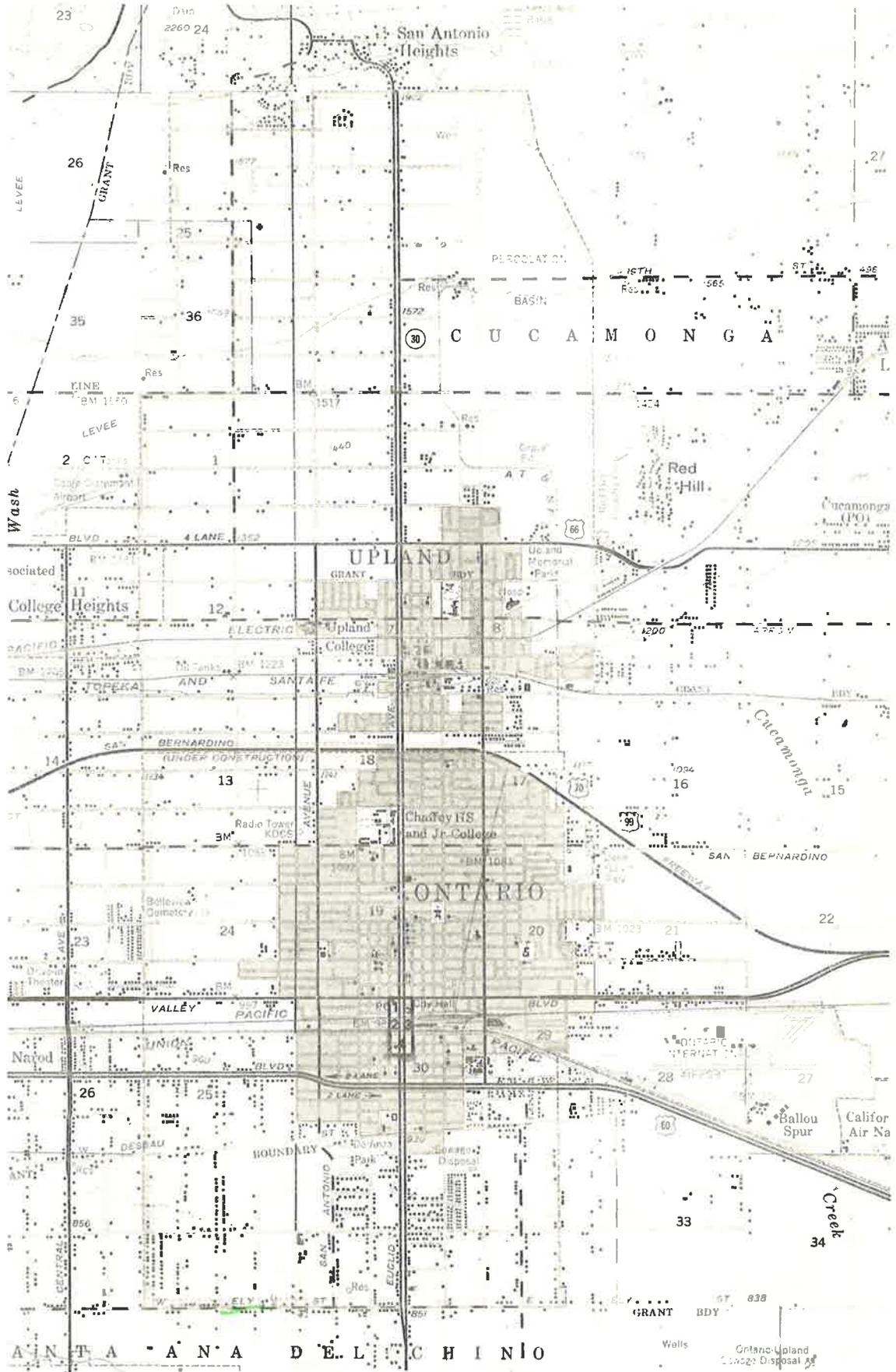
INDEX MAP



**CULTURAL RESOURCES
SURVEY AREA**

LOCATION MAP

- Survey Area
- 1. Frankish Bldg
- 2. "Bank Block"
- 3. U.P. Station
- 4. Euclid Ave



ONTARIO QUADRANGLE
CALIFORNIA
15 MINUTE SERIES (TOPOGRAPHIC)

SCALE 1:62500



CONTOUR INTERVAL 80 FEET
DOTTED LINES REPRESENT 40 FOOT CONTOURS



Photographic Description

1. Euclid Avenue, Euclid Avenue and Philadelphia Street (Ely Street), Ontario. Looking north from the southern terminus of the tree-lined boulevard to show the center parkway with double row of pepper trees and two drives (on either side).
2. Euclid Avenue, Euclid Avenue and Emporia Street. Looking south, to show the fountain erected by George Chaffey in 1883, the center parkway with palm (original plantings, 1883) and other trees, the west drive with grevilleas (original plantings, 1883), the Southern Pacific crossing at the Ontario State "Bank Block" building built in 1887.
3. Euclid Avenue, Euclid Avenue and Main Street. Looking north, to show the center parkway with double row of trees, the fountain, the Southern Pacific Railroad tracks and the two drives. The ground floor of the Frankish Building can be seen on the left side of photo-second building from left edge.
4. Euclid Avenue, Euclid Avenue and Emporia Street. Looking south from Emporia, to show a cast iron street lamp of the type which is present along Euclid, though not continuously because many have been removed, and the "Bank Block" building.
5. Euclid Avenue, Euclid Avenue, between Holt Boulevard (Valley) and 'B' Street. Looking north, to show the Women's Christian Temperance Union (W.C.T.U.) drinking fountain (erected in 1908), the mule car display containing a replicated mule car and the center parkway and drives.
6. Euclid Avenue, Euclid Avenue and 7th Street (immediately north of Interstate 10) in Upland. Looking north, to show the center parkway with double row of trees, drives and single rows of grevillias (original plantings, 1884) bordering drives.
7. Euclid Avenue, Euclid Avenue and Foothill Boulevard (Route 66). Looking north, to show the Madonna of the Trail monument.
8. Euclid Avenue, Euclid Avenue and Foothill Boulevard (immediately north of the Madonna monument). Looking north, to show the center parkway with double row of pepper trees and bridle trail, and drives.
9. Euclid Avenue, Euclid Avenue and 16th Street. Looking southwest, to show stone gutter.
10. Euclid Avenue, Euclid Avenue and 24th Street, San Antonio Heights. Looking south from the northern terminus of Euclid Avenue, to show the center parkway with double row of trees.

Statement of Qualifications of Individual(s)
Compiling Documentation

Mr. Stephen R. Hammond
Assistant Environmental Planner
State of California, Department of Transportation
District 08
247 West Third Street
San Bernardino, California 92403 (714) 383-4079
Cultural Resource Coordinator - District 08
Archaeologist by Training (Graduate of the University of California,
Riverside)

Mr. John E. Staton
Staff Architect
Office of Landscape and Architectural Design
Division of Project Development
State of California, Department of Transportation
1120 N Street
Sacramento, California 95814 (916) 445-5109



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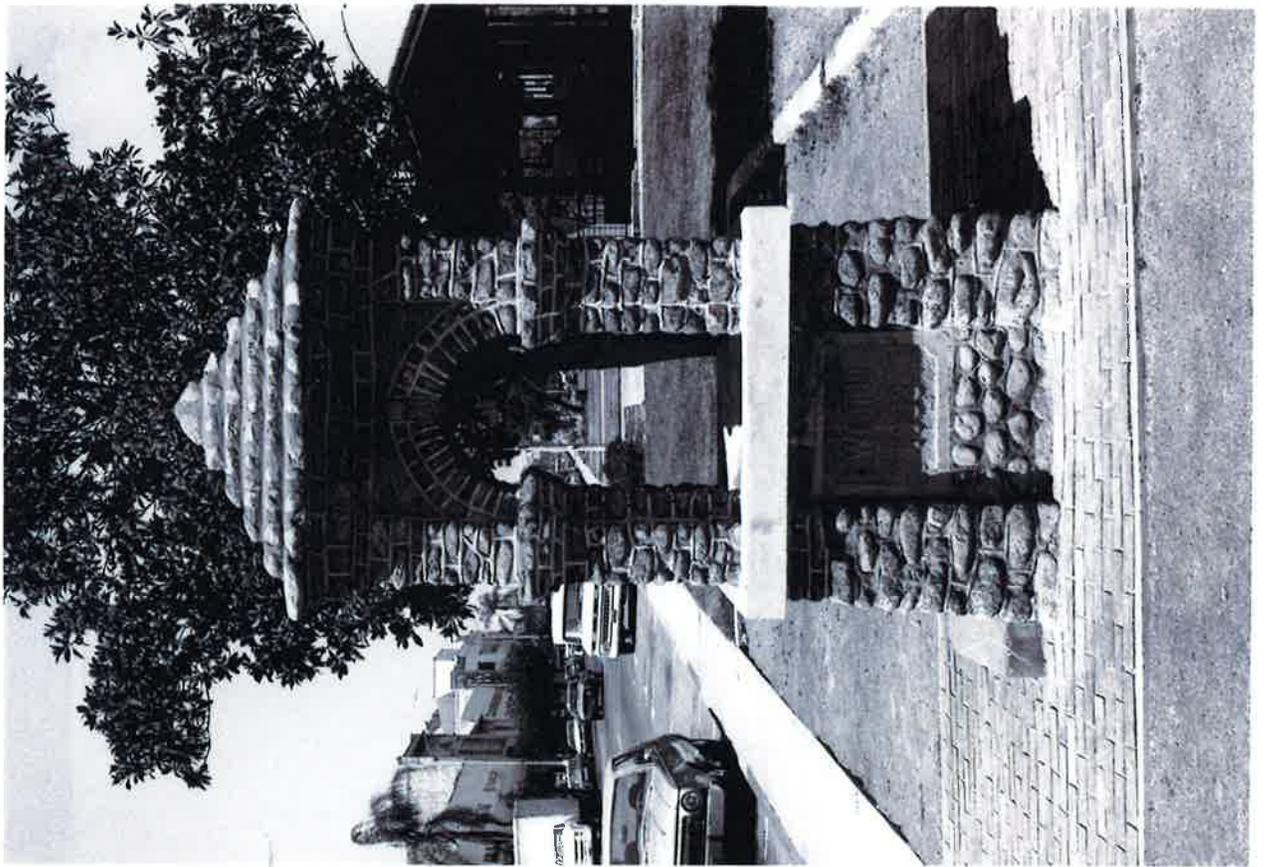
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D R A F T

YEAR 2000 DRAFT RE-EVALUATION OF
DETERMINATION OF ELIGIBILITY
FOR EUCLID AVENUE

Property Name

Historic Name: Euclid Avenue
Common Name: Euclid Avenue/State Route 83
Date of DOE: 10/25/77
Criterion C

Location

Address: City: Ontario and Upland
County: San Bernardino State California Zip:

Classification

District Site Building Structure
 Object

Ownership

State of California
Name: Department of Transportation City: Sacramento
Address: 1120 N St. State: California Zip: 95814
County: Sacramento

Summary

The integrity of Euclid Avenue has diminished since 1977 when the Keeper first determined it eligible for inclusion in the National Register of Historic Places. What was once a long continuous district has been interrupted by two additional major alterations and numerous minor alterations. In essence, it is a discontinuous district with high integrity in the northern third, moderate integrity in the middle third and diminished integrity in the lower third of the district. There are substantial gaps in the vicinity of the new Route 30 facility, Interstate 10 freeway and at the railroad tracks in Ontario between Transit Avenue and Park Street. The downtown Ontario commercial core of the district, as well as the southern residential portion of the district in Ontario have experienced many intrusions and replacement of original features, like curbs and gutters.

From a pragmatic standpoint, it would be more useful and efficient to continue treating the district as one long continuous district, clarifying these gaps and weak areas as areas of weak integrity as noncontributing elements to the district.

Because Euclid Avenue was automatically listed in the California Register of Historical Resources and is a significant resource for purposes of CEQA, it is unclear how revision of the California Register boundaries would occur. Moreover, there may be considerable opposition from the Cities of Upland and Ontario were Caltrans to drastically revise and reduce the boundaries. The contributing and noncontributing elements of this document make suggestions for revised boundaries that can also be used to clarify the contributing and noncontributing elements of this eligible linear resource.

Determination of eligibility

Euclid Avenue, between 24th Street in Upland and Philadelphia Street in Ontario, was determined eligible for listing in the National Register of Historic Places by the Keeper on October 25, 1977. It is eligible under Criterion C as an early example of a planned center parkway, part of an innovative planned community designed by George Chaffey as a model colony in a rural community. It is noted for landscape architecture. There is no period or level of significance noted in the Keeper's determination.

Proposed periods of significance: 1882-86, 1888-95, 1895-1929, encompasses original construction of parkway, mule car line, and electric trolley line. End date is when trolley line was abandoned, tracks torn up, the center parkway (median) planted to grass, and the Madonna of the Trail monument was erected.

Proposed level of significance: State.

General Boundary Description

The historic portion of Euclid Avenue is approximately 13.5 kilometers (8.4 miles) long and approximately 60.9 meters (200 feet) wide, extending from its southern boundary at Philadelphia Street in Ontario to its northern boundary at 24th Street in Upland. Euclid Avenue is also State Route 83 from Philadelphia Street in Ontario (approximate P.M. 7.43) north to 19th Street in Upland (approximate P.M. 14.19). From the terminus of State Route 83 at 19th Street, the historic portion of Euclid Avenue is a local road that continues northward approximately 2.6 kilometers (1.6 miles) to the northern boundary at 24th Street in Upland. Included within the boundaries, along the entire length of the historic portion, are the 18.3-meter (60-foot) wide center parkway (median), the two drives (north- and southbound roadway lanes), the 4.5-meter (15-foot) wide sidewalks, and all the landscaping in the center median and between the roadway and the sidewalks.

Adjacent historical resources

The following resources are adjacent to the Euclid Avenue Historic District.

Upland

- Dr. Grainger Hyer Home, at the southwest corner of Euclid & 18th St., Upland – State Point of Historical Interest SBR-081
- Old Harwood House, at the northwest corner of Euclid & 15th St., Upland – State Point of Historical Interest SBR-079
- Madonna of the Trail Statue, in the median strip of Euclid Ave. at Foothill Blvd., Upland (Old Route 66) – State Point of Historical Interest SBR-069
- Old San Antonio Hospital 792 W. Arrow Hwy. Upland (about 7 blocks west of Euclid Avenue) – Listed in the National Register on 01/02/80
- Upland Public Library 123 E. D St. Upland (about 2 blocks east of Euclid Avenue) – Listed in the National Register on 12/10/90 as part of the California Carnegie Libraries MPS

Ontario

- Ontario State Bank Block, 300 South Euclid Ave., Ontario – Listed in the National Register on 10/8/82; also State Point of Historical Interest SBR-043
- San Bernardino-Sonora Road, Euclid & J St., Ontario – State Point of Historical Interest SBR-021
- Anza Trail, Euclid & Phillips St., Ontario – State Point of Historical Interest SBR-027
- Mule Car, in median strip of Euclid Ave. between B & Holt Streets, Ontario – State Point of Historical Interest SBR-033
- Frankish Building, 200 S. Euclid Ave. Ontario – Listed in the National Register on 8/11/80

1977 Description

Historic Euclid Avenue, part of State Route 83, is a spacious tree-lined boulevard 200' wide [60.9 meters] and 8.4 miles [13.5 kilometers] long. It consists of two drives, one southbound and one northbound which are separated by a 60-foot wide [18.3 meters] center parkway and bordered by 15-foot wide [4.5 meters] sidewalks. It extends from Philadelphia (Ely) Street, near Ontario's southern City limit, north, through the Cities of Ontario and Upland to 24th Street, Upland's northern City limit (see Location Map).

The center parkway of Euclid Avenue from Philadelphia Street to Foothill Boulevard (Route 66) is planted to grass and trees (see Photos 1 and 6), while between Foothill and 24th Street there are only trees (see Photos 8 and 10). The center parkway trees from Philadelphia Street to the Interstate 10 Freeway are predominately peppers with some palms (original plantings – 1883) et al (see Photos 1, 2, 3 and 5); from I-10 to Foothill Boulevard they are exclusively

camphors; and from Foothill to 24th the center parkway trees are exclusively peppers (see Photos 8 and 10). The side parkway trees are predominately grevilleas (original plantings – 1883, 84 and 86) with some palms (original plantings – 1883) between the S.P. tracks and 4th Street.

The curbs and gutters along Euclid Avenue from Philadelphia Street to 24th Street are made of granite cobblestones and concrete (see Photo 9), except in those few places where they have been reconstructed with concrete only.

Relatively few of the old (1895?) cast iron lampposts (see Photo 4) are still in evidence along Euclid Avenue; this is because the City of Ontario is gradually replacing them with more modern lighting fixtures.

The fountain erected by George Chaffey in 1883, still stands in the middle of the center parkway at the intersection of Euclid Avenue and Emporia Streets, its original location (see Photos 2 and 3).

The Women's Christian Temperance Union (W.C.T.U.) drinking fountain and the Mule Car display are located in the center parkway between Holt (Valley) Boulevard and B Street (see Photo 5). The W.C.T.U. fountain, built in 1908, was originally located on the northwest corner of Euclid and Holt, but was subsequently moved to a local park. A local service club moved the fountain to its present location in 1975.

In the next few blocks north of B Street there are several concrete slabs with fixed benches and planters which are located in the center parkway. These were constructed by the City of Ontario to replace a number of movable benches.

The Madonna of the Trail monument is located in its original location in the center parkway at the intersection of Euclid Avenue and Foothill Boulevard (see Photo 7).

Immediately north of the Madonna of the Trail monument is the entrance to the bridal [*sic*] path which extends north to 24th Street (see Photos 8 and 10).

The only major alteration of Euclid Avenue was construction of the Interstate 10 Freeway, which passes underneath, thus making it necessary to construct an overpass linking the two severed ends of Euclid Avenue. There have been an unknown number of minor alterations (e.g. reconstruction of some of the cobblestone curbs and gutters, slight modification of the intersection at Euclid and Holt, construction of concrete slabs with benches and planters, removal of many of the cast iron lampposts, painting curbs red or yellow, etc.). None of the alterations which have occurred have significantly impaired the overall integrity of Euclid Avenue.

The setting of Euclid Avenue has not changed, except to the extent that over time buildings and structures fronting Euclid Avenue have changed. This change is reflected primarily in the different architectural styles of houses and commercial

buildings fronting Euclid Avenue. The setting has been somewhat altered by the removal of significant historical, architectural and cultural features along Euclid Avenue.

Revised Description - Changes since 1977

For the most part, the 1977 description of Historic Euclid Avenue still applies in 2000. The following are the alterations since 1977.

The Chaffey fountain no longer stands in the middle of the center parkway at the intersection of Euclid Avenue and Emporia Streets, its original location. . It was moved for the 1984 construction of the railroad grade separation and now stands in front of Ontario Museum of History & Art (225 S. Euclid Avenue) at the southeast corner of Euclid Avenue and E. Transit Street (see Photos 3, 3a and 3b).

The mule car exhibit is in the same location as in 1977, there is a left-turn pocket on the west side of the median strip where the W.C.T.U. fountain stood in 1977 (see Photos 5, 5b, 5d).

The Women's Christian Temperance Union (W.C.T.U.), which in its second location stood in the center parkway between Holt (Valley) Boulevard and B Street in front of the mule car exhibit, was moved 1-1/2 blocks north to the median at Euclid Avenue & C Street (see Photos 5, 5a, 5b, 5c). This location is two blocks north of original 1908 location at the northwest corner of Euclid & Holt. A gazebo was constructed in 1997 and stands just north of the W.C.T.U. Fountain just north of C Street (see Photo 5c).

The Madonna of the Trail monument is still in its original location in the center parkway at the intersection of Euclid Avenue and Foothill Boulevard, but a series of flagpoles were erected just north of the monument, partially obstructing the view of the bridle path sign (see Photos 7, 7a, 8 and 8a).

In addition to the existence of the Interstate 70 Freeway, which was listed as the only major alteration in 1977, the new Route 30 Freeway was constructed in the 1990s between 19th and 21st Streets in Upland. Because Euclid Avenue was identified as a historic property in the Route 30 Area of Potential Effects, construction of the new freeway included mitigation measures to ensure compatible design through the Euclid Avenue area. The Route 30 freeway passes beneath Euclid Avenue. However compatible the new construction is, it introduced non-historic fabric within the boundaries of the historic property.

The second major alteration since 1977 took place in 1984 when a portion of Euclid Avenue was reconstructed below grade between Park and Transit Streets in Ontario to accommodate new railroad track overcrossings. As a result, the Chaffey Fountain was relocated, the original median strips were removed, and a couple of the cross-streets were reconfigured into cul-de-sacs. Although a new median was constructed, new visual elements were added that are out of character with historic Euclid Avenue (see Photos 2, 2a, 2b, 3, 3a, 4, 4a).

Numerous minor alterations have continued to occur since 1977 and are of the same nature as described in 1977 (e.g. replacement of some cobblestone curbs with cobblestone-like concrete and plain concrete curbs and gutters, addition of left-turn pockets in the median in Ontario). Few cast iron lampposts exist and, for the most part, are clustered on the c.1984 cul-de-sacs created on Emporia Street in Ontario (see Photos 4 and 4a), and between 5th Street and G Street in Ontario.

The setting of Euclid Avenue has diminished somewhat since 1977. It is most intact in the residential portions at its northern boundary in Upland and compromised through the commercial sections of Ontario.

The combination of the major and minor alterations, in addition to further erosion of the setting have, in effect, created a discontinuous district out of what had been one long continuous district.

Contributing and noncontributing elements

The 1977 description of Euclid Avenue describes the contributing elements in broad terms that include the entire length of the historic portion, the 18.3-meter (60-foot) wide center parkway (median), the two drives (north- and southbound roadway lanes, cobblestone curbs and gutters), the 4.5-meter (15-foot) wide sidewalks, and all the landscaping (grass and trees) in the center median and between the roadway and the sidewalks.

What follows is a more detailed description, beginning at the northern boundary of Euclid Avenue at 24th Street in Upland, continuing south to the southern boundary at Philadelphia Street in Ontario:

FROM 24TH ST. SOUTH TO 21ST ST., UPLAND:

- Boundaries – The western and eastern boundaries run between the trees in the street frontage on either side and the sidewalks. Sidewalks in this section are noncontributing elements.
- Mature street frontage trees on east and west side of Euclid Avenue - Contributing elements.
- Center parkway median strip and trees, no landscaping – Contributing elements.
- Concrete curbs – Noncontributing elements.
- Cobblestone gutters & curbs – Contributing elements.
- Evergreens at the southwest corner 24th Street and Euclid Avenue – Noncontributing elements (they don't have compatible ornamental or visual qualities to original trees).
- Concrete ramp curbs at corners – Noncontributing elements.
- West-side cobblestone gutters from 24th St. to 21st St. – Contributing elements.
- East-side cobblestone gutters (filled in From 24th to 21st but curbs still visible) – Contributing elements.
- East side curbs are new cobblestone between 2146 to 2194 Euclid Ave. (Deborah Ct. & 21st St.) – Noncontributing nonhistoric elements.

- East side cobblestone curbs and gutters from Deborah Court south to 21st St. – Contributing elements.
- Plain concrete curbs south of 21st St. – Noncontributing elements.
- All post-1930 traffic lights, signals and devices – Noncontributing elements.

FROM 21ST ST. SOUTH TO 7TH ST., UPLAND:

- Boundaries – The western and eastern boundaries are the westernmost edge of the west sidewalk and the easternmost edge of the east sidewalks and include the sidewalks.
- Mature street frontage trees on east and west side of Euclid Avenue - Contributing elements.
- Street frontage trees on east side from 22nd St. St to Deborah Ct. – Noncontributing elements.
- Center parkway median strip and trees from 21st Street to 7th St. – Contributing elements.
- East-side original curbs south of 19th St. – Contributing elements.
- East and west-side original cobblestone gutters – Contributing elements.
- Entire section of Euclid Avenue from 21st to 19th Streets, newly created area above new Route 30 facility, including the landscaping. – Noncontributing non-historic elements.
- West-side gutters filled in at the two properties north of 19th St. – Noncontributing elements.
- West-side original curbs – Contributing elements.
- Filled in curbs from 19th St south to 13th Street -- Noncontributing elements.
- Concrete Curbs on all four corners at 13th St & Euclid Avenue (redone in 1968) Noncontributing elements.
- East-side cobblestone curb across from De Anza Park – Contributing elements.
- “Ye Bridle Path” sign north of Foothill Boulevard – Contributing element.
- Flag poles in front of bridle path sign – Noncontributing elements.
- Madonna of Trail statue – Contributing element.
- Flower bed surrounding Madonna of Trail statue – noncontributing elements.
- All post-1930 traffic lights, signals and devices – Noncontributing elements.

FROM 7TH ST., UPLAND TO CAROLINA ST., ONTARIO:

- Interstate 10 Freeway Interchange and associated open space and landscaping – Noncontributing elements.

FROM CAROLINA ST. TO G ST., ONTARIO:

- Boundaries – The western and eastern boundaries are the westernmost edge of the west sidewalk and the easternmost edge of the east sidewalks and include the sidewalks.
- Mature street frontage trees on east and west side of Euclid Avenue - Contributing elements.
- Center parkway median strip and trees – Contributing elements.

- East and west-side original cobblestone gutters – Contributing elements.
- Cast-iron streetlights that predate 1930 – Contributing elements.
- All post-1930 traffic lights, signals and devices – Noncontributing elements.

FROM G ST. TO TRANSIT AVE., ONTARIO:

The integrity of Euclid Ave. south of G St. in Ontario is questionable through downtown. There are no frontage trees, no vintage streetlights, and many intrusions in the center parkway median such as travel lanes and left turn pockets.

- Boundaries – The western and eastern boundaries are the curbs on the westernmost (south-bound) roadway and the curbs on the easternmost (north-bound) roadway.
- Center parkway median strip and mature trees – Contributing elements.
- Center parkway median strip between Holt Blvd. and Transit Ave. – Noncontributing element.
- Remaining cast-iron streetlights that predate 1930 – Contributing elements.
- Mule car in exhibit house in center parkway median just north of Holt Blvd. - Contributing elements
- Exhibit building around mule car in center parkway median just north of Holt Blvd. – Noncontributing element.
- W.C.T.U. Fountain in center parkway median just north of C St. – Contributing element.
- Circa 1997 Gazebo in center parkway median just north of C. St. – Noncontributing element.
- Left-turn pockets in center parkway median – Noncontributing elements.
- All post-1930 traffic lights, signals and devices – Noncontributing elements.

FROM TRANSIT AVE. TO PARK ST., ONTARIO:

The entire road within the 1977 boundaries has lost integrity in this section due to the below-grade reconstruction of the road and the introduction of new railroad overcrossings. The Chaffey Fountain, which had been a contributing element in 1977 was relocated outside the boundaries of the district.

- Entire section of Euclid Avenue including center parkway median and all landscaping – Noncontributing non-historic elements.
- Chaffey Fountain (now outside boundaries of historic property – Noncontributing element.

FROM PARK ST. TO MISSION ST., ONTARIO:

- Boundaries – The western and eastern boundaries are the westernmost edge of the west sidewalk and the easternmost edge of the east sidewalks and include the sidewalks.
- Mature street frontage trees on east and west side of Euclid Avenue - Contributing elements.
- Center parkway median strip and trees – Contributing elements.
- All original cobblestone curbs and gutters – Contributing elements.
- All concrete curbs and gutters that postdate 1930 – Noncontributing elements.

- All post-1930 traffic lights, signals and devices – Noncontributing elements.

FROM MISSION ST. TO MAPLE ST., ONTARIO:

- Boundaries – The western boundary is the westernmost edge of the west sidewalk; the eastern boundary is the curb of the east (northbound) roadway.
- Mature street frontage trees on west side of Euclid Avenue - Contributing elements.
- Center parkway median strip and trees – Contributing elements.
- All original cobblestone curbs and gutters – Contributing elements.
- All concrete curbs and gutters that postdate 1930 – Noncontributing elements.
- All post-1930 traffic lights, signals and devices – Noncontributing elements.

FROM MAPLE ST. TO PHILADELPHIA ST., ONTARIO:

- Boundaries – The western and eastern boundaries are the westernmost edge of the west sidewalk and the easternmost edge of the east sidewalks and include the sidewalks.
- Mature street frontage trees on east and west side of Euclid Avenue - Contributing elements.
- Center parkway median strip and trees – Contributing elements.
- All original cobblestone curbs and gutters – Contributing elements.
- All concrete curbs and gutters that postdate 1930 – Noncontributing elements.
- All post-1930 traffic lights, signals and devices – Noncontributing elements.



Left: 1. Euclid Avenue, looking north from Philadelphia Street, 1977.



Right: 1a. Euclid Avenue, looking north from Philadelphia Street, 1998.



1b. Euclid Avenue, looking northwest from Philadelphia Street, 1998. Show left-turn pocket added to median strip.



Top: 2. Euclid Avenue, at Emporia Street, Ontario, looking south, 1977.

Bottom: 2a. Same view, looking south, 1998. After 1984 railroad grade separation project was completed.





2b. Euclid Avenue, at Emporia Street, Ontario, looking north, 1998. After 1984 railroad grade separation project was completed.



Top: 3. Euclid Avenue, at Main Street, Ontario, looking north, 1977.

Bottom: 3a. Same view, looking north from Park Street after 1984 grade separation project was completed, 1998.





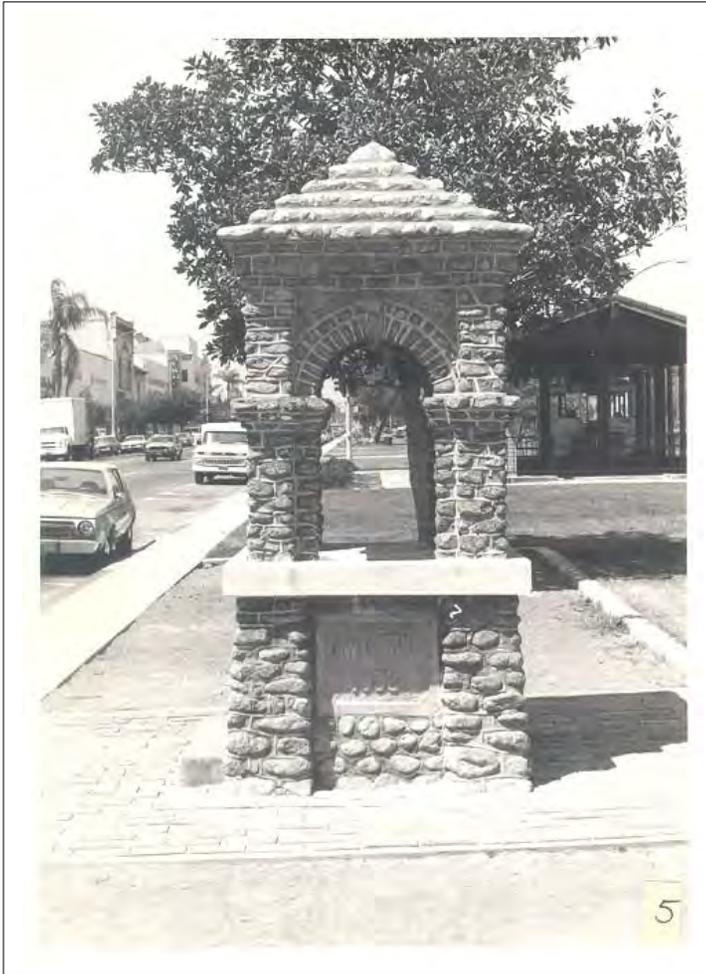
3b. Chaffey Fountain at new location in front of Ontario Museum of History & Art (225 S. Euclid Avenue) at the southeast corner of Euclid Avenue and E. Transit Street, looking southwest toward Euclid Avenue, 1998.

Fountain was moved from the median strip in the middle of Euclid Avenue between Main and Emporia Streets (to the south) for the 1984 construction of the railroad grade separation.

Right: 4. Euclid Avenue, at Emporia Street, Ontario, looking south, 1977.

Bottom: 4a. Same view, 1998. Euclid Avenue is below grade to left of photo; screened by landscaping.





Left: 5. Euclid Avenue, between Holt Boulevard and B Street, Ontario, looking north, 1977. W.C.T.U. Fountain in foreground.



Right: 5a. Same view, 1998. W.C.T.U. Fountain has been moved to 1-1/2 blocks north to the median at Euclid Avenue & C Street.



Top: 5b. Euclid Avenue, looking west just north of C. Street, Ontario, 1998. W.C.T.U. fountain in new location in front of new gazebo in the median. This location is two blocks north of original 1908 location at the northwest corner of Euclid & Holt.

Bottom: 5c. Euclid Avenue, looking northwest, just north of C Street, Ontario, 1998. Fountain visible in front of gazebo. Gazebo was dedicated on October 19, 1997.





5d. Euclid Avenue, looking north, at intersection with Holt Boulevard, Ontario, 1998. Left-turn pocket in center of median. Mule car exhibit in center background beyond trees.



Top: 6. Euclid Avenue, at 7th Street, Upland, looking north, 1977.

Bottom: 6a. Same view, 1998.





Left: 7. Euclid Avenue, at Foothill Boulevard, Upland, looking north, 1977.



Right: 7a. Same view, 1998. Flag poles have been added.



Top: 8. Euclid Avenue, at Foothill Boulevard (north of Madonna of the Trail monument), Upland, looking north, 1977.

Bottom: 8a. Same view, 1998. Flagpole has been added.





Top: 9. Euclid Avenue, near 16th Street, Upland, looking north, 1977.

Bottom: 9a. Euclid Avenue, near 15th Street, Upland, looking southwest, 1998. Similar cobblestone work within a block of 1977 photo.





Top: 10. Euclid Avenue, at 24th Street, Upland, looking south, 1977. 24th Street is the northern boundary

Bottom: 10a. Same view, 1998.



**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 05000843

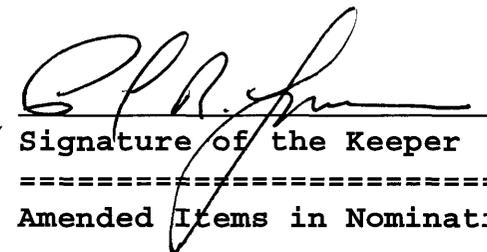
Date Listed: 8/10/2005

Euclid Avenue
Property Name

San Bernardino CA
County State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

8/10/05
Date of Action

Amended Items in Nomination:

Description:

Materials: Other/Asphalt (roadway); Other/Granite, Concrete (curb); Other/Earth (landscaped boulevard)

Significance

While *Criterion B* (Association with significant individuals) is discussed in the narrative text, the nomination best relates the significant contributions of the Chaffey family and Charles Frankish under *Criterion A* for the broad patterns of local history. The nomination provides little comparative information regarding others extant resources associated with the individuals; nor does it provide sufficient justification for the "works of a master," although the property is significant under *Criterion C* as a fine example of historic period landscape design.

These clarifications were confirmed with the CA SHPO office.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

JUN 28 2005

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Euclid Avenue

other names/site number State Route 83

2. Location

street & number From 24th Street in Upland to Philadelphia Street in Ontario not for publication

city or town Upland and Ontario vicinity

state California code CA county San Bernardino code 071 zip code: 91761;91762;
91764;91710

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

William Wayne Cook 26 JUN 2005
Signature of certifying official/Title Date

California Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

Signature of the Keeper

Date of Action

[Signature]

9/10/05

Euclid Avenue
Name of Property _____

San Bernardino County, CA
County and State _____

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
_____	_____	buildings
1 (landscape)	_____	sites
1 (road)	1 (bandstand)	structures
3 (fountains, statue)	2 (reconstructions)	objects
5	3	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A _____

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions)

Landscape/Plaza _____

Transportation/Road-Related _____

Transportation/Rail-Related _____

Current Functions

(Enter categories from instructions)

Landscape/Plaza _____

Transportation/Road-Related _____

7. Description

Architectural Classification

(Enter categories from instructions)

No style _____

Materials

(Enter categories from instructions)

foundation _____

roof _____

walls _____

other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Community Planning and Development _____

Social History _____

Landscape Architecture _____

Period of Significance

1882-1940 _____

Significant Dates

1882 street laid out _____

1883 street first planted _____

1886 street extended to Ely (now Philadelphia) _____

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

NA _____

Architect/Builder

Chaffey, George Jr. & William Benjamin (W.B.) _____

Frankish, Charles _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

10. Geographical Data

Acreage of Property: approximately 203 acres

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	11	440008	3765845	3	_____	_____
2	11	440029	3778809	4	_____	_____ <input type="checkbox"/> See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Geoffrey Starns & Cathy Wahlstrom

organization City of Ontario Planning Department date September, 2004

street & number 303 East "B" Street telephone (909) 395-2036

city or town Ontario state CA zip code 91764

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Euclid Avenue, San Bernardino County, CA

Section number 7 Page 1

NARRATIVE DESCRIPTION:

This National Register nomination is for an approximately 8.4 mile long section of Euclid Avenue, currently part of California State Route 83 (SR-83), which runs from 24th Street to the Chino Valley Freeway (SR-71) through the Cities of Upland, Ontario and Chino. The historic portion of Euclid Avenue, is a spacious two hundred (200) foot wide treelined boulevard that travels from 24th Street in Upland, at the foothills of Mount Baldy, approximately 8.4 miles south to Philadelphia (Ely) Street in Ontario. Euclid Avenue right-of-way consists of two fifty-five (55) foot drives, one northbound and one southbound which are separated by a sixty (60) foot landscaped center median and bordered by fifteen (15) foot parkways with sidewalks. The Nomination is for the entire width (200 feet) of the right of way. The subdivision of the Ontario Irrigation Colony was intended for agricultural development, primarily citrus, and their related dwellings. Surrounding the Town of Ontario (from the Southern Pacific Railroad to Fourth Street), residential and commercial town lots were developed with larger Villa lots adjacent to the town. Euclid Avenue bisected the Colony, in a north-south direction, connecting the agricultural areas with the town. Intersecting streets were at an interval of a one-quarter (0.25) mile, with the streets in the Villa Lot area at an interval of one-eighth (0.125) of a mile and in the town are three-hundred seventy-five (375) feet. Minor alterations to the road, because of its function as a State Highway have not adversely affected the historic character and nature of Euclid Avenue.

The center median is planted with predominately California Pepper (*Schinus Molle*) trees, 50 feet on center, with Date Palm (*Phoenix Dactylifera*) trees, originally alternating with the peppers, typically existing at intersections; both originally planted in 1883. The Date Palms were removed shortly after they were planted to give the street a more uniform look and therefore have no impact on the integrity of the street. Many of the original trees remain, most notably north of Foothill Boulevard to 24th Street, which remains in original condition. Some Southern Magnolias (*Magnolia Grandiflora*) have been planted along Euclid to replace pepper trees that had died and had to be removed. There are also the occasional Cedar Deodar (*Cedrus Deodara*) and other tree specimens that have been planted over the years. These trees have been planted in varying amounts throughout the proposed area. These specimens are non-contributing to the site and over time should be replaced with California Pepper trees. The parkways are planted with Silk Oak (*Grevillea Robusta*) trees, 30 feet on center, and Date Palms, originally planted in 1883 –1886. Once again the majority of the Palms were removed by the Chaffey Brothers shortly after they were planted. The original trees still exist in their original location. In addition, a variety of Armstrong Registered roses have been planted in the median. While Armstrong Nurseries (now Armstrong Lawn and Garden Centers, established in 1889 in Ontario) is an important part of Ontario's history, the planting are a non-contributor to this nomination.

The curbs and gutters along Euclid Avenue were originally made of Granite cobblestones and concrete, the majority of which still exists. Some curbs were replaced with concrete-only curbs, most notably from "G" Street south to Philadelphia Street, starting in the 1910s. The original cast iron lampposts were replaced in the mid 1920's with the King's Standard cast Iron lampposts. Ontario, Upland and California Department of Transportation (CalTrans) have added more modern light fixtures, because of Euclid Avenue's designation as a State Highway. The Women's Christian Temperance Union (W.C.T.U) fountain was originally built in 1901 and was located at the northwest corner of Euclid Avenue and "A" Street (now Holt Boulevard). It has been moved several times

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and is now in place in front of the Bandstand at Euclid Avenue and "C" Street, and is a contributor to the nomination. It also has been identified as appearing eligible (3S) for inclusion in the National Register. The Madonna of the Trail Monument, already a State Historical Landmark, stands at its original location on the Euclid Avenue Median at the Foothill Boulevard intersection, and is a contributor to the nomination. Immediately north of the Monument is the entrance to the bridal path, which extends to 24th Street.

The fountain erected by Charles Frankish, originally located in the center median, was moved by CalTrans in 1983 with the construction of the Southern Pacific and Union Pacific Railroad underpass. It currently sits approximately 150 feet from its original location, adjacent to Euclid Avenue in front of the Ontario Museum of Art and History (Old City Hall) just north of the Southern Pacific Railroad tracks. The original Community Bandstand, built in 1887, was located in the center median at the intersection of Euclid Avenue and "A" Street (now Holt Boulevard). It was removed in the 1920's, but was recently reconstructed (using historic photos) in the median at the intersection of Euclid Avenue and "C" Street, and is a non-contributor to the nomination. The Mule Car display, commemorating the original mule cars that traveled from 24th Street to the Southern Pacific Railroad, is located in the median between Holt Boulevard and "B" Street. This display features a replica of the original mule car, and is a non-contributor to the nomination. The Veteran's Memorial, originally constructed after World War I and subsequently removed, has been reconstructed on the median and the intersection of Euclid Avenue and "B" Street, and is a non-contributor to the nomination. Also located in the median are several concrete planters and benches that were constructed to replace temporary ones that were installed in the 1950s. These are also non-contributors to the nomination.

Bordering the street right-of-way is a variety of buildings and uses. The southern part of Euclid Avenue constructed by the Chaffey's is in the original commercial core of the city, Downtown Ontario. The northern part is in an area that is predominately residential, with some commercial, religious and institutional uses through the Cities of Ontario and Upland.

The only major alterations to Euclid Avenue have been the underpass under the Southern Pacific and Union Pacific Railroad tracks and the construction of the San Bernardino (I-10) Freeway and the Foothill (SR-210) Freeway, which passes under Euclid Avenue. The Foothill (SR-210) Freeway underpass has kept the integrity of Euclid Avenue. Because of the requirements of Section 106 of the National Historic Preservation Act, the landscaping, median, and other character defining features of Euclid Avenue have remained intact. The care Caltrans took on the Foothill Freeway, is not evident in either the San Bernardino Freeway or the Southern and Union Pacific Railroad underpasses. The San Bernardino (I-10) Freeway, built in the early 1950's has created a somewhat significant impact to the character of the street. The median is not landscaped, but some trees were planted. The impact is minimized since visually Euclid Avenue continues beyond the freeway. The impact would be more severe had the freeway passed over Euclid Avenue. The most severe impact is at the railroad underpass for the Southern and Union Pacific Railroads. Built in 1982-83, the overpass visually separates the original Chaffey portion of the Avenue and the Frankish addition. The overpass was not designed to be sensitive to the historic character of Euclid Avenue. The project was however given a determination that it did not impact the street. Several minor alterations over the years, including the replacement of dead and

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diseased landscaping, addition of new light fixtures, and the replacement of curbs and gutters. The alterations that have been made do not significantly impair the overall integrity or character of Euclid Avenue.

The setting of Euclid Avenue has not changed, except to the extent that some of the buildings and structures adjacent to the avenue have changed over time. This change is reflected primarily in the different architectural styles of houses and commercial buildings along Euclid Avenue. Although there have been changes over time the original design concept and character of Euclid Avenue remains has retained its historic integrity.

Euclid Avenue Plantings

Street Segment	Parkways	Median	Other Plantings
24 th Street to Foothill Freeway (SR-210)	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	
Foothill Freeway (SR-210) Underpass	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Citrus Trees have been planted between the parkways and the edge of the bridge, behind the Silk Oak Trees
Foothill Freeway (SR-210) to 17 th Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	
17 th Street to 16 th Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Date Palms (Phoenix Dactylifera) planted between Silk Oak trees in parkways
16 th Street to Foothill Boulevard	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	
Foothill Boulevard to San Bernardino Freeway (I-10)	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle) mixed with Carob Trees (Ceratonia Siliqua)	
San Bernardino Freeway (I-10) Underpass	None	None	
San Bernardino Freeway (I-10) to G Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Magnolias (Magnolia Grandlora) and Deodars (Cedrus Deodara) have been planted in Median periodically with the Peppers
G Street to the Union Pacific Railroad	None ¹	California Pepper (Schinus Molle)	Magnolias (Magnolia Grandlora) have been planted in Median periodically with the Peppers
Union Pacific Railroad Underpass	None	None	
Union Pacific Railroad to Philadelphia Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Clusters of American Sweet Gum (Liquidamber Styraciflua) and Scotch Pines (Pinus Sylvestris) periodically in Median

Notes:

1. Between G Street and the Union Pacific Railroad was laid out as the Town of Ontario and beginning in the mid 1880s the Parkway trees were removed as the town developed.

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NARRATIVE STATEMENT OF SIGNIFICANCE:

Euclid Avenue is eligible for listing in the National Register of Historic Places under Criteria A and C. Euclid Avenue is a significant piece of not only the local history of Ontario and Upland, but also the State of California. Euclid Avenue was the centerpiece of the Ontario Irrigation Colony, which was to become the Cities of Ontario and Upland. There is also a significant link between Euclid Avenue and the history of Australia. The Significance of Euclid Avenue can be assigned to two areas: Community Planning and Development and Social History. Euclid Avenue is also culturally significant to the Cities of Upland and Ontario. It has been the center of community events and activities since 1882. It is so closely identified as an important part of the community that the Euclid Avenue median is depicted in Ontario's City Seal and Upland's City Seal depicts Euclid Avenue travelling up to 24th street and the Madonna of the Tail Monument.

Historical Background

The significance of Euclid Avenue in the areas of community planning and development are based on the creation of the Ontario Irrigation Colony by George Chaffey Jr. and William Benjamin (W.B.) Chaffey. A discussion of the landscape architecture of Euclid Avenue has been included to further show the importance of Euclid Avenue.

Community Planning and Development – the Chaffey Irrigation Colonies

George Chaffey Jr. was born in Brockville, Ontario, Canada and grew up in Brockville and Kingston, Ontario, Canada. He followed his father's footsteps and became a ship builder. Engineering ran in the Chaffey Family. George Chaffey Jr's uncle, Benjamin Chaffey, was involved with the construction of the Victoria Bridge, which crosses the St. Lawrence Seaway in Montreal. George started his career as a shipbuilder and designed and built over 20 ships, most notably the S.S. Geneva, which in 1875 was the fastest light draught ship in America, and had an article published about it in Scientific American. George and William's father retired in 1878, and moved the family, including, his brother Charles and his sister Emma to the Arlington area of Riverside. William and his family moved with their father. The Chaffey family planted one of the first orange groves in Arlington.

William had seen first hand the potential of agricultural development and had toured the Cucamonga area with Charles. He had also written George regarding the potential of agricultural development in the Cucamonga area. In 1880, George came to Riverside to visit the family. His brother Charles took him on a tour of the Cucamonga area. George soon became infected with the same enthusiasm that William and Charles had for the prospect of developing agricultural land in Cucamonga. He set out to become an expert in irrigation. On Thanksgiving Day in 1881, they traveled to the house of Captain Joseph S. Garcia and bought 1,000 acres of the Cucamonga Rancho. Shortly after they bought additional land, and established the 2,500 acre Etiwanda Irrigation Colony, named after an Indian Chief and friend of his Uncle Benjamin.

William Chaffey saw the difficulties in Arlington when landowners did not have any water rights. In Riverside, the founders of the settlement had created a system by which a settler would buy land but be dependent on water from a company that they had no control of. A fellow Canadian, Matthew Gage, created the Gage Canal

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to bring waters from the Santa Ana Riverbed to his lands in Arlington to avoid the problem. Luther M. Holt, publisher of a Riverside newspaper, thought the solution to the problem was to incorporate as a Mutual Water Company. This system became known as the Holt-Chaffey Mutual Water Company System, and it became the model of future irrigation developments.

The premise of the Mutual Water Company System was very simple, ensure that every landowner was given a share of the water, based on the amount of land they owned. First, the Chaffey Brothers bought the land and water rights. Second, they established a water company, and created shares of stock. They then sold their water rights to the company for all the shares of stock. As they then sold land to settlers, the sale also included shares of stock in the water company, thereby ensuring the landowners had control of the water company and therefore the water. The first settlement to use this system was the Etiwanda Irrigation Colony.

While developing Etiwanda in 1882 (which sold over 1,400 acres in the first eight months at \$100 per acre), the Chaffey Brothers began thinking about a new project. The money earned from Etiwanda allowed the Chaffey's to negotiate with Captain Garcia for the San Antonio Lands portion of the Cucamonga Rancho. George Chaffey imagined this new settlement. In the Life of George Chaffey, written in 1928 by J.S. Alexander, he states that:

"From the plateau at the foot of the mountain I obtained a bird's-eye view of the whole area I proposed to acquire, and while I was standing there looking at it, I saw what Ontario was to and did become."

The Chaffey Brothers bought the 6,216 acres of the San Antonio Lands on September 15, 1882 for \$60,000.00. Subsequent purchases of railroad and government land created the land for the townsite and the crucial 114 acre Kincaid Ranch at the mouth of the San Antonio Creek, which was purchased for \$11,000.00, rounded out the Ontario Colony. During the purchases, the developers of Pomona claimed rights to San Antonio Creek. Through negotiations each received half the water in the creek. George Chaffey knew that there was much more water underground than on the surface. He considered the creeks in Cucamonga to flow inside out. He was proved right. Today, Pomona receives 9% of their water from San Antonio Creek and 72% from underground sources. Ontario has received up to 88% of its water from underground sources.

Improving on the Etiwanda Colony, this new venture was intended to be a model settlement. The plan for the colony was based on four fundamental principals:

1. Distribute the water over the whole tract to each farm lot in cement pipes, each holder to share in the water proportionately to his holding irrespective of distance from the source;
2. Construct a main thoroughfare from one end of the settlement to the other, and lay it out in such a way that it will be a thing of beauty forever;

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

3. Provide a College for the agricultural education of the people of the colony and for the general education of their children;
4. Secure the best possible class of settlers by a reversionary clause in the deeds to each allotment forbidding absolutely the sale of intoxicating liquor.

Euclid Avenue was conceived and planned by George and William Chaffey to be the centerpiece for their "Model Colony". It was to be the main thoroughfare through the Ontario Irrigation Colony. It was to travel from San Antonio Heights, at the base of the San Gabriel Mountains, at the north end of the colony, south to the Southern Pacific Railroad (see attached map). In the Life of George Chaffey, written in 1928 by J.S. Alexander, he states that:

"George Chaffey's subdivision set the new standard for rural communities. Its most striking feature was that every ten-acre lot had street or avenue frontage. From the Mesa he laid out the main avenue 200 feet wide and eight miles long [actually 6.2 miles] to the Southern Pacific Railway crossing. Parallel Avenues 66 feet wide were laid out at half-mile intervals. These were intersected by numbered cross streets running east and west every quarter of a mile, thus cutting the tract into a series of eighty-acre blocks, each subdivided into eight ten-acre lots, exclusive of the space occupied by streets and avenues." (page 48)

The second principal, creation of a thoroughfare that ran from one end of the settlement to the other, became Euclid Avenue. Because of its extraordinary beauty and function, Euclid Avenue became the centerpiece of the Colony and soon served as a model for other settlements within the United States and Australia. The historic stretch of Euclid Avenue runs through the current Cities of Ontario and Upland where it remains a community centerpiece and prominent historic landscape.

George Chaffey's plan for Ontario had principals that were laid down in advance, for the colonization of the territory in what Vide Ingersoll called, in his Annals of San Bernardino County, "the most perfect then formulated". One of these principals was the creation of what was to become Euclid Avenue. That principal was:

Construct a main thoroughfare from one end of the settlement to the other, and lay it out in such a way that it will be a thing of beauty forever;

Euclid Avenue was designed and laid out in 1882 by George and William Benjamin (W.B.) Chaffey, the founders of the Ontario Irrigation Colony. Construction began that same year under their direct supervision. By January 1883, four (4) miles had been graded. Planting of the trees from the Southern Pacific Railroad to 4th Street began in April 1883. The parkway was originally planned to be planted with only a double row of Palm trees, but the Chaffey Brothers decided to plant a double row of California Pepper trees 50 feet on center, along with the Palms. This was done because Pepper trees were fast growing and would provide landscaping while the Palms grew. Most of the Palms were later removed by the Chaffey Brothers. Several of the Palm trees still

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exist at street intersections. The entire stretch of the Avenue was completed to 24th Street in 1884. A single row of Grevilleas and Eucalyptuses were planted along the side parkways because of their ornamental qualities. W.B. Chaffey, a horticulturist, planted mostly Australian trees, because of their resistance to heat and their drought tolerance. The connection to Australia began with the planting of Euclid Avenue and as J.S. Alexander called it, Euclid Avenue was "almost a little bit of Australia set in the heart of California". (page 48)

So great was the achievements of the Chaffey Brothers that on January 17, 1903, the United States Government chose Ontario as the standard for all United States Irrigation Colonies. In 1904, a model of the colony was prepared for and presented at the St. Louis World's Fair (hence the name, "The Model Colony").

In 1885, Alfred Deakin, Victorian minister of water supply and the future first Prime Minister of Australia, was in the United States on a fact finding mission, heard about the Chaffey's irrigation colonies and came to Ontario. Impressed by the Ontario Colony, he convinced George and William Chaffey to come to Australia and establish irrigation colonies there. In 1886, the Chaffey Brothers sold their interests in Ontario and moved to Australia to establish new irrigation colonies.

A group of Investors, led by Charles Frankish, bought out the Chaffey Brothers and formed the Ontario Land and Improvement Company. Frankish bought the property south of the Ontario Irrigation Colony, from Southern Pacific Railroad to the Rancho Santa Ana Del Chino, and named it the South Side Tract. Frankish then extended Euclid Avenue south to Ely Street, now Philadelphia Street, through his South Side Tract. The street was laid out and constructed under his personal supervision in 1886 to conform with the Chaffey's plan for Euclid north of the Southern Pacific Railway.

By the 1930s, Euclid Avenue had received widespread recognition as being an outstanding example of landscape architecture and was known as one of the most beautiful boulevards in the world. On October 24, 1926, an article in the Los Angeles Times reported that Euclid Avenue was "a boulevard of national and even world renown and is unmatched for its beauty... an attraction 'raved over' by every visitor to Southern California".

Ed Ainsworth, a columnist, reported in the mid 1930s in his column "El Camino Real" that:

"Charles Gibbs Adams, nationally known landscape architect, not long ago reported that a jury of experts, named for the purpose of selecting the world's most beautiful highways had included the Ontario thoroughfare in its list of seven."

Euclid Avenue was designed to be the focal point of the Ontario Colony. Historically, community events have been held there. This includes the Fourth of July parade and All-States picnic (named the World's Largest Picnic Table by the Guinness Book of World Records), the Chaffey Tournament of Bands, and Christmas on Euclid. That tradition continues with the summer concerts at the reconstructed bandstand, the Arts and Crafts show, the classic car show and the Kiwanis Pancake Breakfast and numerous other events. In addition, the

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

Euclid Avenue Nativity Display, Ontario Historic Landmark No. 65 has been displayed on Euclid Avenue since 1959.

An important part of the development of Euclid Avenue and the Ontario Colony was the transportation aspect of the Avenue. The Chaffey Brothers designed a grand boulevard for horses and carriages and an electric trolley line that would travel down the median. The Chaffey Brothers departed for Australia before the construction of the trolley line began. Charles Frankish founded the Ontario and San Antonio Heights Railroad Company, which constructed the trolley line. The first trolley, called the "Gravity Mule Car", traveled down the Euclid Avenue median from 24th Street to the Southern Pacific Railroad in 1888. The mules pulled the car up the hill, then were loaded on a pull out platform at the rear of the car, and rode back down the hill. The mule car was replaced in 1895 by electric trolleys and became one of the Pacific Electric Red Car Lines in 1912 and ran until 1928. Mr. Earl H. Richardson, who invented the "Hotpoint" electric iron in 1903, electrified the trolley line. In addition, the Chino Valley Narrow Gauge Railroad traveled down the southern part of Euclid Avenue between the Southern Pacific Railroad and the town site of Chino.

Euclid Avenue is also located at a crossroads of transportation, past and present. It intersects historic trails, highways (including Route 66), railroads, and modern freeways. The Madonna of the Trail monument, which is one of twelve statues, marks the pioneers' trail across the United States. The Madonna of the Trail monument in Upland signifies the western end of the trail. The monument farthest east is in Bethesda, MD. The Monument was dedicated by a then obscure judge from Missouri, and future President of the United States, Harry S. Truman.

Landscape Architecture

Euclid Avenue was designed and laid out in 1882 by George and William Benjamin (W.B.) Chaffey, the founders of the Ontario Irrigation Colony. Construction began that same year under their direct supervision. There is no information regarding the labor used to construct Euclid Avenue, although we do know that the Chaffey Brothers used Chinese laborers to construct tunnels to bring water from San Antonio Creek. By January 1883, four (4) miles had been graded. William Benjamin Chaffey was a horticulturist and was responsible for the plant selections and supervised the planting of the colony. Planting of the trees from the Southern Pacific Railroad to 4th Street began in April 1883. Edward J. Jacquet, from Switzerland, was in charge of the planting. He had a crew of five men. The parkway was originally planned to be planted with only a double row of Date Palm (*Phoenix Dactylifera*) trees, but it was decided to plant a double row of California Pepper (*Schinus Molle*) trees 50 feet on center, along with the Palms. This was done because Pepper trees were fast growing and would provide landscaping while the Palms grew. Most of the Palms were later removed by the Chaffey Brothers. Several of the Palm trees still exist at street intersections. The entire stretch of the avenue was completed to 24th Street in 1884. A single row of Silk Oak (*Grevillea Robusta*) trees were planted along the side parkways because of their ornamental qualities. W.B. Chaffey chose to plant mostly Australian trees, because of their resistance to heat and their drought tolerance. The connection to Australia began with the planting of Euclid

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Avenue and as J.S. Alexander called it, Euclid Avenue was "almost a little bit of Australia set in the heart of California". (page 48)

Little is known regarding the career of William Benjamin Chaffey because he resided in Mildura, Victoria, Australia from 1886 until his death in 1926. There is no information regarding any formal schooling W.B. Chaffey had in horticulture. When he was 22, he moved his family to Arlington. It is known that he received much of his training in horticulture in the citrus groves of Riverside. According to a January 11, 1896 Special Edition of the Ontario Observer, W.B. Chaffey's:

"Extensive knowledge in practical horticulture, gained while farming the home ranch at Arlington, and in planting and caring for a large number of Riverside orange groves owned by absentees."

We do know that while in Mildura, he dedicated himself to the creation and development of the dried fruits industry. The Chaffey Colonies of Renmark and Mildura joined to form the Australian Dried Fruits Association. W.B. Chaffey was the President of the association for many years. Because of his dedication to the industry that helped save the Mildura Colony and to the Colony itself, W.B. Chaffey was the first President of the Shire of Mildura in 1903, and the first Mayor of the City of Mildura in 1920.

Euclid Avenue also has an international significance associated with it. The founding principals of the Ontario Irrigation Colony were also used in the development of the Chaffey Irrigation Colonies in Australia. Both the Mildura and Renmark Irrigation Colonies, each founded by the Chaffey Brothers in 1887, contain as the main thoroughfare, a 200 feet wide right-of-way with a 60-foot median and two parallel avenues each 66 feet wide. The Mildura colony also has Pepper trees planted, this time as a single row on the parkways. Both colonies were laid out around this avenue, just as Ontario was laid out around Euclid Avenue.

Period of Significance

The Period of Significance for Euclid Avenue is 1882 to the 1930s. The 1882 date is established with the creation of the Ontario Irrigation Colony and Euclid Avenue by George and William Chaffey. The 1930s date is established because of the development pattern of Ontario and Upland. Euclid Avenue was a significant element for transportation, a social gathering place and as an identifiable landscape feature of the community. As both cities converted from an agricultural colony to a modern city, the transformation occurred first along Euclid Avenue. From the turn of the 20th century until the start of World War II, development of residential neighborhoods on agricultural property occurred adjacent to Euclid Avenue. While this transformation occurred Euclid Avenue continued to be a significant element in the community.

As the cities developed, the typical suburban sprawl of Southern California affected the significance of Euclid Avenue. In 1928, the Pacific Electric Railroad abandoned its Euclid Avenue Line, lessening the role of Euclid Avenue as a significant transportation route. Euclid Avenue played a less important role in the development of the two cities as the cities expanded away from Euclid Avenue. After World War II and the subsequent housing

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boom, the significance of Euclid Avenue was dramatically reduced as the cities rapidly expanded away from Euclid Avenue. The development of the Interstate Highway System was the final blow to Euclid Avenue's dominance as a important transportation element. Although still a State Highway, Euclid Avenue is just a piece of the regional system, instead of the primary route.

As a social gathering place, Euclid Avenue is still important to the community. Through time and as more people settled in Ontario and Upland, the events typically and exclusively held on Euclid Avenue spread to other areas of the City's to bring those events to more of the community. It has not been until recently that Euclid Avenue has had a resurgence as a social gathering place. Euclid Avenue has been and will always be a significant landscape feature to the community. Euclid Avenue's significance in the Cities of Upland and Ontario ended at World War II. That event was a watershed moment not only for the history of the United States but also for the development of Southern California. The entire landscape of Southern California changed and Euclid Avenue was not exempt from this change. These events determined our selection of Euclid Avenue's period of significance from 1882 until the 1930s.

National Register Criteria

Euclid Avenue is the most prominent and arguably the most significant historical resource in the Cities of Ontario and Upland. It's origins date back to the creation of the Ontario Irrigation Colony and it is the best physical example of the ideals, principles and genius of the Chaffey Brothers. Euclid Avenue meets criteria A, and C for placement on the National Register of Historic Places. A discussion under Criterion B was provided to show the relationship between Euclid Avenue and the people significant in Ontario and Upland's History in order to further show the importance of Euclid Avenue to the local communities.

Criterion A

Criterion A, requires that the resource have a quality of significance that is associated with events that have made a significant contribution to the broad patterns of our history.

The principals of Ontario and the Holt-Chaffey Mutual Water Company changed the way communities were developed. As previously discussed, Ontario was only the second community developed on the mutual water company system. This system and the principal's for the creation of Ontario so revolutionized the way agricultural communities were developed that it was recognized by the Department of Interior and the United States Congress, and was designated as the standard model for development of agricultural colonies established in and by the United States. The Model was also used by the Chaffey's in Australia and copied by numerous other Australian developments.

The centerpiece and most visible aspect of this model was Euclid Avenue. Euclid Avenue was used as the prime method of transporting the water. Since every parcel had street (east/west roads) or avenue (north/

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south roads) frontage, and since every street intersected Euclid Avenue, concrete pipes were constructed and put underground on Euclid Avenue to carry the water to the parcels. In Ontario, the water company, named the San Antonio Water Company, (after San Antonio creek, the source of the water) is still in operation today.

Criterion B

Criterion B deals with the significance of a resource as it relates to its association with the lives of persons significant in our past. Euclid Avenue is associated with numerous people significant to the history of Ontario and Upland, California and the United States. The three people most associated with Euclid Avenue are George and William Benjamin (W.B.) Chaffey, and Charles Frankish. Also indirectly associate with Euclid Avenue are Andrew McCord Chaffey, who brought Branch banking to California, and Alfred Deakin, the first Prime Minister of Australia. The first of these people is George Chaffey.

George Chaffey Jr.

George Chaffey was one of the most significant figures of his time. Chaffey's connection to historic figures began as a young man. George Chaffey's father was in the shipping and ship building business and shipped many items along the Great Lakes for Mark Hanna. As J.S. Alexander recites, Hanna was:

"a kind of American King-maker, who made William McKinley president, and virtually controlled National Republican politics in the U.S.A. for a generation. Whenever Mark Hanna visited he always stayed at the home of George Chaffey Senior." (page 19)

Engineering ran in the Chaffey Family. Benjamin Chaffey, uncle of George Chaffey Jr., was involved with the construction of the Victoria Bridge, which crosses the St. Lawrence Seaway in Montreal. George's father, as previously mentioned, was a shipbuilder. George started his career as a shipbuilder and designed and built over 20 ships, most notably the S.S. Geneva, which in 1875 was the fastest light draught ship in America, and had an article published about it in Scientific American. During the creation of the Etiwanda, George Chaffey created the Mutual Water Company system with Luther M. Holt, a system that ensured water rights with the purchase of land. This system would become a standard for future developments.

George Chaffey was also involved in numerous other enterprises. In 1882, he installed an electric light at his house, powered by hydroelectric power, just 3 years after Thomas Edison invented it, making it the first light west of the Rocky Mountains. Due to the interest in electric lighting shown by the City of Los Angeles, Chaffey founded the Los Angeles Electric Company, and according to J.S. Alexander, Los Angeles was "the first city in the United States, if not the world, to be exclusively lighted by electricity".

George Chaffey was also fascinated by the telephone and installed a phone line from his house in Etiwanda to San Bernardino. The line was later extended to Ontario. According to J.A. Graves in his book "My Seventy Years in California" Chaffey's long distance phone line was the longest line in operation in the world, and had

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Euclid Avenue, San Bernardino County, CA

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remained the longest in the state for some time. George Chaffey, along with his brother William Benjamin (W.B.) Chaffey founded not only Etiwanda and Ontario, but also Australia's first two Irrigation Colonies, Renmark and Mildura. George Chaffey returned from Australia 10 years later and continued his extraordinary achievements.

He returned to help Ontario and Upland out of a drought that was plaguing all of Southern California through the drilling of artesian wells in the canyon. He also bought a property in Cucamonga and found water, allowing it to be piped to Ontario and sold. His greatest achievement was in 1900 when he became president of the California Development Corporation, built the Imperial Canal, which irrigated the Imperial Valley, and founded the towns of Mexicali, Calexico, and Imperial.

In 1905, Chaffey went to the Owens Valley, bought land with the intention of irrigating the land, developing hydroelectric power and building an electric railroad to Los Angeles. He also founded the town of Manzanar, which would later become the site of one of California's most famous internment camps. The acquisition of this land and its water rights, was in direct conflict with secret plans of William Mulholland and the City of Los Angeles to bring water to the San Fernando Valley. Los Angeles eventually bought out the Chaffey interests. Chaffey's final irrigation project was the irrigation of the East Whittier-La Habra area, where he brought water 14 miles to irrigate the area.

William Benjamin (W.B.) Chaffey

The second significant historic figure associated with Euclid Avenue is William Benjamin Chaffey. W.B. Chaffey, as he was known, was a horticulturist and partner with George in the Chaffey Irrigation Colonies. W.B. was responsible for the planting of Euclid Avenue. He first came to California in 1878 when his father retired to Riverside. W.B. became interested in horticulture and became well respected locally. As previously discussed, little is known regarding the career of William Benjamin Chaffey because he resided in Mildura, Victoria, Australia from 1886 until his death in 1926. There is no information regarding any formal schooling W.B. Chaffey had in horticulture. When he was 22, he moved his family to Arlington. It is known that he received much of his training in horticulture in the citrus groves of Riverside. According to a January 11, 1896 Special Edition of the Ontario Observer, W.B. Chaffey's:

"Extensive knowledge in practical horticulture, gained while farming the home ranch at Arlington, and in planting and caring for a large number of Riverside orange groves owned by absentees."

When the Chaffey Brothers went to Australia, W.B. was responsible for the planting of Deakin Avenue in Mildura, which is based on Euclid Avenue's design, with similar landscaping to that of Euclid Avenue. He decided to stay in Mildura when George returned to America. We do know that while in Mildura, he dedicated himself to the creation and development of the dried fruits industry. The Chaffey Colonies of Renmark and Mildura joined to form the Australian Dried Fruits Association. W.B. Chaffey was the President of the association for many years. Because of his dedication to the industry that helped save the Mildura Colony and to the Colony itself, W.B. Chaffey was the first President of the Shire of Mildura in 1903 and the first Mayor of the City

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of Mildura in 1920. He was known in Mildura as "Boss" and eventually became the "Old Man of Mildura". He became so beloved that there is a statue of him in the center median of Deakin Avenue in Mildura.

Charles Frankish

Third is significant figure is Charles Frankish, who formed the Ontario Land and Improvement Company and bought out the Chaffey's when they left for Australia. Frankish completed the Chaffey vision for Ontario. Frankish was responsible for the extension of Euclid Avenue south of the Southern Pacific Railroad. He also was responsible for the creation of the Ontario & San Antonio Heights Railway, which traveled down Euclid Avenue until it was bought out by the Pacific Electric Railway. Because of his holdings in Ontario, he was influential force in Ontario and Upland politics for almost 50 years.

Criterion C

Criterion C relates the significance of the resource if it embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. As discussed previously in the description of the street, Euclid Avenue has distinctive characteristics of a method of construction, with its rock curbs, unique median and other features. The second portion of Criterion C is that the resource represents the work of a master. Euclid Avenue is the visual representation of the accomplishments of the Chaffey Brothers. The Chaffey Brothers became the premier developer of agricultural and irrigation colonies in Southern California and Australia. George Chaffey became the foremost authority of his time on irrigation. His creation and development of Etiwanda, Ontario, Renmark, Mildura, Calexico, Mexicali, Imperial and Manzanar as irrigation colonies and his development of water in the East Whittier-La Habra area allowed the growth and development of Southern California. His greatest achievement, and one of the greatest achievements in the history of irrigation, was the creation of the Imperial Canal, which first successfully diverted water from the Colorado River. This canal was completely gravity fed. These achievements prove the George Chaffey was a master in the development of Irrigation.

W.B. Chaffey was the horticulturist. He was one of the leading cultivators of citrus groves in the Arlington area of Riverside, and was a leader in the creation and development the Dried Fruit Industry in Australia. W.B. was responsible for the plant selection for Euclid Avenue and supervised the planting. Euclid Avenue is the embodiment of the Chaffey Brothers ideals and principles regarding the development of agricultural and irrigation communities and is the best representation of their work in California.

Significant Person(s):

George Chaffey Jr.
William Benjamin (W.B.) Chaffey
Charles Frankish

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Bibliographical References:

Alexander, J.A., *The Life of George Chaffey: A Story of Irrigation Beginnings: California and Australia*. London, MacMillan and Co. LTD. 1928

The Daily Report, Ontario.

December 11, 1952

December 14, 1952

December 27, 1952

January 4, 1953

Various - No Date

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Frankish, Leonard

"Out of the West". *The Daily Report*, March 23, 1961

"Out of the West". *The Daily Report*, Ontario, February 18, 1962

"Out of the West". *The Daily Report*, Ontario, October 28, 1962

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"Euclid Avenue, Ontario, U.S.A." *Official Program, Ontario Diamond Jubilee*. 1957.

"Famous Gravity Mule Car" *Official Program, Ontario Diamond Jubilee*. 1957.

"First Hydro-Electric Power." *Official Program, Ontario Diamond Jubilee*. 1957.

Ontario Observer. *Ontario Observer Special Edition*, Ontario, January 11, 1896.

Pioneer Title Insurance Company, "1887-1888, San Bernardino County Shares in the Boom of the Eighties, and the Pattern of Many of its Present Valley Towns and Cities is Established". *The Story of San Bernardino County*. San Bernardino, California 1958

Rounds, Michael. *Ontario: Gem of the Foothills*. Carlsbad: Heritage Media Corp. 1999

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Verbal Boundary Description:

Euclid Avenue right-of-way, from 24th Street in the City of Upland, South to Philadelphia Street in the City of Ontario.

Boundary Justification:

The boundaries of the nomination those of the historic stretch of the street, constructed between 1882 and 1888. 24th Street is the northern most point, beginning, of Euclid Avenue. Philadelphia was the historic southern most point, end, of Euclid Avenue. The boundaries include the entire 200-foot width of the public right-of-way, which includes the 60 foot wide landscaped median, two 55 foot wide drives, and two 15 foot wide landscaped parkways and sidewalks. South of Philadelphia Street was not improved until the 1970's and later, and is therefore not of significance.

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Historic Photos

Euclid Avenue - All photos taken Courtesy of the Model Colony Room, Ontario City Library

1. Euclid Avenue - 1898 (bandstand in foreground)
2. Euclid Avenue - 1890 (bandstand in foreground)
3. Euclid Avenue - 1905 (bandstand in foreground)
4. Euclid Avenue - 1888 (frankish fountain in foreground)
5. Euclid Avenue aerial - 1920
6. Euclid Avenue - looking north from Holt Boulevard
7. Euclid Avenue - 1887
8. Euclid Avenue - Looking North from Holt Boulevard
9. Euclid Avenue - Looking South from B Street
10. Euclid Avenue - Looking North from Holt Boulevard
11. Euclid Avenue - Looking North from Holt Boulevard
12. Euclid Avenue - Veteran Memorial on Euclid Avenue at Holt Boulevard

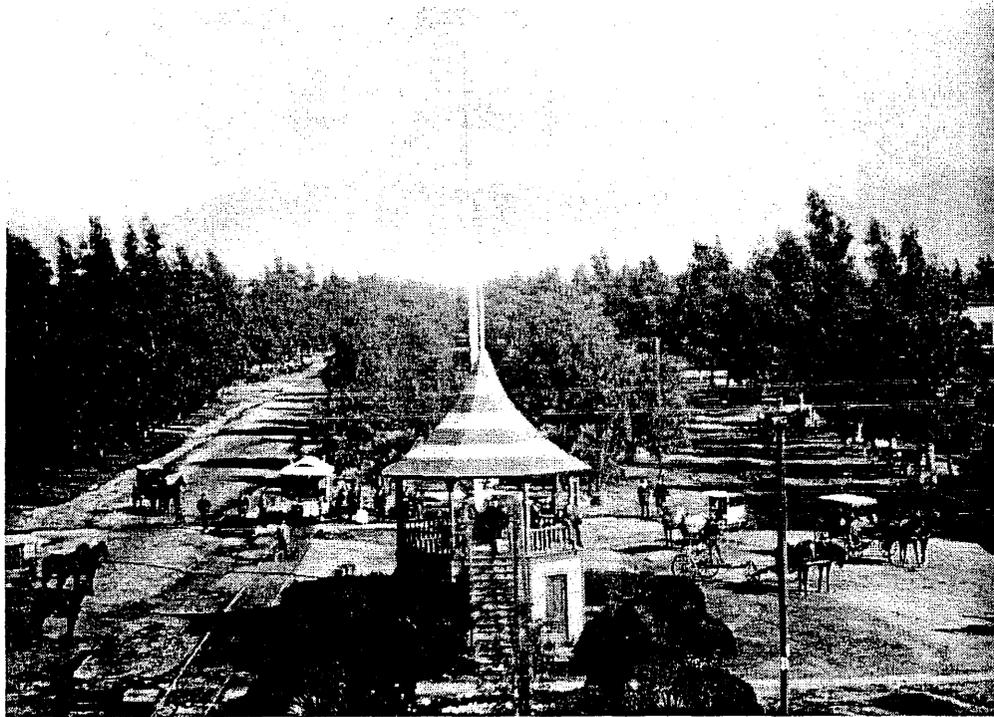
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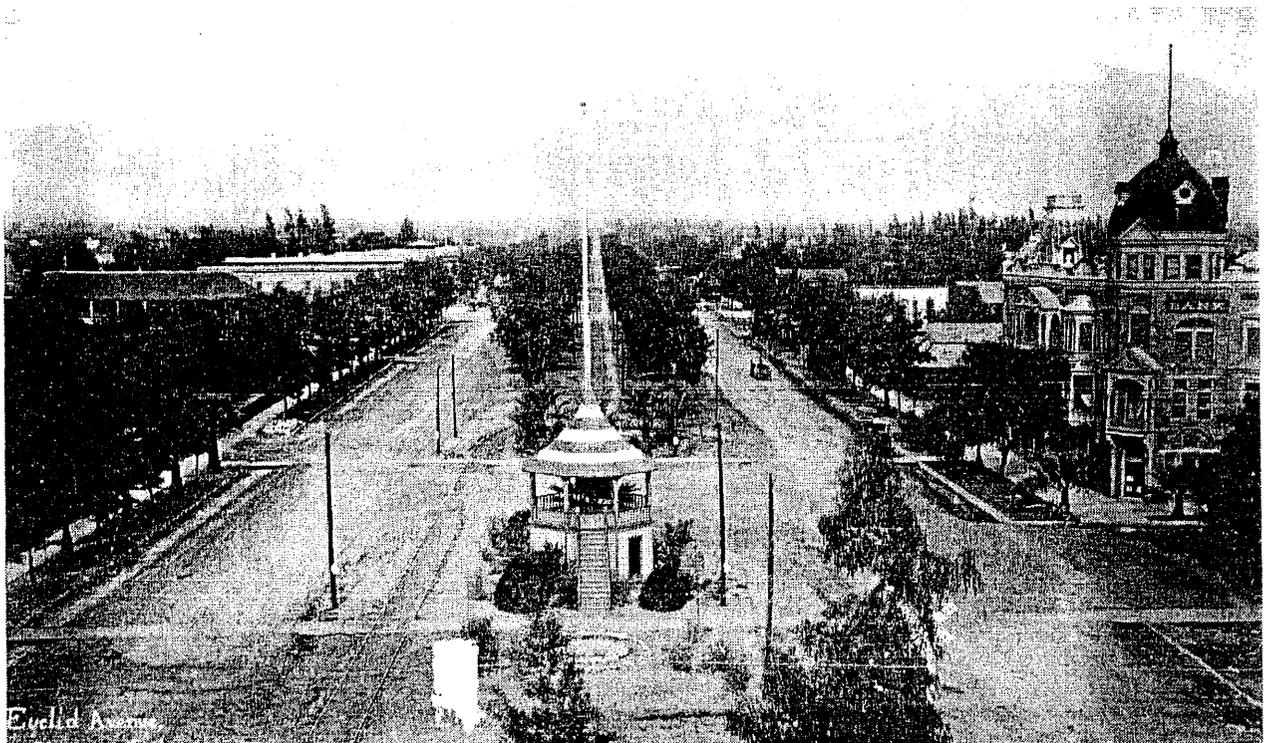
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1. Euclid Avenue - 1898 (bandstand in foreground)



2. Euclid Avenue - 1890 (bandstand in foreground)



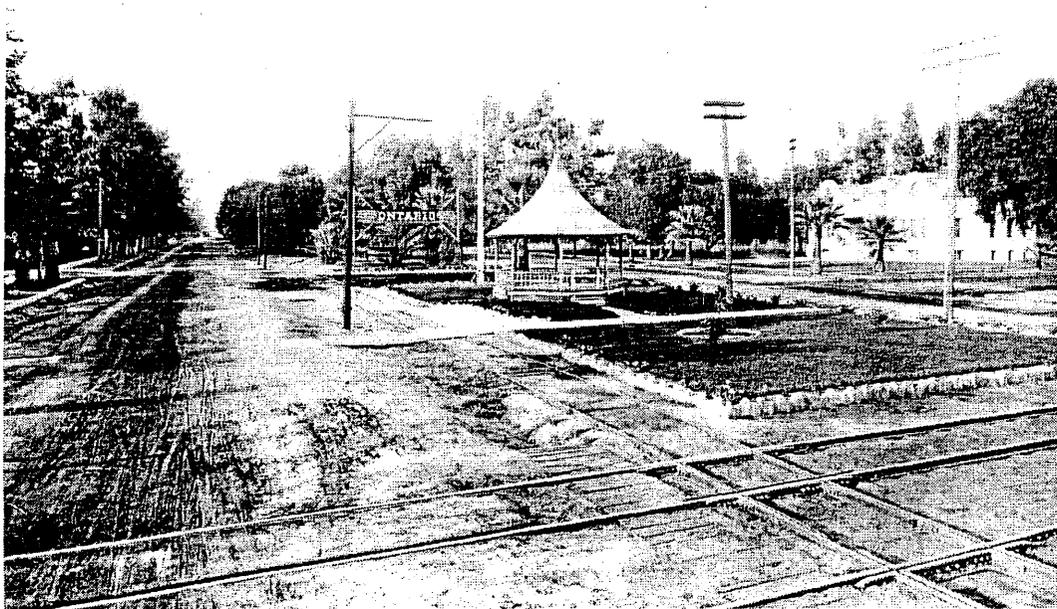
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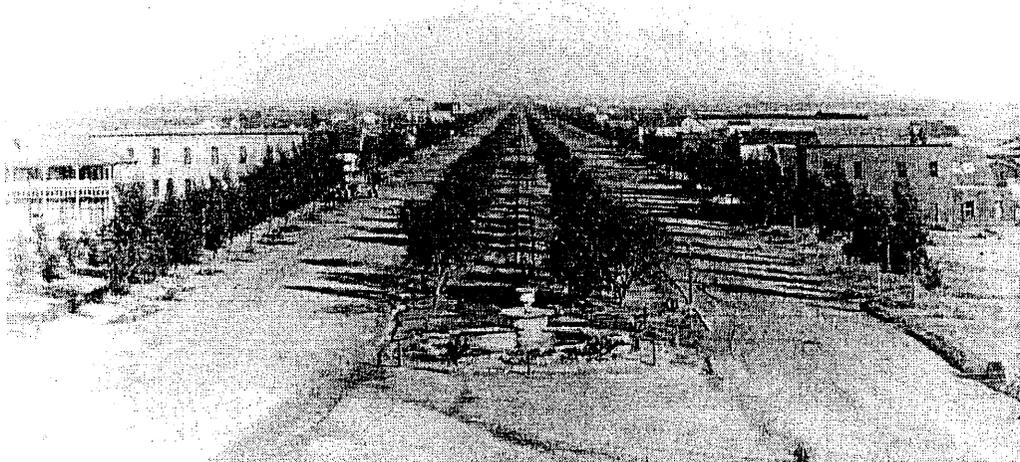
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3. Euclid Avenue - 1905 (bandstand in foreground)



4. Euclid Avenue - 1888 (frankish fountain in foreground)



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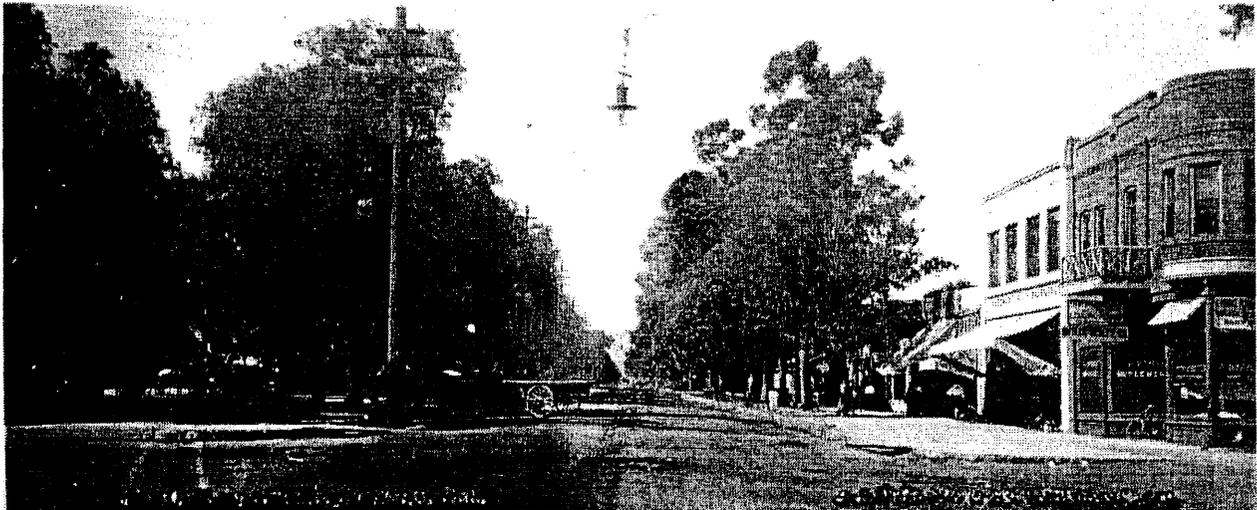
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5. Euclid Avenue aerial - 1920



6. Euclid Avenue - looking north from Holt Boulevard



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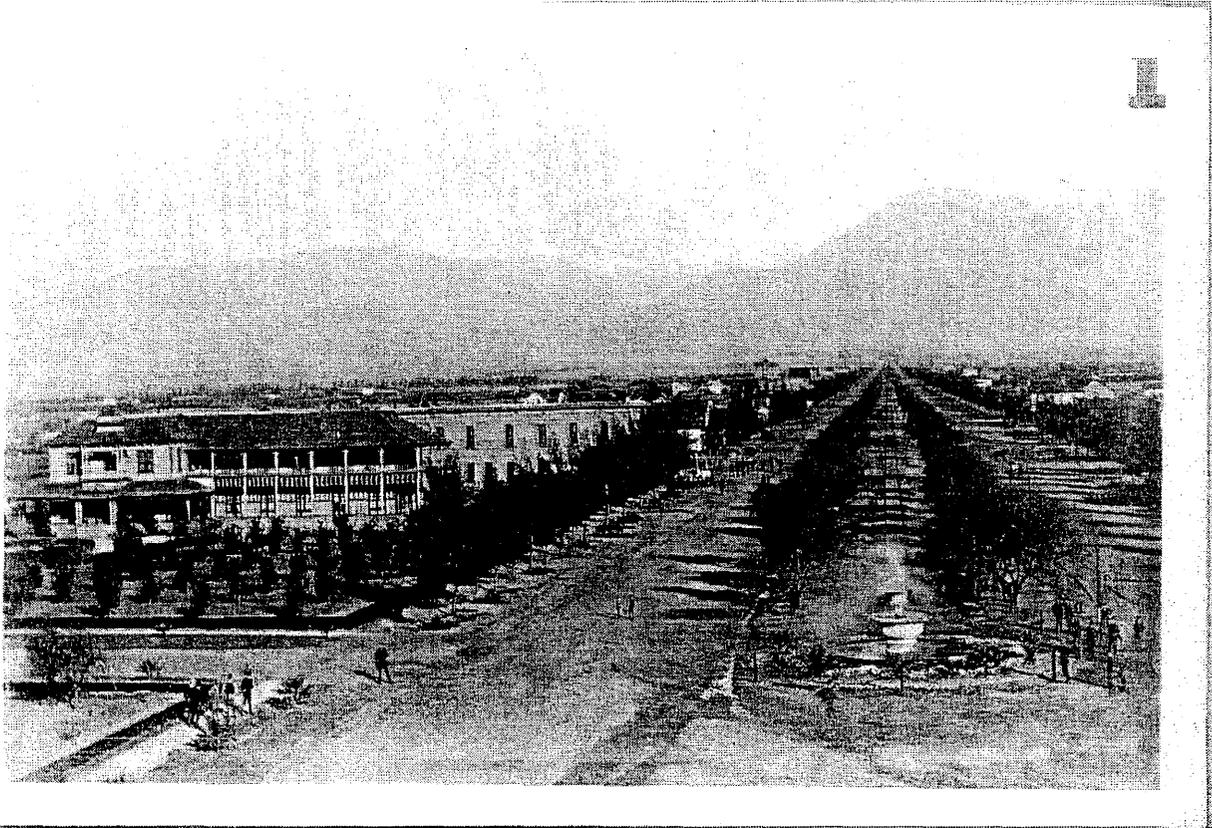
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7. Euclid Avenue - 1887



8. Euclid Avenue - Looking North from Holt Boulevard



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9. Euclid Avenue - Looking South from B Street



10. Euclid Avenue - Looking North from Holt Boulevard



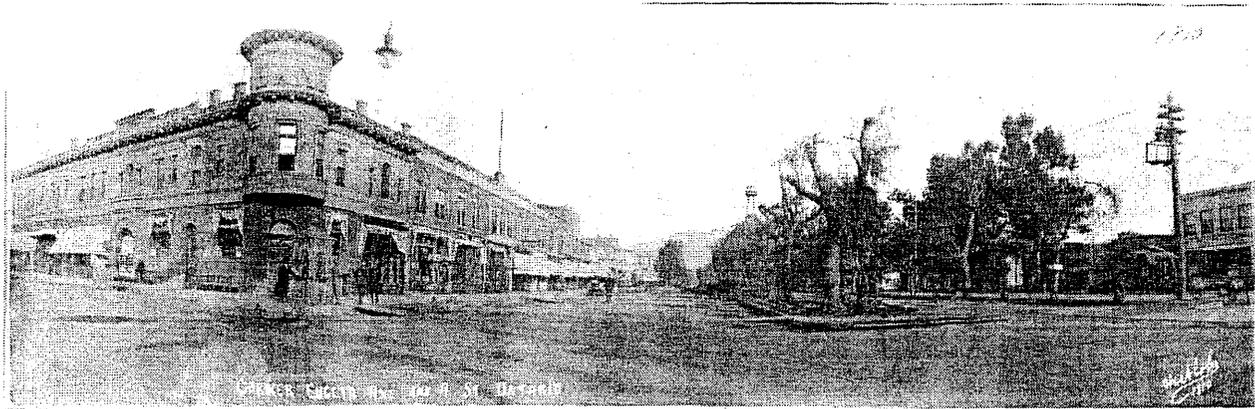
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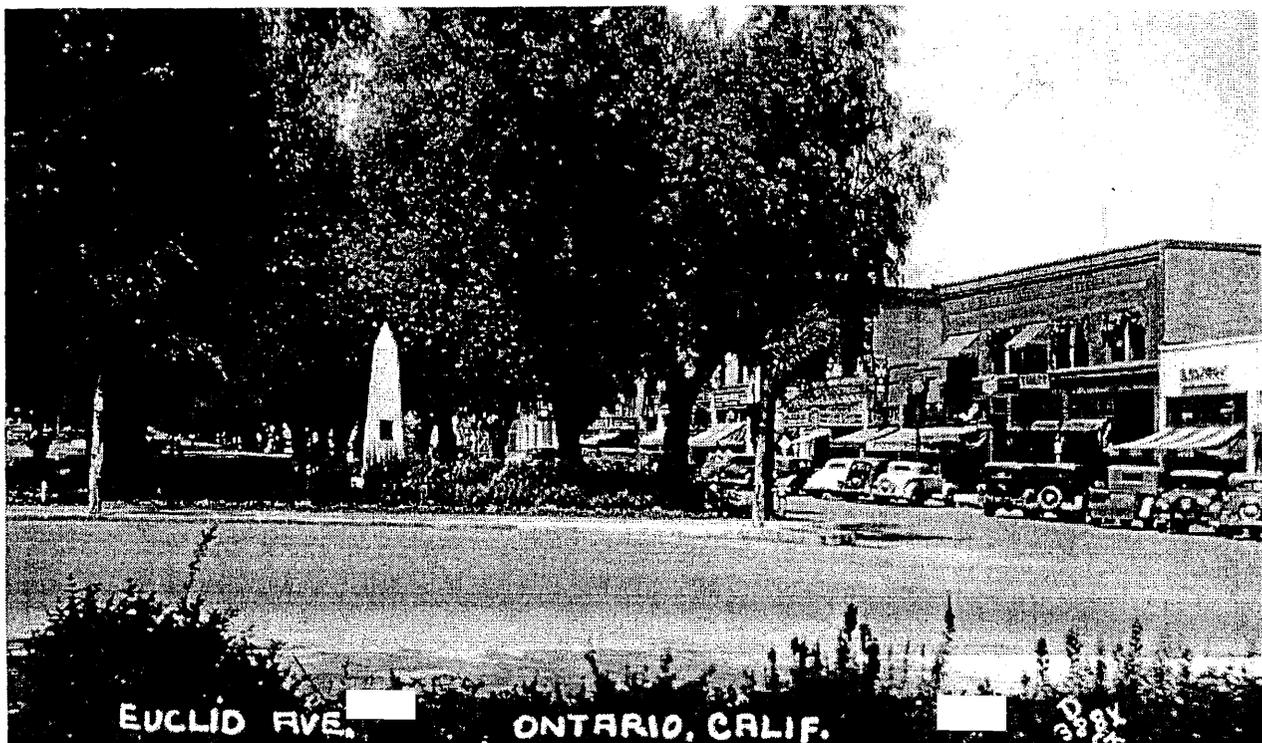
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11. Euclid Avenue - Looking North from Holt Boulevard



12. Euclid Avenue - Veteran Memorial on Euclid Avenue at Holt Boulevard



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Historic Photos

Mildura, Australia - All photos taken via the Internet from the State Library of Victoria, Australia

13. Deakin Avenue, Mildura Australia
14. Deakin Avenue, Mildura Australia
15. Deakin Avenue, Mildura Australia
16. Deakin Avenue, Mildura Australia
17. Deakin Avenue, Mildura Australia
18. Deakin Avenue, Mildura Australia
19. Deakin Avenue, Mildura Australia
20. Deakin Avenue, Mildura Australia
21. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia
22. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia
23. Chaffey Fountain, Deakin Avenue, Mildura Australia
24. Deakin Avenue, Mildura Australia

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13. Deakin Avenue, Mildura Australia



14. Deakin Avenue, Mildura Australia



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15. Deakin Avenue, Mildura Australia



16. Deakin Avenue, Mildura Australia



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17. Deakin Avenue, Mildura Australia



18. Deakin Avenue, Mildura Australia



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DEAKIN AVENUE, MILDURA

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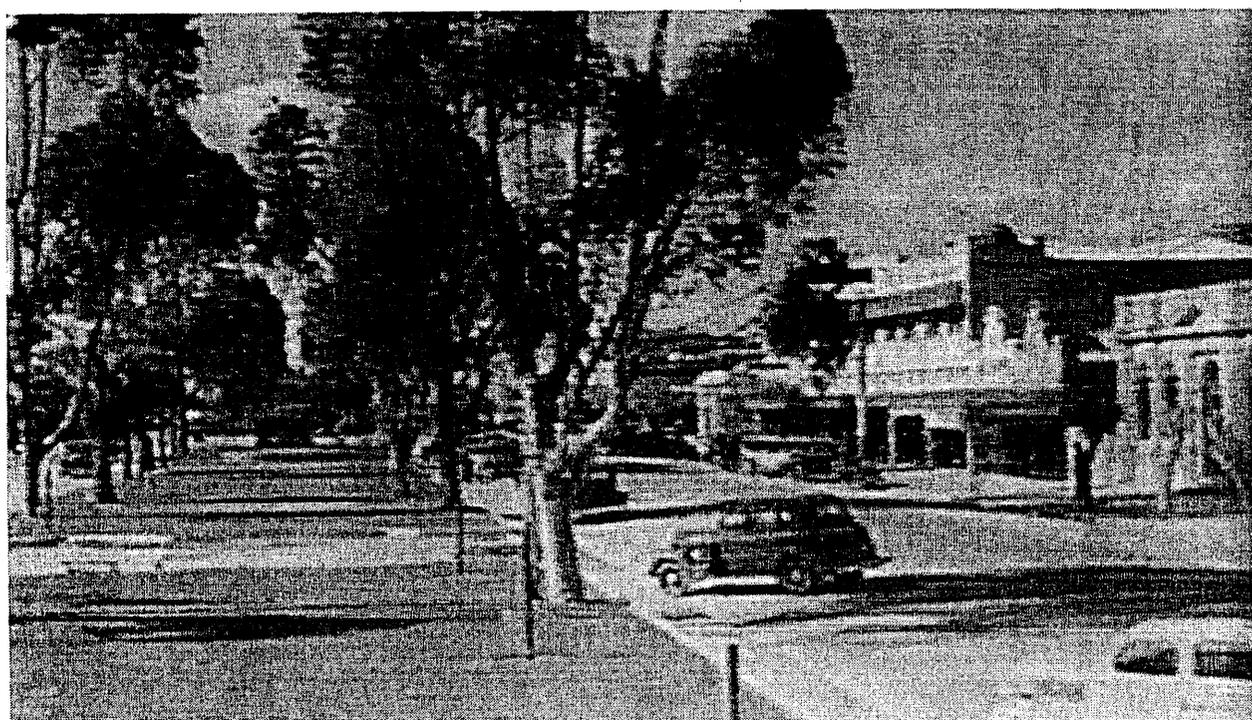
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19. Deakin Avenue, Mildura Australia



20. Deakin Avenue, Mildura Australia



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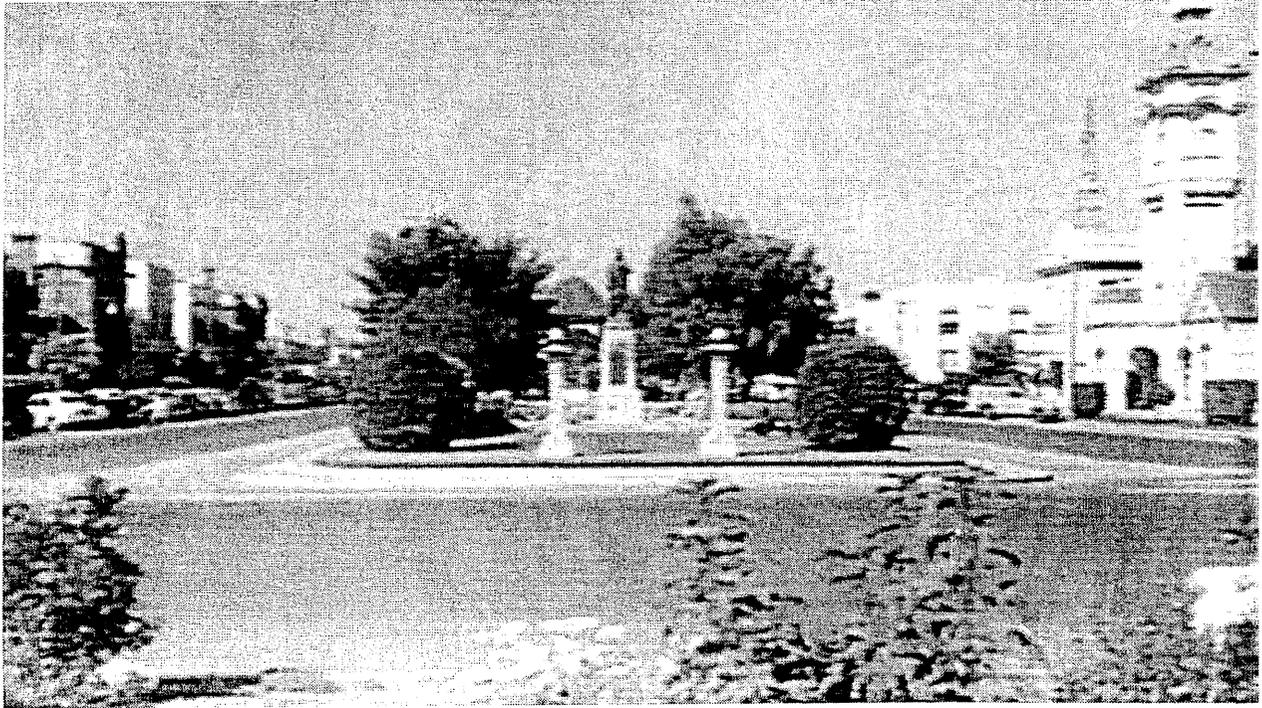
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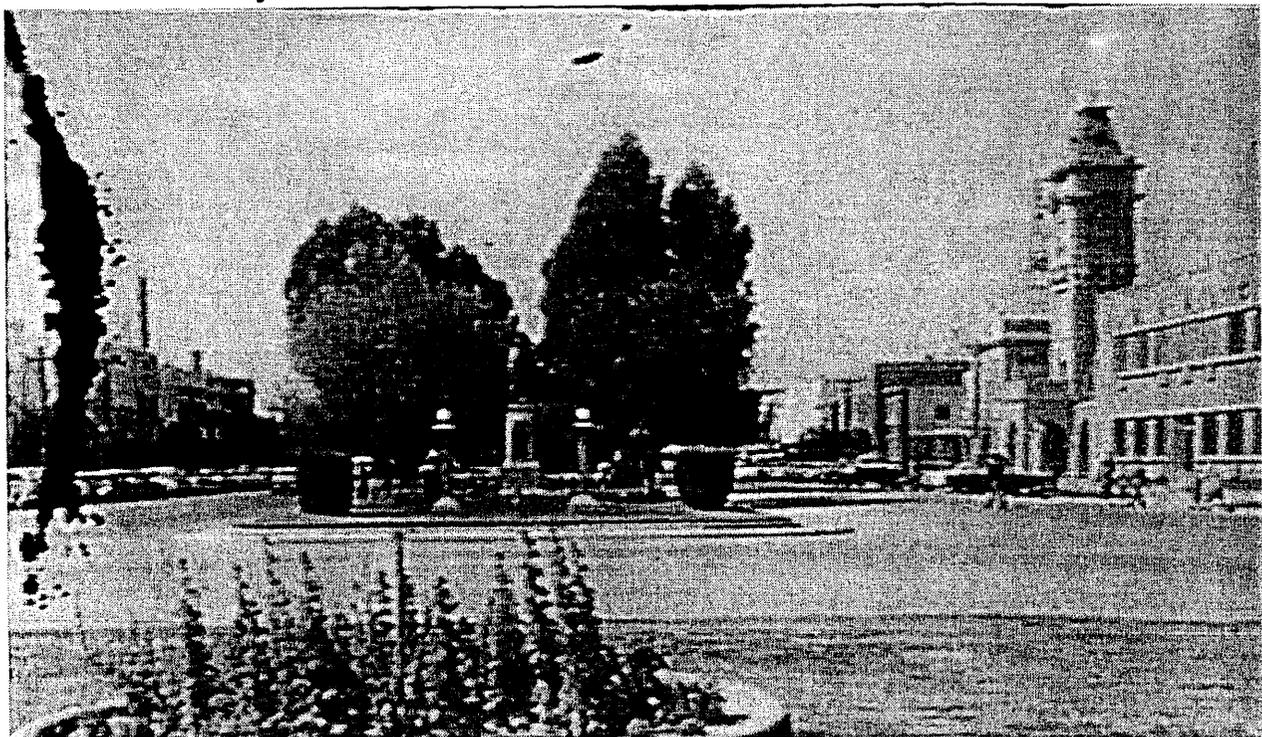
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21. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia



22. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia



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23. Chaffey Fountain, Deakin Avenue, Mildura Australia



24. Deakin Avenue, Mildura Australia



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Euclid Avenue, San Bernardino County, CA

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All photos by Jeff Starns, 2003

Location of negatives: Ontario Planning Department, 303 East B Street, Ontario, CA 91764

1. Looking north from Philadelphia Street, Ontario
2. Looking west toward Euclid School, Ontario
3. Looking south toward the Southern Pacific and Union Pacific Railroad Underpass, Ontario
4. Looking east towards the Frankish Fountain and Old City Hall (just north of the Southern Pacific and Union Pacific Railroad Underpass), Ontario
5. Looking north at Holt Boulevard, Ontario
6. Looking north at C Street towards the R. Jack Mercer Community Bandstand, Ontario
7. Looking northwest at C Street towards the Granada Theater, Ontario
8. Looking west at the Gardiner Spring Auditorium, Chaffey High School, Ontario
9. Looking north towards the San Bernardino Freeway from 6th Street, Ontario
10. Looking north from the Burlington Northern Santa Fe Railroad, Upland
11. Looking south from Foothill Boulevard (Route 66), Upland
12. Looking north from Foothill Boulevard (Route 66) toward Madonna of the Trail, Upland
13. Looking north from Foothill Boulevard (Route 66) toward bridal path, Upland
14. Looking west at the Foothill Freeway, Upland
15. Looking south at rock curbs and drainage ditch, Upland
16. Looking north at rock curbs and drainage ditch, Upland
17. Looking south from 24th Street, Upland

United States Department of the Interior
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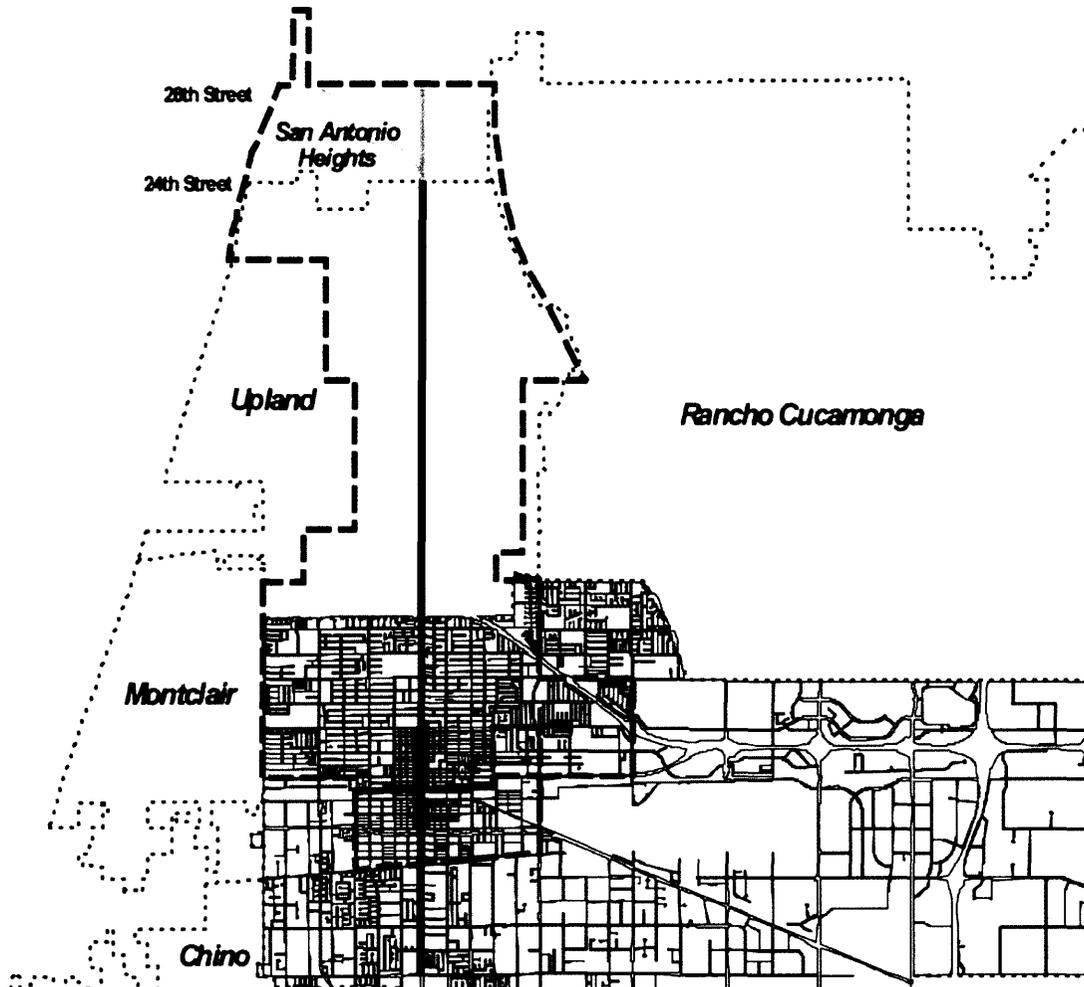
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San Bernardino Co., CA*

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SKETCH MAP



LEGEND

Euclid Avenue

Gray Section -

Portion of Euclid Avenue from 24th Street to 26th Street. Original Plan went to 26th Street, but removed shortly after construction

Red Section -

Section constructed by the Chaffey Brothers - 1882

Blue Section -

Section constructed by Charles Frankish - 1886

Red Outline -

Ontario Irrigation Colony Boundaries - Created by the Chaffey Brothers

Blue Outline -

South Side Tract Boundaries - Created by Charles Frankish

Green Outline -

Current City Boundaries

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 05000843

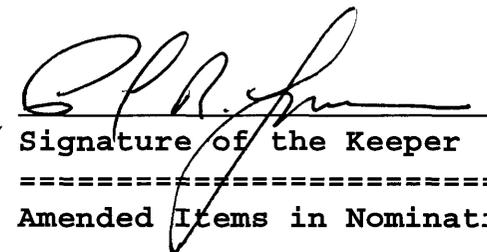
Date Listed: 8/10/2005

Euclid Avenue
Property Name

San Bernardino CA
County State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

8/10/05
Date of Action

Amended Items in Nomination:

Description:

Materials: Other/Asphalt (roadway); Other/Granite, Concrete (curb); Other/Earth (landscaped boulevard)

Significance

While *Criterion B* (Association with significant individuals) is discussed in the narrative text, the nomination best relates the significant contributions of the Chaffey family and Charles Frankish under *Criterion A* for the broad patterns of local history. The nomination provides little comparative information regarding others extant resources associated with the individuals; nor does it provide sufficient justification for the "works of a master," although the property is significant under *Criterion C* as a fine example of historic period landscape design.

These clarifications were confirmed with the CA SHPO office.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

JUN 28 2005

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Euclid Avenue

other names/site number State Route 83

2. Location

street & number From 24th Street in Upland to Philadelphia Street in Ontario not for publication

city or town Upland and Ontario vicinity

state California code CA county San Bernardino code 071 zip code: 91761;91762;
91764;91710

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

William Wayne Cook 26 JUN 2005
Signature of certifying official/Title Date

California Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

Signature of the Keeper

Date of Action

[Signature]

9/10/05

Euclid Avenue
Name of Property _____

San Bernardino County, CA
County and State _____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
_____	_____	buildings
1 (landscape)	_____	sites
1 (road)	1 (bandstand)	structures
3 (fountains, statue)	2 (reconstructions)	objects
5	3	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A _____

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions)

Landscape/Plaza _____

Transportation/Road-Related _____

Transportation/Rail-Related _____

Current Functions
(Enter categories from instructions)

Landscape/Plaza _____

Transportation/Road-Related _____

7. Description

Architectural Classification
(Enter categories from instructions)

No style _____

Materials
(Enter categories from instructions)

foundation _____

roof _____

walls _____

other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Community Planning and Development _____

Social History _____

Landscape Architecture _____

Period of Significance

1882-1940 _____

Significant Dates

1882 street laid out _____

1883 street first planted _____

1886 street extended to Ely (now Philadelphia) _____

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

NA _____

Architect/Builder

Chaffey, George Jr. & William Benjamin (W.B.) _____

Frankish, Charles _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

10. Geographical Data

Acreage of Property: approximately 203 acres

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	11	440008	3765845	3	_____	_____
2	11	440029	3778809	4	_____	_____ <input type="checkbox"/> See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Geoffrey Starns & Cathy Wahlstrom

organization City of Ontario Planning Department date September, 2004

street & number 303 East "B" Street telephone (909) 395-2036

city or town Ontario state CA zip code 91764

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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NARRATIVE DESCRIPTION:

This National Register nomination is for an approximately 8.4 mile long section of Euclid Avenue, currently part of California State Route 83 (SR-83), which runs from 24th Street to the Chino Valley Freeway (SR-71) through the Cities of Upland, Ontario and Chino. The historic portion of Euclid Avenue, is a spacious two hundred (200) foot wide treelined boulevard that travels from 24th Street in Upland, at the foothills of Mount Baldy, approximately 8.4 miles south to Philadelphia (Ely) Street in Ontario. Euclid Avenue right-of-way consists of two fifty-five (55) foot drives, one northbound and one southbound which are separated by a sixty (60) foot landscaped center median and bordered by fifteen (15) foot parkways with sidewalks. The Nomination is for the entire width (200 feet) of the right of way. The subdivision of the Ontario Irrigation Colony was intended for agricultural development, primarily citrus, and their related dwellings. Surrounding the Town of Ontario (from the Southern Pacific Railroad to Fourth Street), residential and commercial town lots were developed with larger Villa lots adjacent to the town. Euclid Avenue bisected the Colony, in a north-south direction, connecting the agricultural areas with the town. Intersecting streets were at an interval of a one-quarter (0.25) mile, with the streets in the Villa Lot area at an interval of one-eighth (0.125) of a mile and in the town are three-hundred seventy-five (375) feet. Minor alterations to the road, because of its function as a State Highway have not adversely affected the historic character and nature of Euclid Avenue.

The center median is planted with predominately California Pepper (*Schinus Molle*) trees, 50 feet on center, with Date Palm (*Phoenix Dactylifera*) trees, originally alternating with the peppers, typically existing at intersections; both originally planted in 1883. The Date Palms were removed shortly after they were planted to give the street a more uniform look and therefore have no impact on the integrity of the street. Many of the original trees remain, most notably north of Foothill Boulevard to 24th Street, which remains in original condition. Some Southern Magnolias (*Magnolia Grandiflora*) have been planted along Euclid to replace pepper trees that had died and had to be removed. There are also the occasional Cedar Deodar (*Cedrus Deodara*) and other tree specimens that have been planted over the years. These trees have been planted in varying amounts throughout the proposed area. These specimens are non-contributing to the site and over time should be replaced with California Pepper trees. The parkways are planted with Silk Oak (*Grevillea Robusta*) trees, 30 feet on center, and Date Palms, originally planted in 1883 –1886. Once again the majority of the Palms were removed by the Chaffey Brothers shortly after they were planted. The original trees still exist in their original location. In addition, a variety of Armstrong Registered roses have been planted in the median. While Armstrong Nurseries (now Armstrong Lawn and Garden Centers, established in 1889 in Ontario) is an important part of Ontario's history, the planting are a non-contributor to this nomination.

The curbs and gutters along Euclid Avenue were originally made of Granite cobblestones and concrete, the majority of which still exists. Some curbs were replaced with concrete-only curbs, most notably from "G" Street south to Philadelphia Street, starting in the 1910s. The original cast iron lampposts were replaced in the mid 1920's with the King's Standard cast Iron lampposts. Ontario, Upland and California Department of Transportation (CalTrans) have added more modern light fixtures, because of Euclid Avenue's designation as a State Highway. The Women's Christian Temperance Union (W.C.T.U) fountain was originally built in 1901 and was located at the northwest corner of Euclid Avenue and "A" Street (now Holt Boulevard). It has been moved several times

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and is now in place in front of the Bandstand at Euclid Avenue and "C" Street, and is a contributor to the nomination. It also has been identified as appearing eligible (3S) for inclusion in the National Register. The Madonna of the Trail Monument, already a State Historical Landmark, stands at its original location on the Euclid Avenue Median at the Foothill Boulevard intersection, and is a contributor to the nomination. Immediately north of the Monument is the entrance to the bridal path, which extends to 24th Street.

The fountain erected by Charles Frankish, originally located in the center median, was moved by CalTrans in 1983 with the construction of the Southern Pacific and Union Pacific Railroad underpass. It currently sits approximately 150 feet from its original location, adjacent to Euclid Avenue in front of the Ontario Museum of Art and History (Old City Hall) just north of the Southern Pacific Railroad tracks. The original Community Bandstand, built in 1887, was located in the center median at the intersection of Euclid Avenue and "A" Street (now Holt Boulevard). It was removed in the 1920's, but was recently reconstructed (using historic photos) in the median at the intersection of Euclid Avenue and "C" Street, and is a non-contributor to the nomination. The Mule Car display, commemorating the original mule cars that traveled from 24th Street to the Southern Pacific Railroad, is located in the median between Holt Boulevard and "B" Street. This display features a replica of the original mule car, and is a non-contributor to the nomination. The Veteran's Memorial, originally constructed after World War I and subsequently removed, has been reconstructed on the median and the intersection of Euclid Avenue and "B" Street, and is a non-contributor to the nomination. Also located in the median are several concrete planters and benches that were constructed to replace temporary ones that were installed in the 1950s. These are also non-contributors to the nomination.

Bordering the street right-of-way is a variety of buildings and uses. The southern part of Euclid Avenue constructed by the Chaffey's is in the original commercial core of the city, Downtown Ontario. The northern part is in an area that is predominately residential, with some commercial, religious and institutional uses through the Cities of Ontario and Upland.

The only major alterations to Euclid Avenue have been the underpass under the Southern Pacific and Union Pacific Railroad tracks and the construction of the San Bernardino (I-10) Freeway and the Foothill (SR-210) Freeway, which passes under Euclid Avenue. The Foothill (SR-210) Freeway underpass has kept the integrity of Euclid Avenue. Because of the requirements of Section 106 of the National Historic Preservation Act, the landscaping, median, and other character defining features of Euclid Avenue have remained intact. The care Caltrans took on the Foothill Freeway, is not evident in either the San Bernardino Freeway or the Southern and Union Pacific Railroad underpasses. The San Bernardino (I-10) Freeway, built in the early 1950's has created a somewhat significant impact to the character of the street. The median is not landscaped, but some trees were planted. The impact is minimized since visually Euclid Avenue continues beyond the freeway. The impact would be more severe had the freeway passed over Euclid Avenue. The most severe impact is at the railroad underpass for the Southern and Union Pacific Railroads. Built in 1982-83, the overpass visually separates the original Chaffey portion of the Avenue and the Frankish addition. The overpass was not designed to be sensitive to the historic character of Euclid Avenue. The project was however given a determination that it did not impact the street. Several minor alterations over the years, including the replacement of dead and

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diseased landscaping, addition of new light fixtures, and the replacement of curbs and gutters. The alterations that have been made do not significantly impair the overall integrity or character of Euclid Avenue.

The setting of Euclid Avenue has not changed, except to the extent that some of the buildings and structures adjacent to the avenue have changed over time. This change is reflected primarily in the different architectural styles of houses and commercial buildings along Euclid Avenue. Although there have been changes over time the original design concept and character of Euclid Avenue remains has retained its historic integrity.

Euclid Avenue Plantings

Street Segment	Parkways	Median	Other Plantings
24 th Street to Foothill Freeway (SR-210)	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	
Foothill Freeway (SR-210) Underpass	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Citrus Trees have been planted between the parkways and the edge of the bridge, behind the Silk Oak Trees
Foothill Freeway (SR-210) to 17 th Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	
17 th Street to 16 th Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Date Palms (Phoenix Dactylifera) planted between Silk Oak trees in parkways
16 th Street to Foothill Boulevard	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	
Foothill Boulevard to San Bernardino Freeway (I-10)	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle) mixed with Carob Trees (Ceratonia Siliqua)	
San Bernardino Freeway (I-10) Underpass	None	None	
San Bernardino Freeway (I-10) to G Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Magnolias (Magnolia Grandlora) and Deodars (Cedrus Deodara) have been planted in Median periodically with the Peppers
G Street to the Union Pacific Railroad	None ¹	California Pepper (Schinus Molle)	Magnolias (Magnolia Grandlora) have been planted in Median periodically with the Peppers
Union Pacific Railroad Underpass	None	None	
Union Pacific Railroad to Philadelphia Street	Silk Oak (Grevillea Robusta)	California Pepper (Schinus Molle)	Clusters of American Sweet Gum (Liquidamber Styraciflua) and Scotch Pines (Pinus Sylvestris) periodically in Median

Notes:

1. Between G Street and the Union Pacific Railroad was laid out as the Town of Ontario and beginning in the mid 1880s the Parkway trees were removed as the town developed.

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NARRATIVE STATEMENT OF SIGNIFICANCE:

Euclid Avenue is eligible for listing in the National Register of Historic Places under Criteria A and C. Euclid Avenue is a significant piece of not only the local history of Ontario and Upland, but also the State of California. Euclid Avenue was the centerpiece of the Ontario Irrigation Colony, which was to become the Cities of Ontario and Upland. There is also a significant link between Euclid Avenue and the history of Australia. The Significance of Euclid Avenue can be assigned to two areas: Community Planning and Development and Social History. Euclid Avenue is also culturally significant to the Cities of Upland and Ontario. It has been the center of community events and activities since 1882. It is so closely identified as an important part of the community that the Euclid Avenue median is depicted in Ontario's City Seal and Upland's City Seal depicts Euclid Avenue travelling up to 24th street and the Madonna of the Tail Monument.

Historical Background

The significance of Euclid Avenue in the areas of community planning and development are based on the creation of the Ontario Irrigation Colony by George Chaffey Jr. and William Benjamin (W.B.) Chaffey. A discussion of the landscape architecture of Euclid Avenue has been included to further show the importance of Euclid Avenue.

Community Planning and Development – the Chaffey Irrigation Colonies

George Chaffey Jr. was born in Brockville, Ontario, Canada and grew up in Brockville and Kingston, Ontario, Canada. He followed his father's footsteps and became a ship builder. Engineering ran in the Chaffey Family. George Chaffey Jr's uncle, Benjamin Chaffey, was involved with the construction of the Victoria Bridge, which crosses the St. Lawrence Seaway in Montreal. George started his career as a shipbuilder and designed and built over 20 ships, most notably the S.S. Geneva, which in 1875 was the fastest light draught ship in America, and had an article published about it in Scientific American. George and William's father retired in 1878, and moved the family, including, his brother Charles and his sister Emma to the Arlington area of Riverside. William and his family moved with their father. The Chaffey family planted one of the first orange groves in Arlington.

William had seen first hand the potential of agricultural development and had toured the Cucamonga area with Charles. He had also written George regarding the potential of agricultural development in the Cucamonga area. In 1880, George came to Riverside to visit the family. His brother Charles took him on a tour of the Cucamonga area. George soon became infected with the same enthusiasm that William and Charles had for the prospect of developing agricultural land in Cucamonga. He set out to become an expert in irrigation. On Thanksgiving Day in 1881, they traveled to the house of Captain Joseph S. Garcia and bought 1,000 acres of the Cucamonga Rancho. Shortly after they bought additional land, and established the 2,500 acre Etiwanda Irrigation Colony, named after an Indian Chief and friend of his Uncle Benjamin.

William Chaffey saw the difficulties in Arlington when landowners did not have any water rights. In Riverside, the founders of the settlement had created a system by which a settler would buy land but be dependent on water from a company that they had no control of. A fellow Canadian, Matthew Gage, created the Gage Canal

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to bring waters from the Santa Ana Riverbed to his lands in Arlington to avoid the problem. Luther M. Holt, publisher of a Riverside newspaper, thought the solution to the problem was to incorporate as a Mutual Water Company. This system became known as the Holt-Chaffey Mutual Water Company System, and it became the model of future irrigation developments.

The premise of the Mutual Water Company System was very simple, ensure that every landowner was given a share of the water, based on the amount of land they owned. First, the Chaffey Brothers bought the land and water rights. Second, they established a water company, and created shares of stock. They then sold their water rights to the company for all the shares of stock. As they then sold land to settlers, the sale also included shares of stock in the water company, thereby ensuring the landowners had control of the water company and therefore the water. The first settlement to use this system was the Etiwanda Irrigation Colony.

While developing Etiwanda in 1882 (which sold over 1,400 acres in the first eight months at \$100 per acre), the Chaffey Brothers began thinking about a new project. The money earned from Etiwanda allowed the Chaffey's to negotiate with Captain Garcia for the San Antonio Lands portion of the Cucamonga Rancho. George Chaffey imagined this new settlement. In the Life of George Chaffey, written in 1928 by J.S. Alexander, he states that:

"From the plateau at the foot of the mountain I obtained a bird's-eye view of the whole area I proposed to acquire, and while I was standing there looking at it, I saw what Ontario was to and did become."

The Chaffey Brothers bought the 6,216 acres of the San Antonio Lands on September 15, 1882 for \$60,000.00. Subsequent purchases of railroad and government land created the land for the townsite and the crucial 114 acre Kincaid Ranch at the mouth of the San Antonio Creek, which was purchased for \$11,000.00, rounded out the Ontario Colony. During the purchases, the developers of Pomona claimed rights to San Antonio Creek. Through negotiations each received half the water in the creek. George Chaffey knew that there was much more water underground than on the surface. He considered the creeks in Cucamonga to flow inside out. He was proved right. Today, Pomona receives 9% of their water from San Antonio Creek and 72% from underground sources. Ontario has received up to 88% of its water from underground sources.

Improving on the Etiwanda Colony, this new venture was intended to be a model settlement. The plan for the colony was based on four fundamental principals:

1. Distribute the water over the whole tract to each farm lot in cement pipes, each holder to share in the water proportionately to his holding irrespective of distance from the source;
2. Construct a main thoroughfare from one end of the settlement to the other, and lay it out in such a way that it will be a thing of beauty forever;

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

3. Provide a College for the agricultural education of the people of the colony and for the general education of their children;
4. Secure the best possible class of settlers by a reversionary clause in the deeds to each allotment forbidding absolutely the sale of intoxicating liquor.

Euclid Avenue was conceived and planned by George and William Chaffey to be the centerpiece for their "Model Colony". It was to be the main thoroughfare through the Ontario Irrigation Colony. It was to travel from San Antonio Heights, at the base of the San Gabriel Mountains, at the north end of the colony, south to the Southern Pacific Railroad (see attached map). In the Life of George Chaffey, written in 1928 by J.S. Alexander, he states that:

"George Chaffey's subdivision set the new standard for rural communities. Its most striking feature was that every ten-acre lot had street or avenue frontage. From the Mesa he laid out the main avenue 200 feet wide and eight miles long [actually 6.2 miles] to the Southern Pacific Railway crossing. Parallel Avenues 66 feet wide were laid out at half-mile intervals. These were intersected by numbered cross streets running east and west every quarter of a mile, thus cutting the tract into a series of eighty-acre blocks, each subdivided into eight ten-acre lots, exclusive of the space occupied by streets and avenues." (page 48)

The second principal, creation of a thoroughfare that ran from one end of the settlement to the other, became Euclid Avenue. Because of its extraordinary beauty and function, Euclid Avenue became the centerpiece of the Colony and soon served as a model for other settlements within the United States and Australia. The historic stretch of Euclid Avenue runs through the current Cities of Ontario and Upland where it remains a community centerpiece and prominent historic landscape.

George Chaffey's plan for Ontario had principals that were laid down in advance, for the colonization of the territory in what Vide Ingersoll called, in his Annals of San Bernardino County, "the most perfect then formulated". One of these principals was the creation of what was to become Euclid Avenue. That principal was:

Construct a main thoroughfare from one end of the settlement to the other, and lay it out in such a way that it will be a thing of beauty forever;

Euclid Avenue was designed and laid out in 1882 by George and William Benjamin (W.B.) Chaffey, the founders of the Ontario Irrigation Colony. Construction began that same year under their direct supervision. By January 1883, four (4) miles had been graded. Planting of the trees from the Southern Pacific Railroad to 4th Street began in April 1883. The parkway was originally planned to be planted with only a double row of Palm trees, but the Chaffey Brothers decided to plant a double row of California Pepper trees 50 feet on center, along with the Palms. This was done because Pepper trees were fast growing and would provide landscaping while the Palms grew. Most of the Palms were later removed by the Chaffey Brothers. Several of the Palm trees still

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exist at street intersections. The entire stretch of the Avenue was completed to 24th Street in 1884. A single row of Grevilleas and Eucalyptuses were planted along the side parkways because of their ornamental qualities. W.B. Chaffey, a horticulturist, planted mostly Australian trees, because of their resistance to heat and their drought tolerance. The connection to Australia began with the planting of Euclid Avenue and as J.S. Alexander called it, Euclid Avenue was "almost a little bit of Australia set in the heart of California". (page 48)

So great was the achievements of the Chaffey Brothers that on January 17, 1903, the United States Government chose Ontario as the standard for all United States Irrigation Colonies. In 1904, a model of the colony was prepared for and presented at the St. Louis World's Fair (hence the name, "The Model Colony").

In 1885, Alfred Deakin, Victorian minister of water supply and the future first Prime Minister of Australia, was in the United States on a fact finding mission, heard about the Chaffey's irrigation colonies and came to Ontario. Impressed by the Ontario Colony, he convinced George and William Chaffey to come to Australia and establish irrigation colonies there. In 1886, the Chaffey Brothers sold their interests in Ontario and moved to Australia to establish new irrigation colonies.

A group of Investors, led by Charles Frankish, bought out the Chaffey Brothers and formed the Ontario Land and Improvement Company. Frankish bought the property south of the Ontario Irrigation Colony, from Southern Pacific Railroad to the Rancho Santa Ana Del Chino, and named it the South Side Tract. Frankish then extended Euclid Avenue south to Ely Street, now Philadelphia Street, through his South Side Tract. The street was laid out and constructed under his personal supervision in 1886 to conform with the Chaffey's plan for Euclid north of the Southern Pacific Railway.

By the 1930s, Euclid Avenue had received widespread recognition as being an outstanding example of landscape architecture and was known as one of the most beautiful boulevards in the world. On October 24, 1926, an article in the Los Angeles Times reported that Euclid Avenue was "a boulevard of national and even world renown and is unmatched for its beauty... an attraction 'raved over' by every visitor to Southern California".

Ed Ainsworth, a columnist, reported in the mid 1930s in his column "El Camino Real" that:

"Charles Gibbs Adams, nationally known landscape architect, not long ago reported that a jury of experts, named for the purpose of selecting the world's most beautiful highways had included the Ontario thoroughfare in its list of seven."

Euclid Avenue was designed to be the focal point of the Ontario Colony. Historically, community events have been held there. This includes the Fourth of July parade and All-States picnic (named the World's Largest Picnic Table by the Guinness Book of World Records), the Chaffey Tournament of Bands, and Christmas on Euclid. That tradition continues with the summer concerts at the reconstructed bandstand, the Arts and Crafts show, the classic car show and the Kiwanis Pancake Breakfast and numerous other events. In addition, the

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NARRATIVE STATEMENT OF SIGNIFICANCE CONTINUED:

Euclid Avenue Nativity Display, Ontario Historic Landmark No. 65 has been displayed on Euclid Avenue since 1959.

An important part of the development of Euclid Avenue and the Ontario Colony was the transportation aspect of the Avenue. The Chaffey Brothers designed a grand boulevard for horses and carriages and an electric trolley line that would travel down the median. The Chaffey Brothers departed for Australia before the construction of the trolley line began. Charles Frankish founded the Ontario and San Antonio Heights Railroad Company, which constructed the trolley line. The first trolley, called the "Gravity Mule Car", traveled down the Euclid Avenue median from 24th Street to the Southern Pacific Railroad in 1888. The mules pulled the car up the hill, then were loaded on a pull out platform at the rear of the car, and rode back down the hill. The mule car was replaced in 1895 by electric trolleys and became one of the Pacific Electric Red Car Lines in 1912 and ran until 1928. Mr. Earl H. Richardson, who invented the "Hotpoint" electric iron in 1903, electrified the trolley line. In addition, the Chino Valley Narrow Gauge Railroad traveled down the southern part of Euclid Avenue between the Southern Pacific Railroad and the town site of Chino.

Euclid Avenue is also located at a crossroads of transportation, past and present. It intersects historic trails, highways (including Route 66), railroads, and modern freeways. The Madonna of the Trail monument, which is one of twelve statues, marks the pioneers' trail across the United States. The Madonna of the Trail monument in Upland signifies the western end of the trail. The monument farthest east is in Bethesda, MD. The Monument was dedicated by a then obscure judge from Missouri, and future President of the United States, Harry S. Truman.

Landscape Architecture

Euclid Avenue was designed and laid out in 1882 by George and William Benjamin (W.B.) Chaffey, the founders of the Ontario Irrigation Colony. Construction began that same year under their direct supervision. There is no information regarding the labor used to construct Euclid Avenue, although we do know that the Chaffey Brothers used Chinese laborers to construct tunnels to bring water from San Antonio Creek. By January 1883, four (4) miles had been graded. William Benjamin Chaffey was a horticulturist and was responsible for the plant selections and supervised the planting of the colony. Planting of the trees from the Southern Pacific Railroad to 4th Street began in April 1883. Edward J. Jacquet, from Switzerland, was in charge of the planting. He had a crew of five men. The parkway was originally planned to be planted with only a double row of Date Palm (*Phoenix Dactylifera*) trees, but it was decided to plant a double row of California Pepper (*Schinus Molle*) trees 50 feet on center, along with the Palms. This was done because Pepper trees were fast growing and would provide landscaping while the Palms grew. Most of the Palms were later removed by the Chaffey Brothers. Several of the Palm trees still exist at street intersections. The entire stretch of the avenue was completed to 24th Street in 1884. A single row of Silk Oak (*Grevillea Robusta*) trees were planted along the side parkways because of their ornamental qualities. W.B. Chaffey chose to plant mostly Australian trees, because of their resistance to heat and their drought tolerance. The connection to Australia began with the planting of Euclid

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Avenue and as J.S. Alexander called it, Euclid Avenue was "almost a little bit of Australia set in the heart of California". (page 48)

Little is known regarding the career of William Benjamin Chaffey because he resided in Mildura, Victoria, Australia from 1886 until his death in 1926. There is no information regarding any formal schooling W.B. Chaffey had in horticulture. When he was 22, he moved his family to Arlington. It is known that he received much of his training in horticulture in the citrus groves of Riverside. According to a January 11, 1896 Special Edition of the Ontario Observer, W.B. Chaffey's:

"Extensive knowledge in practical horticulture, gained while farming the home ranch at Arlington, and in planting and caring for a large number of Riverside orange groves owned by absentees."

We do know that while in Mildura, he dedicated himself to the creation and development of the dried fruits industry. The Chaffey Colonies of Renmark and Mildura joined to form the Australian Dried Fruits Association. W.B. Chaffey was the President of the association for many years. Because of his dedication to the industry that helped save the Mildura Colony and to the Colony itself, W.B. Chaffey was the first President of the Shire of Mildura in 1903, and the first Mayor of the City of Mildura in 1920.

Euclid Avenue also has an international significance associated with it. The founding principals of the Ontario Irrigation Colony were also used in the development of the Chaffey Irrigation Colonies in Australia. Both the Mildura and Renmark Irrigation Colonies, each founded by the Chaffey Brothers in 1887, contain as the main thoroughfare, a 200 feet wide right-of-way with a 60-foot median and two parallel avenues each 66 feet wide. The Mildura colony also has Pepper trees planted, this time as a single row on the parkways. Both colonies were laid out around this avenue, just as Ontario was laid out around Euclid Avenue.

Period of Significance

The Period of Significance for Euclid Avenue is 1882 to the 1930s. The 1882 date is established with the creation of the Ontario Irrigation Colony and Euclid Avenue by George and William Chaffey. The 1930s date is established because of the development pattern of Ontario and Upland. Euclid Avenue was a significant element for transportation, a social gathering place and as an identifiable landscape feature of the community. As both cities converted from an agricultural colony to a modern city, the transformation occurred first along Euclid Avenue. From the turn of the 20th century until the start of World War II, development of residential neighborhoods on agricultural property occurred adjacent to Euclid Avenue. While this transformation occurred Euclid Avenue continued to be a significant element in the community.

As the cities developed, the typical suburban sprawl of Southern California affected the significance of Euclid Avenue. In 1928, the Pacific Electric Railroad abandoned its Euclid Avenue Line, lessening the role of Euclid Avenue as a significant transportation route. Euclid Avenue played a less important role in the development of the two cities as the cities expanded away from Euclid Avenue. After World War II and the subsequent housing

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boom, the significance of Euclid Avenue was dramatically reduced as the cities rapidly expanded away from Euclid Avenue. The development of the Interstate Highway System was the final blow to Euclid Avenue's dominance as a important transportation element. Although still a State Highway, Euclid Avenue is just a piece of the regional system, instead of the primary route.

As a social gathering place, Euclid Avenue is still important to the community. Through time and as more people settled in Ontario and Upland, the events typically and exclusively held on Euclid Avenue spread to other areas of the City's to bring those events to more of the community. It has not been until recently that Euclid Avenue has had a resurgence as a social gathering place. Euclid Avenue has been and will always be a significant landscape feature to the community. Euclid Avenue's significance in the Cities of Upland and Ontario ended at World War II. That event was a watershed moment not only for the history of the United States but also for the development of Southern California. The entire landscape of Southern California changed and Euclid Avenue was not exempt from this change. These events determined our selection of Euclid Avenue's period of significance from 1882 until the 1930s.

National Register Criteria

Euclid Avenue is the most prominent and arguably the most significant historical resource in the Cities of Ontario and Upland. It's origins date back to the creation of the Ontario Irrigation Colony and it is the best physical example of the ideals, principles and genius of the Chaffey Brothers. Euclid Avenue meets criteria A, and C for placement on the National Register of Historic Places. A discussion under Criterion B was provided to show the relationship between Euclid Avenue and the people significant in Ontario and Upland's History in order to further show the importance of Euclid Avenue to the local communities.

Criterion A

Criterion A, requires that the resource have a quality of significance that is associated with events that have made a significant contribution to the broad patterns of our history.

The principals of Ontario and the Holt-Chaffey Mutual Water Company changed the way communities were developed. As previously discussed, Ontario was only the second community developed on the mutual water company system. This system and the principal's for the creation of Ontario so revolutionized the way agricultural communities were developed that it was recognized by the Department of Interior and the United States Congress, and was designated as the standard model for development of agricultural colonies established in and by the United States. The Model was also used by the Chaffey's in Australia and copied by numerous other Australian developments.

The centerpiece and most visible aspect of this model was Euclid Avenue. Euclid Avenue was used as the prime method of transporting the water. Since every parcel had street (east/west roads) or avenue (north/

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south roads) frontage, and since every street intersected Euclid Avenue, concrete pipes were constructed and put underground on Euclid Avenue to carry the water to the parcels. In Ontario, the water company, named the San Antonio Water Company, (after San Antonio creek, the source of the water) is still in operation today.

Criterion B

Criterion B deals with the significance of a resource as it relates to its association with the lives of persons significant in our past. Euclid Avenue is associated with numerous people significant to the history of Ontario and Upland, California and the United States. The three people most associated with Euclid Avenue are George and William Benjamin (W.B.) Chaffey, and Charles Frankish. Also indirectly associate with Euclid Avenue are Andrew McCord Chaffey, who brought Branch banking to California, and Alfred Deakin, the first Prime Minister of Australia. The first of these people is George Chaffey.

George Chaffey Jr.

George Chaffey was one of the most significant figures of his time. Chaffey's connection to historic figures began as a young man. George Chaffey's father was in the shipping and ship building business and shipped many items along the Great Lakes for Mark Hanna. As J.S. Alexander recites, Hanna was:

"a kind of American King-maker, who made William McKinley president, and virtually controlled National Republican politics in the U.S.A. for a generation. Whenever Mark Hanna visited he always stayed at the home of George Chaffey Senior." (page 19)

Engineering ran in the Chaffey Family. Benjamin Chaffey, uncle of George Chaffey Jr., was involved with the construction of the Victoria Bridge, which crosses the St. Lawrence Seaway in Montreal. George's father, as previously mentioned, was a shipbuilder. George started his career as a shipbuilder and designed and built over 20 ships, most notably the S.S. Geneva, which in 1875 was the fastest light draught ship in America, and had an article published about it in Scientific American. During the creation of the Etiwanda, George Chaffey created the Mutual Water Company system with Luther M. Holt, a system that ensured water rights with the purchase of land. This system would become a standard for future developments.

George Chaffey was also involved in numerous other enterprises. In 1882, he installed an electric light at his house, powered by hydroelectric power, just 3 years after Thomas Edison invented it, making it the first light west of the Rocky Mountains. Due to the interest in electric lighting shown by the City of Los Angeles, Chaffey founded the Los Angeles Electric Company, and according to J.S. Alexander, Los Angeles was "the first city in the United States, if not the world, to be exclusively lighted by electricity".

George Chaffey was also fascinated by the telephone and installed a phone line from his house in Etiwanda to San Bernardino. The line was later extended to Ontario. According to J.A. Graves in his book "My Seventy Years in California" Chaffey's long distance phone line was the longest line in operation in the world, and had

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remained the longest in the state for some time. George Chaffey, along with his brother William Benjamin (W.B.) Chaffey founded not only Etiwanda and Ontario, but also Australia's first two Irrigation Colonies, Renmark and Mildura. George Chaffey returned from Australia 10 years later and continued his extraordinary achievements.

He returned to help Ontario and Upland out of a drought that was plaguing all of Southern California through the drilling of artesian wells in the canyon. He also bought a property in Cucamonga and found water, allowing it to be piped to Ontario and sold. His greatest achievement was in 1900 when he became president of the California Development Corporation, built the Imperial Canal, which irrigated the Imperial Valley, and founded the towns of Mexicali, Calexico, and Imperial.

In 1905, Chaffey went to the Owens Valley, bought land with the intention of irrigating the land, developing hydroelectric power and building an electric railroad to Los Angeles. He also founded the town of Manzanar, which would later become the site of one of California's most famous interment camps. The acquisition of this land and its water rights, was in direct conflict with secret plans of William Mulholland and the City of Los Angeles to bring water to the San Fernando Valley. Los Angeles eventually bought out the Chaffey interests. Chaffey's final irrigation project was the irrigation of the East Whittier-La Habra area, where he brought water 14 miles to irrigate the area.

William Benjamin (W.B.) Chaffey

The second significant historic figure associated with Euclid Avenue is William Benjamin Chaffey. W.B. Chaffey, as he was known, was a horticulturist and partner with George in the Chaffey Irrigation Colonies. W.B. was responsible for the planting of Euclid Avenue. He first came to California in 1878 when his father retired to Riverside. W.B. became interested in horticulture and became well respected locally. As previously discussed, little is known regarding the career of William Benjamin Chaffey because he resided in Mildura, Victoria, Australia from 1886 until his death in 1926. There is no information regarding any formal schooling W.B. Chaffey had in horticulture. When he was 22, he moved his family to Arlington. It is known that he received much of his training in horticulture in the citrus groves of Riverside. According to a January 11, 1896 Special Edition of the Ontario Observer, W.B. Chaffey's:

"Extensive knowledge in practical horticulture, gained while farming the home ranch at Arlington, and in planting and caring for a large number of Riverside orange groves owned by absentees."

When the Chaffey Brothers went to Australia, W.B. was responsible for the planting of Deakin Avenue in Mildura, which is based on Euclid Avenue's design, with similar landscaping to that of Euclid Avenue. He decided to stay in Mildura when George returned to America. We do know that while in Mildura, he dedicated himself to the creation and development of the dried fruits industry. The Chaffey Colonies of Renmark and Mildura joined to form the Australian Dried Fruits Association. W.B. Chaffey was the President of the association for many years. Because of his dedication to the industry that helped save the Mildura Colony and to the Colony itself, W.B. Chaffey was the first President of the Shire of Mildura in 1903 and the first Mayor of the City

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of Mildura in 1920. He was known in Mildura as "Boss" and eventually became the "Old Man of Mildura". He became so beloved that there is a statue of him in the center median of Deakin Avenue in Mildura.

Charles Frankish

Third is significant figure is Charles Frankish, who formed the Ontario Land and Improvement Company and bought out the Chaffey's when they left for Australia. Frankish completed the Chaffey vision for Ontario. Frankish was responsible for the extension of Euclid Avenue south of the Southern Pacific Railroad. He also was responsible for the creation of the Ontario & San Antonio Heights Railway, which traveled down Euclid Avenue until it was bought out by the Pacific Electric Railway. Because of his holdings in Ontario, he was influential force in Ontario and Upland politics for almost 50 years.

Criterion C

Criterion C relates the significance of the resource if it embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. As discussed previously in the description of the street, Euclid Avenue has distinctive characteristics of a method of construction, with its rock curbs, unique median and other features. The second portion of Criterion C is that the resource represents the work of a master. Euclid Avenue is the visual representation of the accomplishments of the Chaffey Brothers. The Chaffey Brothers became the premier developer of agricultural and irrigation colonies in Southern California and Australia. George Chaffey became the foremost authority of his time on irrigation. His creation and development of Etiwanda, Ontario, Renmark, Mildura, Calexico, Mexicali, Imperial and Manzanar as irrigation colonies and his development of water in the East Whittier-La Habra area allowed the growth and development of Southern California. His greatest achievement, and one of the greatest achievements in the history of irrigation, was the creation of the Imperial Canal, which first successfully diverted water from the Colorado River. This canal was completely gravity fed. These achievements prove the George Chaffey was a master in the development of Irrigation.

W.B. Chaffey was the horticulturist. He was one of the leading cultivators of citrus groves in the Arlington area of Riverside, and was a leader in the creation and development the Dried Fruit Industry in Australia. W.B. was responsible for the plant selection for Euclid Avenue and supervised the planting. Euclid Avenue is the embodiment of the Chaffey Brothers ideals and principles regarding the development of agricultural and irrigation communities and is the best representation of their work in California.

Significant Person(s):

George Chaffey Jr.
William Benjamin (W.B.) Chaffey
Charles Frankish

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Verbal Boundary Description:

Euclid Avenue right-of-way, from 24th Street in the City of Upland, South to Philadelphia Street in the City of Ontario.

Boundary Justification:

The boundaries of the nomination those of the historic stretch of the street, constructed between 1882 and 1888. 24th Street is the northern most point, beginning, of Euclid Avenue. Philadelphia was the historic southern most point, end, of Euclid Avenue. The boundaries include the entire 200-foot width of the public right-of-way, which includes the 60 foot wide landscaped median, two 55 foot wide drives, and two 15 foot wide landscaped parkways and sidewalks. South of Philadelphia Street was not improved until the 1970's and later, and is therefore not of significance.

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Historic Photos

Euclid Avenue - All photos taken Courtesy of the Model Colony Room, Ontario City Library

1. **Euclid Avenue - 1898 (bandstand in foreground)**
2. **Euclid Avenue - 1890 (bandstand in foreground)**
3. **Euclid Avenue - 1905 (bandstand in foreground)**
4. **Euclid Avenue - 1888 (frankish fountain in foreground)**
5. **Euclid Avenue aerial - 1920**
6. **Euclid Avenue - looking north from Holt Boulevard**
7. **Euclid Avenue - 1887**
8. **Euclid Avenue - Looking North from Holt Boulevard**
9. **Euclid Avenue - Looking South from B Street**
10. **Euclid Avenue - Looking North from Holt Boulevard**
11. **Euclid Avenue - Looking North from Holt Boulevard**
12. **Euclid Avenue - Veteran Memorial on Euclid Avenue at Holt Boulevard**

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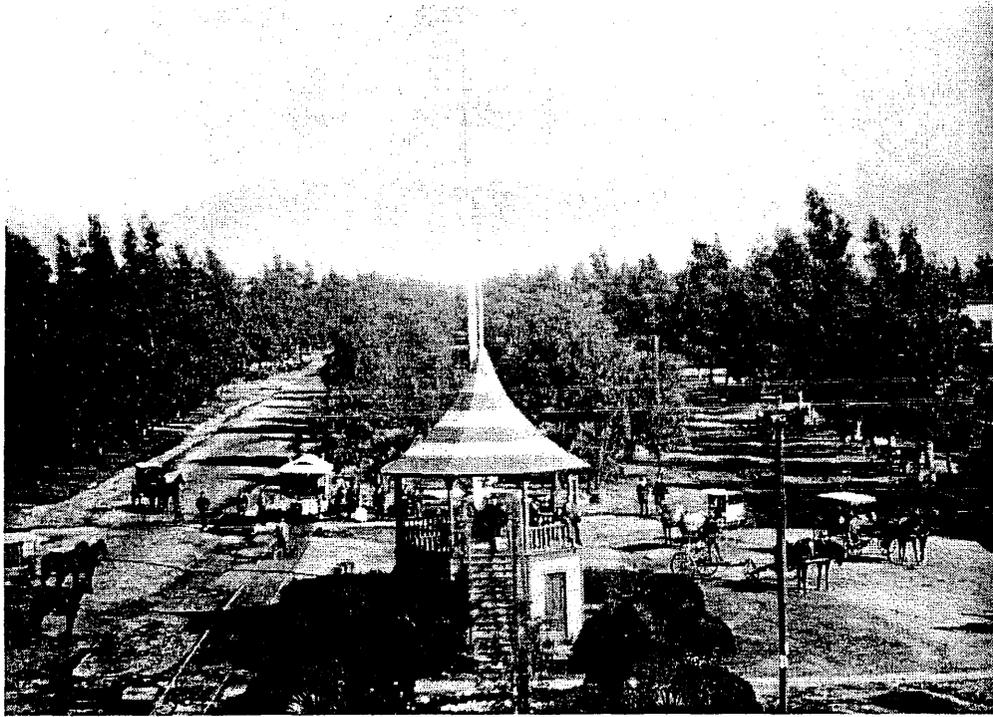
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1. Euclid Avenue - 1898 (bandstand in foreground)



2. Euclid Avenue - 1890 (bandstand in foreground)



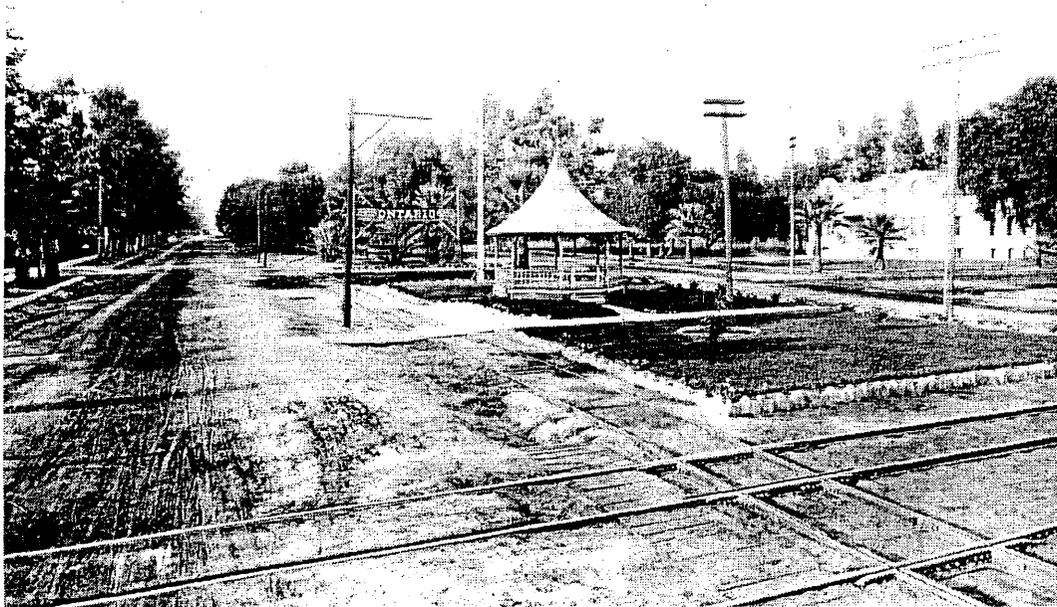
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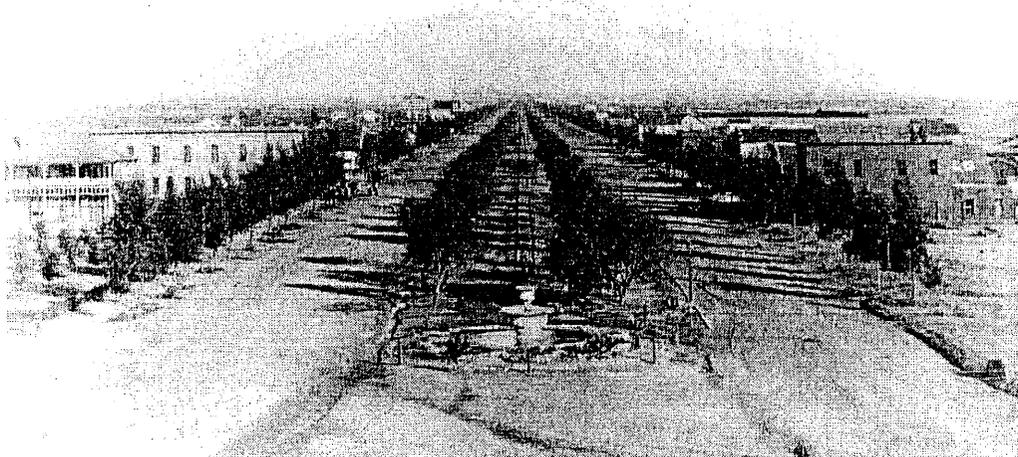
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3. Euclid Avenue - 1905 (bandstand in foreground)



4. Euclid Avenue - 1888 (frankish fountain in foreground)



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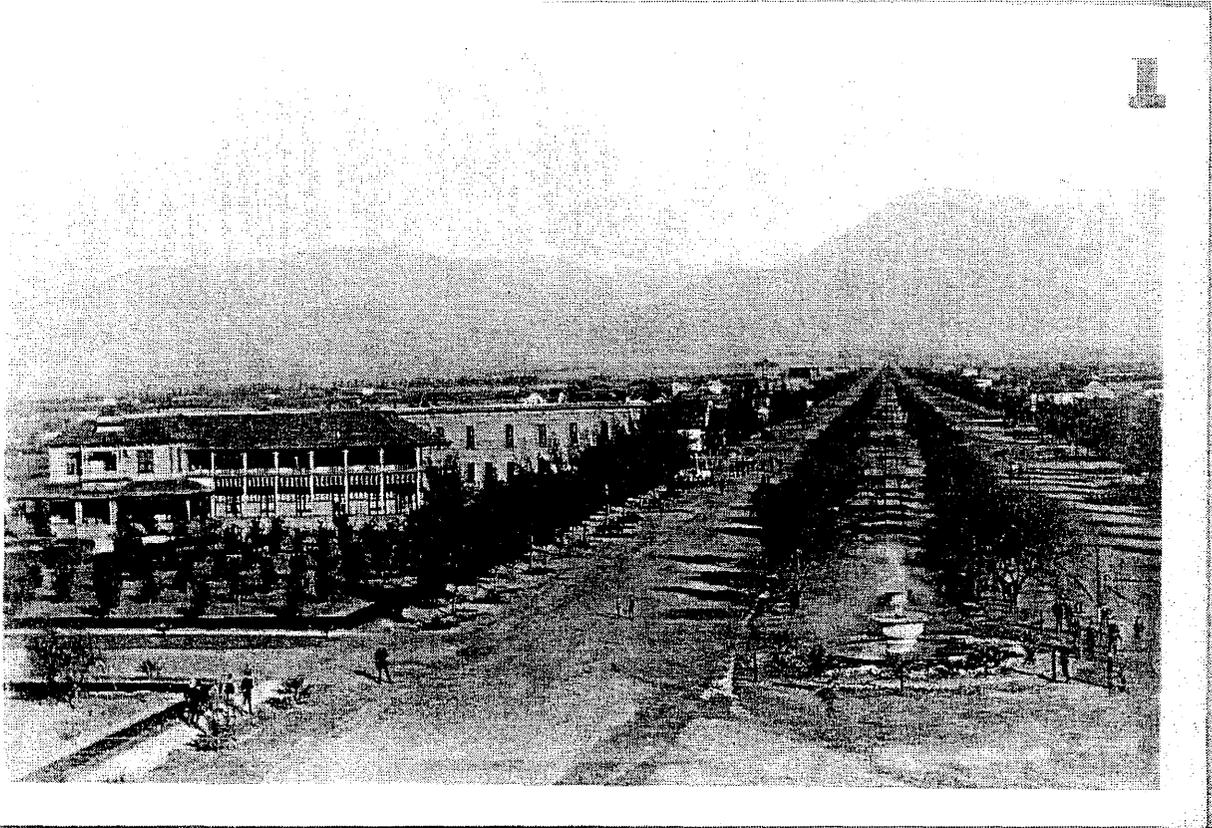
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7. Euclid Avenue - 1887



8. Euclid Avenue - Looking North from Holt Boulevard



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9. Euclid Avenue - Looking South from B Street



10. Euclid Avenue - Looking North from Holt Boulevard



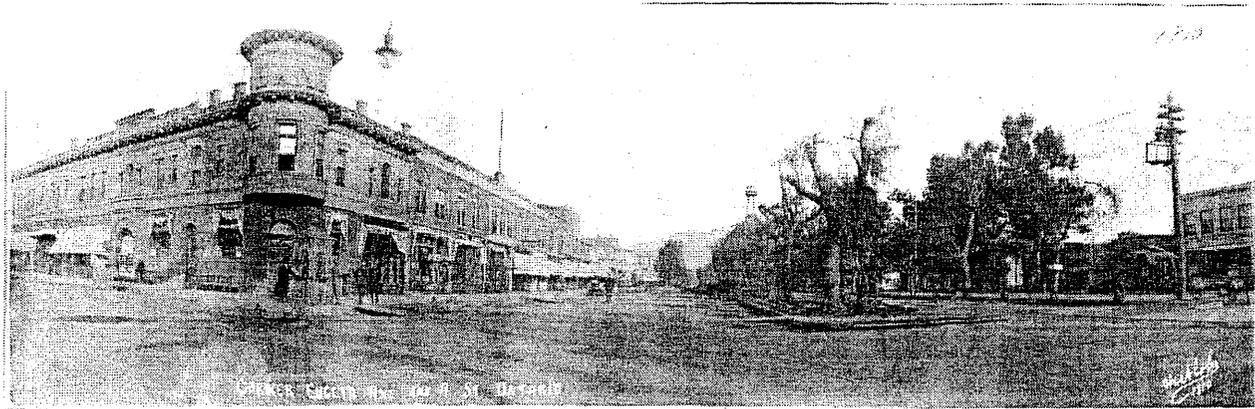
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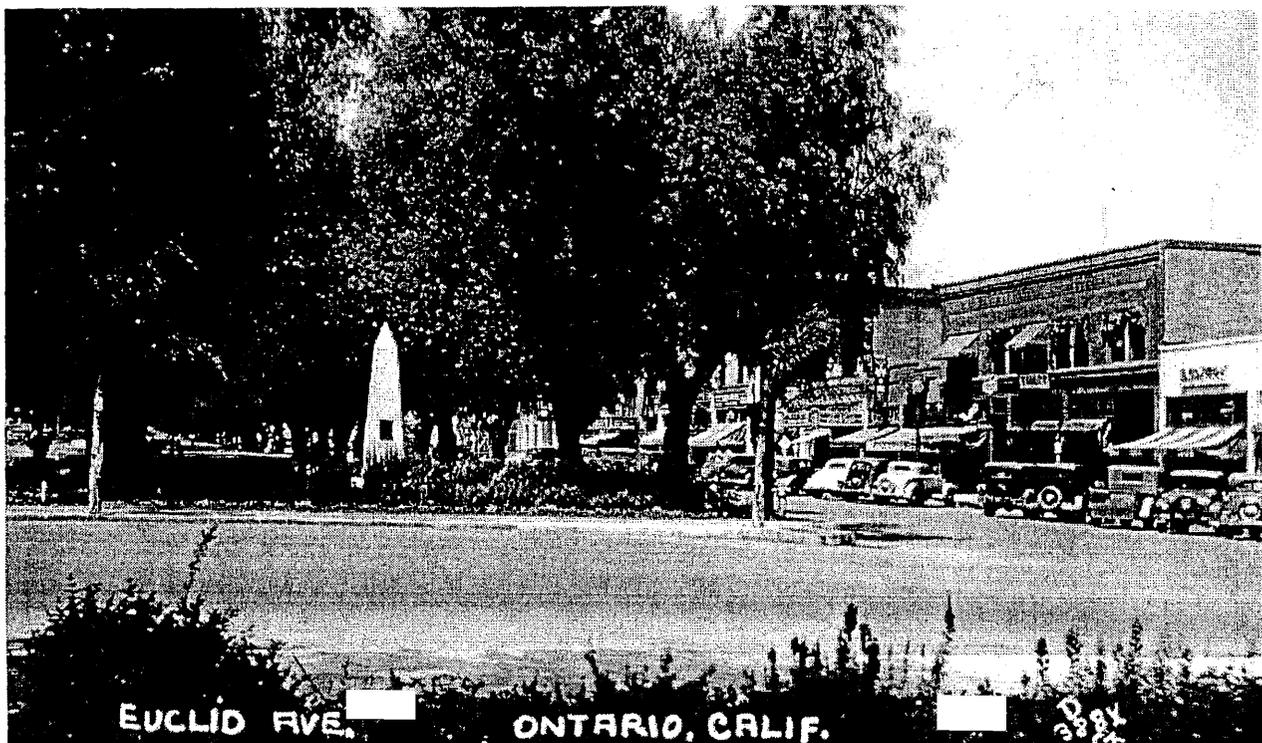
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11. Euclid Avenue - Looking North from Holt Boulevard



12. Euclid Avenue - Veteran Memorial on Euclid Avenue at Holt Boulevard



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Historic Photos

Mildura, Australia - All photos taken via the Internet from the State Library of Victoria, Australia

13. Deakin Avenue, Mildura Australia
14. Deakin Avenue, Mildura Australia
15. Deakin Avenue, Mildura Australia
16. Deakin Avenue, Mildura Australia
17. Deakin Avenue, Mildura Australia
18. Deakin Avenue, Mildura Australia
19. Deakin Avenue, Mildura Australia
20. Deakin Avenue, Mildura Australia
21. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia
22. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia
23. Chaffey Fountain, Deakin Avenue, Mildura Australia
24. Deakin Avenue, Mildura Australia

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13. Deakin Avenue, Mildura Australia



14. Deakin Avenue, Mildura Australia



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15. Deakin Avenue, Mildura Australia



16. Deakin Avenue, Mildura Australia



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17. Deakin Avenue, Mildura Australia



18. Deakin Avenue, Mildura Australia



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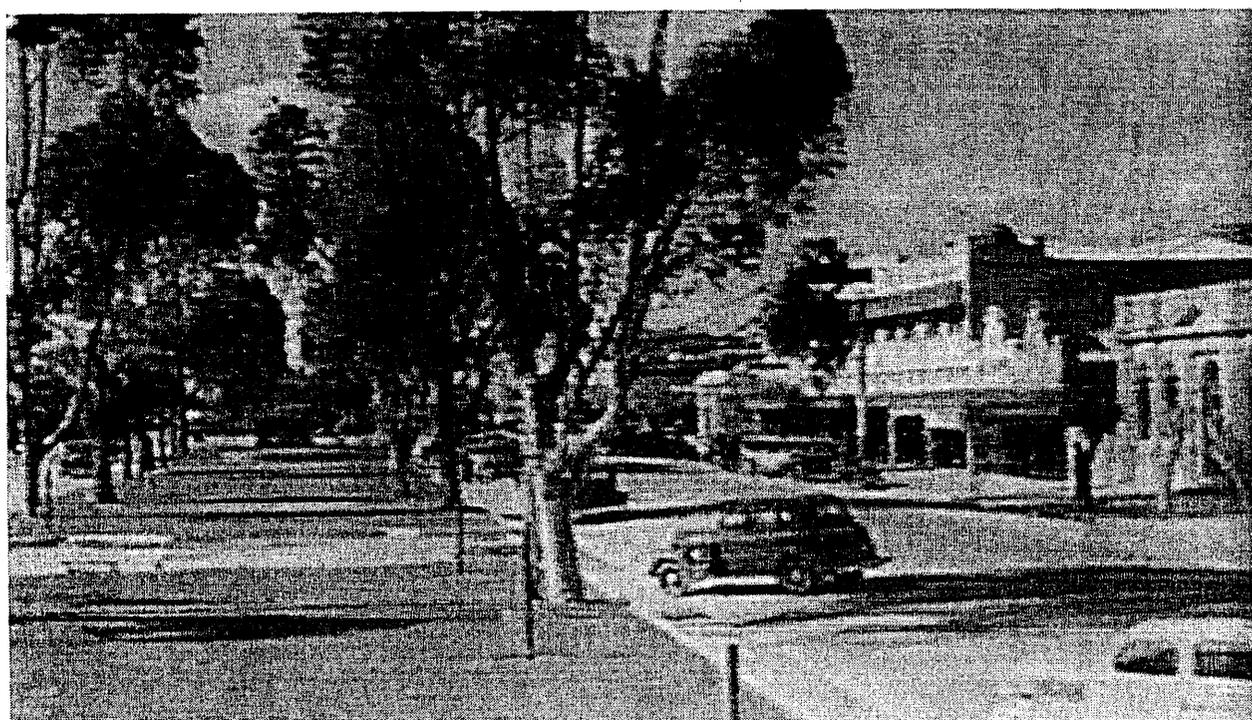
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19. Deakin Avenue, Mildura Australia



20. Deakin Avenue, Mildura Australia



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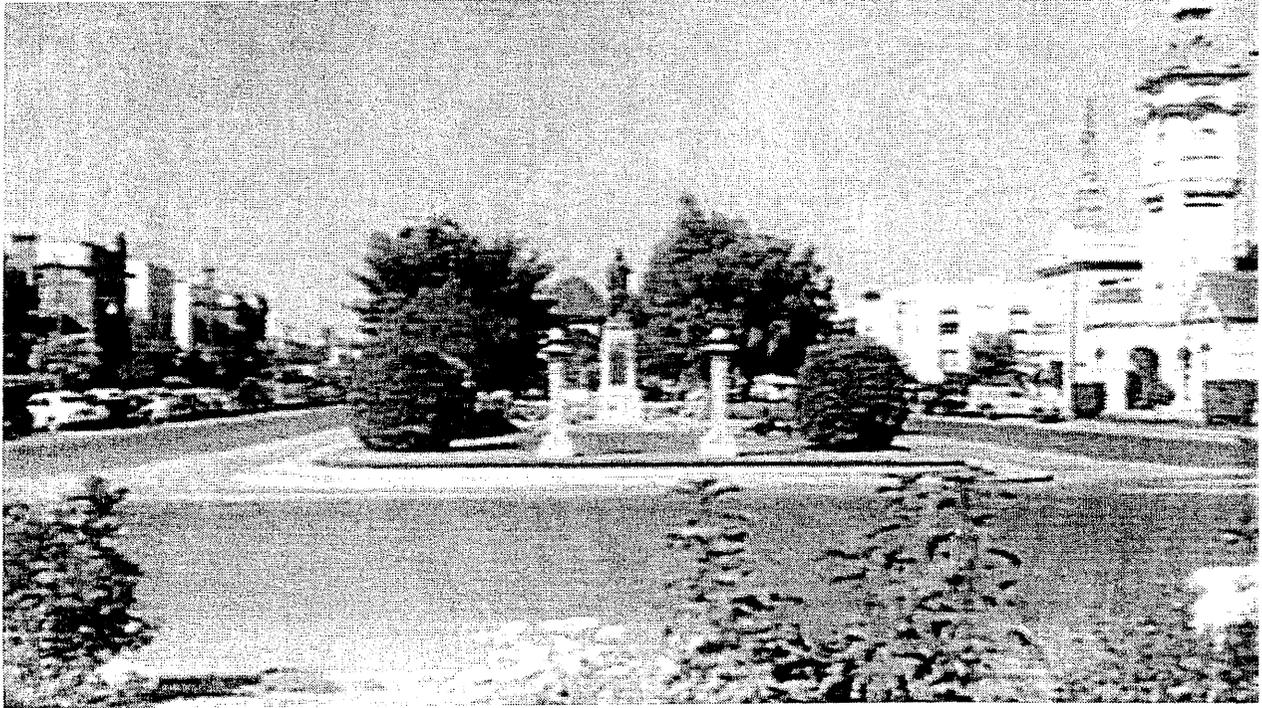
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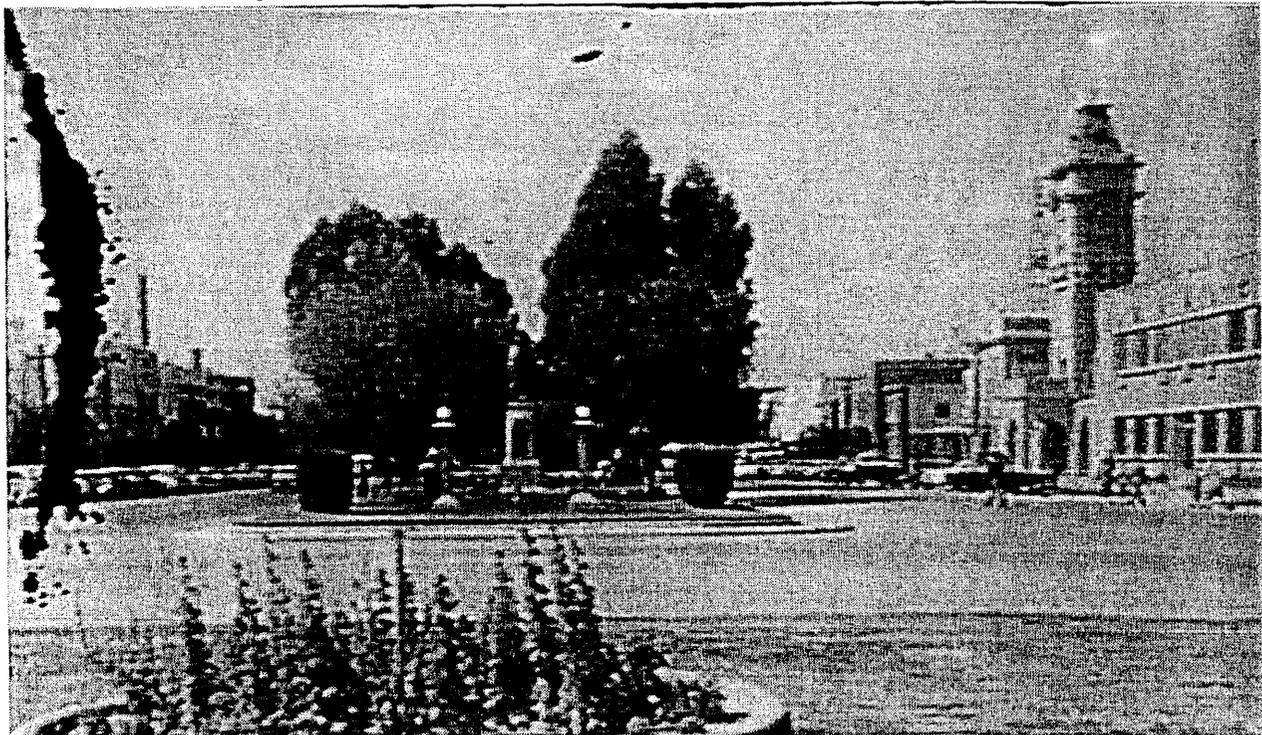
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21. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia



22. W.B. Chaffey Memorial Statue, Deakin Avenue, Mildura Australia



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23. Chaffey Fountain, Deakin Avenue, Mildura Australia



24. Deakin Avenue, Mildura Australia



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All photos by Jeff Starns, 2003

Location of negatives: Ontario Planning Department, 303 East B Street, Ontario, CA 91764

1. Looking north from Philadelphia Street, Ontario
2. Looking west toward Euclid School, Ontario
3. Looking south toward the Southern Pacific and Union Pacific Railroad Underpass, Ontario
4. Looking east towards the Frankish Fountain and Old City Hall (just north of the Southern Pacific and Union Pacific Railroad Underpass), Ontario
5. Looking north at Holt Boulevard, Ontario
6. Looking north at C Street towards the R. Jack Mercer Community Bandstand, Ontario
7. Looking northwest at C Street towards the Granada Theater, Ontario
8. Looking west at the Gardiner Spring Auditorium, Chaffey High School, Ontario
9. Looking north towards the San Bernardino Freeway from 6th Street, Ontario
10. Looking north from the Burlington Northern Santa Fe Railroad, Upland
11. Looking south from Foothill Boulevard (Route 66), Upland
12. Looking north from Foothill Boulevard (Route 66) toward Madonna of the Trail, Upland
13. Looking north from Foothill Boulevard (Route 66) toward bridal path, Upland
14. Looking west at the Foothill Freeway, Upland
15. Looking south at rock curbs and drainage ditch, Upland
16. Looking north at rock curbs and drainage ditch, Upland
17. Looking south from 24th Street, Upland

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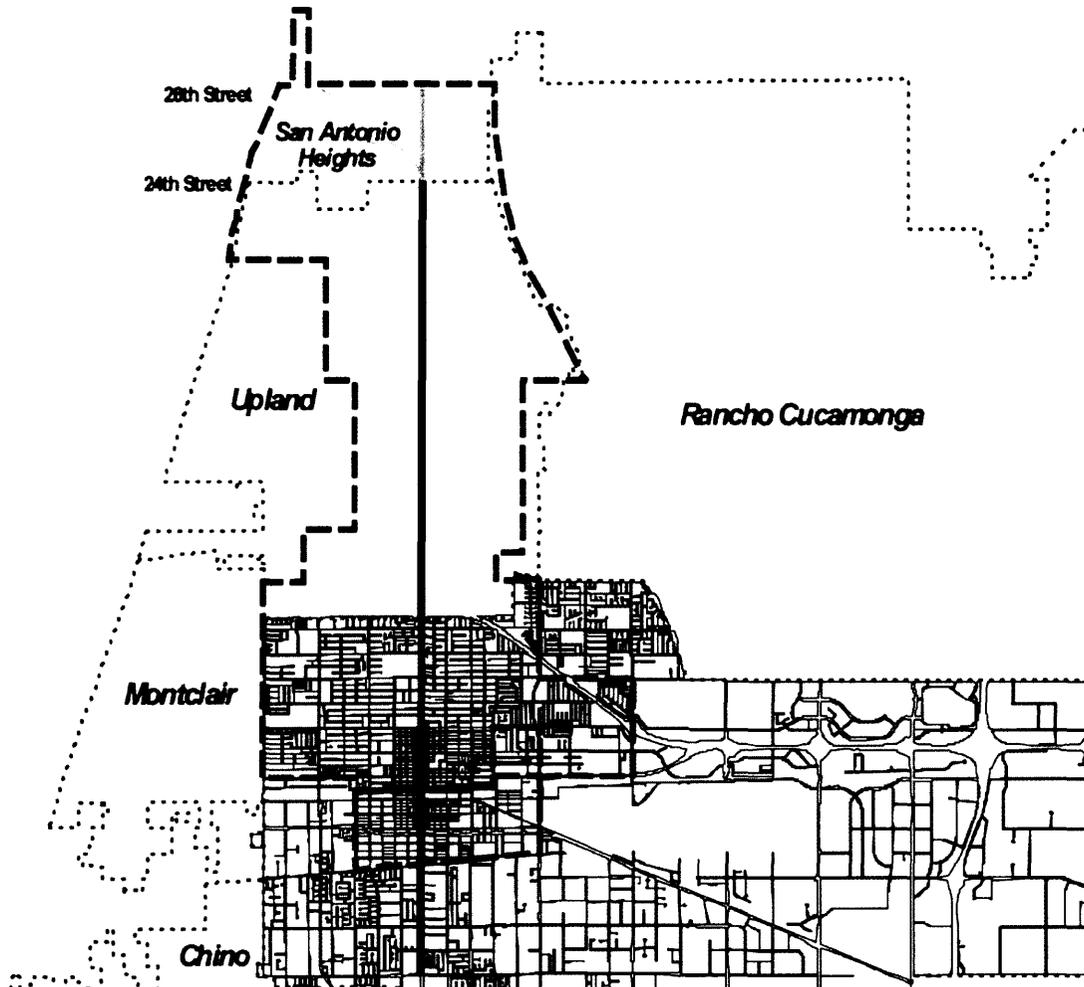
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San Bernardino Co., CA*

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SKETCH MAP



LEGEND

Euclid Avenue

Gray Section -

Portion of Euclid Avenue from 24th Street to 26th Street. Original Plan went to 26th Street, but removed shortly after construction

Red Section -

Section constructed by the Chaffey Brothers - 1882

Blue Section -

Section constructed by Charles Frankish - 1886

Red Outline -

Ontario Irrigation Colony Boundaries - Created by the Chaffey Brothers

Blue Outline -

South Side Tract Boundaries - Created by Charles Frankish

Green Outline -

Current City Boundaries

Mill Creek *Zanja*

Map Reference No. 48

The Peppers/El Carmelo

Map Reference No. 67

HISTORIC RESOURCES INVENTORY

State use only

UTM _____ Q _____ NR _____
 Lat _____ Lon _____ Era _____ Sig _____
 Adm _____ T2 _____ T3 _____ Cat _____ HABS _____ HAER _____ Fed _____
 UTM 11/485218/3767250

IDENTIFICATION

1. Common name: EJ Carmelo 1981 Historic Structure - RAHS

2. Historic name, if known: The Peppers

3. Street or rural address 926 E. Highland Ave.
 City: Redlands ZIP: 92373 County: San Bernardino

4. Present owner, if known: Carmelite Brothers Address: 926 E. Highland
 City: Redlands ZIP: 92373 Ownership is: Public Private

5. Present Use: Retreat Center (Religious) Original Use: Private residence

Other past uses: _____

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This is a beautiful old house built as a replica of an Italian villa which Moore had seen in Northern Italy; this building stands alone on top of a hill; the exterior is stucco and the roof constructed of wood shingles; the eaves are projected with brackets; the windows have slipsill, two-sash and flat with plain molding; the front door consists of two large plain wood doors; the surrounding detail is flat plain molding with a small window on top of each door; there are no front stairs or porch; there is an unprotected cement patio in front, with a brick sidewalk leading to it. Mission revival with strong Moorish features



Approximate property size:
 Lot size (in feet) Frontage _____
 Depth _____
 or approx. acreage 25

Condition: (check one)

a. Excellent b. Good c. Fair
 d. Deteriorated e. No longer in existence

Is the feature a. Altered? b. Unaltered?

Surroundings: (Check more than one if necessary)

a. Open land b. Scattered buildings
 c. Densely built-up d. Residential
 e. Commercial f. Industrial
 g. Other

Threats to site:

a. None known b. Private development
 c. Zoning d. Public Works project
 e. Vandalism f. Other

Date(s) of enclosed photograph(s) Dec. 1976

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone b. Brick c. Stucco d. Adobe e. Wood
f. Other
15. Is the structure: a. On its original site? b. Moved? c. Unknown?
16. Year of initial construction: ~~XXXXX~~ ^{c. 1903} This date is: a. Exact? b. Estimated
17. Architect (if known): _____
18. Builder (if known): W. N. Moore
19. Related features: a. Barn b. Carriage house c. Outhouse d. Shed(s) e. Formal garden(s)
f. Windmill g. Watertower/tankhouse h. Other i. None

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

Owned by W. N. Moore, an orange grower from Jolien, Ill. Moore ran the Elephant Orchards Packing House, an important packing house in the East San Bernardino Valley citrus industry. The house is a classic example of the residence of a successful Easterner turned citrus grower. It still sits amidst its original setting.

In 1954 the Carmelites added 7 more acres and in 1956 17 additional acres.

21. Main theme of the historic resource: (Check only one): a. Architecture b. Arts & Leisure
c. Economic/Industrial d. Exploration/Settlement e. Government f. Military
g. Religion h. Social/Education

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Redlands Daily Facts.

23. Date form prepared: 5/2/77 By (name): Ron Morris
Address: 125 W. Vine St. City Redlands ZIP: 92373
Phone: 714-793-2201 Organization: City of Redlands/A.K. Smiley Public Library

(State Use Only)

1903

- A El Carmello Retreat House ⁹²⁶ E. Highland
- B
- C
- D W.N. Moore
- E 792-1047
- F ~~926-1047~~ 1903
- G

A 926 E. Highland Ave. W.N. Moore house, built in 1903, now home for the staff of El Carmelo Retreat, which is run by the Carmelite Catholic order. 2-story version of an Italian villa. High ceilings, arched rooms, more space to work with. Overlooks San Bernardino Mountains, 300 feet above Redlands. 21-rooms including a chapel, five bedrooms and five bathrooms. Carmelite order bought the house and the 12 acres surrounding it in May 1952. At the time the condition of the house was very bad because nobody had lived in it for eight years. The plumber that surrounded it was difficult to get out and all the plumbing and electrical work had to be redone. Father Jerome said in 1951 "we thought we were buying back at first, but thought we weren't going to be able to continue with the house at all and that we'd have to pull it down." But once the shrapnel and lumber was taken out and the stone exterior renovated, the friars found their new home was sturdy. No air conditioning. The house was built by an architect from Illinois, Tom Knott. The friars' purchase of the house of 1952 was on the grounds. There were about 100 trees, many of them were redwood and had to be taken out. Entrance to house is through a large central flange or porch with cement benches on both sides. Porch is enclosed on both sides with round top and pillars. Large bay window on first floor with ladder glass for people. Back of house was a chapel with three windows that overlook the city. Rounded tower on right side of house. The side for porch and entrance to the kitchen. 1911 is the year of the original plan to build a 2-story house. The house was built in 1903. There was a large porch on the side of the house that has a view of the city. The house was built on a hillside overlooking the city. The house was built on a hillside overlooking the city.

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REDLANDS AREA HISTORICAL SOCIETY, INC.

Redlands Historic Structure 1981

W.N. Moore House
"The Peppers"
926 East Highland Avenue
c.1903

Overlooking the valley high atop a hill on East Highland Avenue stands the W.N. Moore house. This fine old home was built by Moore, an orange grower from Jolien, Illinois. He operated the Elephant Orchards Packing house, an important packing house in the East San Bernardino citrus industry. His home was a classic example of the residence of a successful easterner turned citrus grower. Because of the many pepper trees on the grounds, the location became known as "The Peppers."

This house, an adaptation of an Italian villa which Moore had seen in Northern Italy, is a two-story structure with stucco exterior and shingled roof. The entrance to the home is through a large cement stoop or porch with cement benches on both sides. The porch is enclosed by open stickwork around the top and the pillars. The front doors of plain glass are flanked by two smaller lead-glass windows. The left side of the house has a tower-like structure with a stepped triangular roofline. On the second floor are three windows with semi-circular tops. Below on the first floor is a large bay window consisting of four rectangular windows with leaded glass top panels.

Above the front entrance is a second floor patio or deck with four arched windows in the background. This deck is enclosed by an open stickwork railing. The right side of the house has a rounded tower extending to the roofline with three long rectangular windows. On the extreme right side is a one-story wing built on an angle that extends well past the front of the house. This structure houses the kitchen and pantry area. To the left of the house is a large open veranda on a cut-stone foundation. This veranda gives an outstanding view of the valley below. The front of the house is surrounded by large trees and enclosed by a cement railing with posts and foundation of cutstone.

The house remained in the Moore family until 1952 when the house and twelve acres were purchased by the Carmelite Fathers as a religious retreat center.

The REDLANDS AREA HISTORICAL SOCIETY does itself honor in singling out this unique example of our town's heritage and in commending the stewardship of the owners.

EL CARMELO RETREAT HOUSE

The historical antecedents of this beautiful old house go back nearly a century, and the structure itself, first called by the estate name, "The Peppers", was built in 1903. In a City of Redlands architectural survey in 1977, it was designated as a potential selection for the National Register of Historic Places.

The house was constructed as a replica of an Italian villa which William Nicoll Moore had seen while touring Northern Italy. The exterior is stucco, and the roofing is wood shingles; the eaves are projected with brackets. The windows have slipsill, two-sash and flat with plain moulding; the front entrance consists of two large plain wooden doors. The surrounding detail is flat plain moulding with a small window on top of each door. There are no front steps or porch. However, there is an unprotected cement patio in the front, with a brick sidewalk leading to it. Like Riverside's famed Mission Inn (built at about the same time, as was Smiley Library) the architectural style is mission revival with strong Moorish features. The house thus stands as a classic example of the residence of a successful Easterner turned citrus grower.

Who was William Moore? He was born in Neenah, Wisconsin, in 1864, and died in his prime in 1911. His schooling climaxed with a degree in engineering at Massachusetts Institute of Technology. During that period he also married Miss Gertrude A. Robinson. Early in his manhood he became interested in several manufacturing concerns in northern Illinois and profited well. During the 1890's he frequently visited in California as did many wealthy Easterners of the time. In 1901, he finally migrated from Joliet, Illinois to Redlands to make it his permanent home. Out of his

capital he invested heavily in undeveloped lands and with the aid of his two sons had these lands put into condition for citrus planting. Father and sons were associated under the name of the Sunset Orange Co. as both growers and packers, and their processing shed was called the Elephant Orchards Packing House.

This success was not only the outgrowth of business acumen but also stemmed from the Moores being a part of an existing Easterner's group. In February 1886, the Chicago-California Colonization Co. had been formed which bought what was known then as the Somers Tract. This area in the eastern part of Redlands was settled by people of means from the Chicago region and hence became known as the Chicago Colony in society circles.

Following the early death of the family founder, the estate was occupied by the family until 1945. After World War II, the house remained empty until the Carmelites (who had been searching for such a place since 1946) purchased in 1952 the Moore residence and adjoining acreage of the Schacht-Reidman properties in Redlands Heights. Not included in the purchase was the home of one of the sons, Frank W. Moore, just south of the Peppers nor his nearby citrus juice bottling plant.

After seven years of neglect, a great deal of both house and yard rehabilitation had to be undertaken in short order. Repair and refurbishing soon got underway following the directions of architects Wayne D. McAllister of Los Angeles and Stanley C. Meston of Fontana. Ten weeks later, Bishop Charles F. Buddy, Diocese of San Diego, dedicated the new facility on October 15, 1952. An open house was held on October 26th. It marked the first return of the Carmelite Fathers to the diocesan area in some 350 years (a Father Andrew had said Mass at Point Loma in 1602 as chaplain of the Spanish fleet).