

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

District	County	Route	Post Mile(s)	EA	E-FIS Project Number
08	RIV	60	PM 20.0/22.0	EA 0M590	0813000109
		<i>Federal Project Number. (Prefix, Agency Code, Project No.)</i>		<i>Location</i>	

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by the California Department of Transportation (Caltrans) pursuant to 23 United States Code (U.S.C.) 327 and the Memorandum of Understanding dated December 23, 2016, and executed by the Federal Highway Administration (FHWA) and Caltrans.

The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 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* (Caltrans Section 106 PA) as well as under Public Resources Code (PRC) 5024 and pursuant to the January 2015 *Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92 (5024 MOU)* as applicable.

**Project Description:**

The City of Moreno Valley (City), in cooperation with Caltrans, District 8, proposes to reconstruct and improve the State Route 60 (SR-60)/World Logistics Center Parkway (WLC Pkwy) interchange. Major improvements to the interchange will include: (1) reconstruction of the westbound and eastbound on- and off-ramps to SR-60, (2) replacement of the existing WLC Pkwy overcrossing with an expanded four-lane overcrossing (two through lanes in each direction) with a minimum 16.5-foot (ft) vertical clearance between the eastbound and westbound SR-60 ramps and reconstruction of WLC Pkwy between the southern limits of the project and the eastbound SR-60 ramps, and (3) construction of three lanes in each direction on WLC Pkwy between the eastbound SR-60 ramps and Eucalyptus Avenue west (Eucalyptus Avenue west of WLC Pkwy); and construction of two lanes in each direction but grading for three lanes in each direction on WLC Pkwy between Eucalyptus Avenue west and Eucalyptus Avenue east (Eucalyptus Avenue east of WLC Pkwy); WLC Pkwy south of Eucalyptus Avenue east would narrow to one lane in each direction. The proposed improvements to the on- and off-ramps would extend west and east of the proposed overcrossing on SR-60 for proposed auxiliary lanes in each direction. The proposed improvements to Theodore Street/WLC Pkwy would extend north of SR-60 to Ironwood Avenue and south of SR-60 to south of Eucalyptus Avenue east. An existing Caltrans paved material transfer area located in the southwest quadrant of the existing SR-60/WLC Pkwy interchange, within the existing eastbound loop on-ramp will be relocated to the SR-60/Gilman Springs Road interchange area as part of the proposed project.

The proposed project will require the acquisition of new right-of-way (ROW), some utility work, and advanced construction signage and striping. The Project Vicinity Map, Project Location Map, and Area of Potential Effects (APE) Map are included in this Historic Property Survey Report (HPSR) as Attachment A Maps 1, 2, and 3, respectively.

**HISTORIC PROPERTY SURVEY REPORT****2. AREA OF POTENTIAL EFFECTS**

The APE for the project was established in consultation with Nicholas Thompson, PQS, Architectural Historian, and Elaheh Hadipour, Project Manager, on July 8, 2019. The APE map is provided in Attachment A of this HPSR.

The APE was established as all areas where the project has the potential to directly or indirectly affect historic properties, if any such properties exist. The areas of direct effects include the areas where physical impacts may occur. These are generally limited to the proposed and existing ROW and include the horizontal and vertical areas associated with ground-disturbing activities and the detour routes. Where there are only detour routes, temporary signage and/or striping, the APE is within or coincident with the existing right-of-way. Separate map pages are not provided for areas where detour routes are the only project-related activity. A remote borrow site is also included as part of the APE, resulting in a discontinuous APE boundary. The areas of indirect effects extend beyond those of the direct effects and incorporate areas that may be indirectly affected by visual, noise, or other effects. The areas of indirect effects generally include all properties that are adjacent to the proposed ROW unless they are undeveloped or the buildings are 100 feet or more from proposed new construction. Lines of the APE boundary, parcel boundaries and other project data are slightly offset for clarity. The total acreage of the APE is approximately 402, the maximum depth of the project is approximately 50 feet below the existing ground surface, and the maximum height of new features is approximately 30 feet above the existing ground surface.

Archaeological sensitivity within the APE is considered low-to-moderate based on previous agricultural activities and road and modern building construction.

**3. CONSULTING PARTIES / PUBLIC PARTICIPATION** Local Government

City of Moreno Valley Planning Department was contacted in September 2014 regarding 12400 Theodore Street (Armstrong Home/Anco Ranch)

 Native American Heritage Commission

A request was sent to the Native American Heritage Commission (NAHC) on September 9, 2013, for a Scared Lands File (SLF) search and a list of Native American contacts. The NAHC responded on September 30, 2013, and stated that its SLF database failed to indicate the presence of Native American traditional cultural places within the project area. The NAHC provided a list of Native American individuals, Tribes, and organizations that should be contacted (see Attachment D).

 Native American Tribes, Groups, and Individuals

Ten individuals representing eight Native American groups were designated by the NAHC for Section 106 consultation. All designated individuals/groups were initially contacted via certified mail on October 7, 2013.

- Joseph Ontiveros (Soboba Band of Luiseño Indians), responded on October 8, 2013 requesting government-to-government consultation (that Soboba continue to be a lead consulting tribal entity for this project) and Soboba Native American monitoring of any ground-disturbing activities, including cultural resources survey and testing. On November 22, 2013, Caltrans contacted Mr. Ontiveros. Mr. Ontiveros was notified on October 30, 2015, July 16, 2018, and October 22, 2018 regarding successive revisions to the APE. Mr. Ontiveros responded on October 22, 2018 requested new Tribal scoping

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from Caltrans. Mr Ontiveros was contacted on November 6, 2018 to coordinate the final survey schedule.

- Soboba Band of Luiseno Indians: Draft Final documents were sent as requested on May 14, 2019. On June 18, 2019, a letter was sent to Soboba Band of Luiseno Indians indicating Caltrans is prepared to move to the next phase of the environmental process, soliciting any comments on the draft cultural documents. If comments are received, final copies of the cultural documents will be provided upon request. No response received to date.
- Paul Macarro, Cultural Resources Manager of the Pechanga Band of Mission Indians did not respond, and a follow-up attempts at contact were made on November 5, 2013 and November 26 2013. Mr. Macarro was notified on October 30, 2015 regarding revisions to the APE. Ebru Ozdil (Cultural Resources Coordinator) was subsequently notified October 30, 2015, July 16, 2018, and October 22, 2018 regarding successive revisions to the APE. No response was received.
- Luther Salgado, Chairperson of the Cahuilla Band of Indians did not respond, and follow-up attempts at contact were made on November 5, 2013 and November 26 2013. Mr. Salgado was notified on April 30, 2015, July 16, 2018, and October 22, 2018 regarding successive revisions to the APE. Mr. BobbyRay Esparza (Cultural Coordinator) responded on July 17, 2018, indicating interest in a Cahuilla Tribal participation in the final survey. Mr. Esparza was contacted on November 6, 2018 to coordinate the final survey schedule.
- Joseph Hamilton. (Chairman, Ramona Band of Cahuilla Mission Indians) did not respond, and follow-up attempts at contact were made on November 5, 2013 and November 26 2013. Mr. Hamilton was notified on April 30, 2015, July 16, 2018, and October 22, 2018 regarding successive revisions to the APE. No response was received.
- Anna Hoover (Pechanga Band of Luiseño Mission Indians), did not respond, and follow-up attempts at contact were made on November 5, 2013 and November 21 2013. Ms. Hoover responded on November 22, 2013 requesting government-to-government consultation, copies of all applicable cultural and environmental documents, Pechanga monitoring of all survey and subsurface excavation activities, and the opportunity for further comment upon review of cultural and environmental documents. Caltrans contacted Ms. Hoover in November, 2013. Ms. Hoover was notified on April 30, 2015, regarding revisions to the APE. Ms. Hoover is no longer with Pechanga so consultation with her was discontinued.
- Daniel McCarthy (Director, CRM Department. San Manuel Band of Mission Indians) responded on October 14, 2013 indicating the San Manuel are unaware of any culturally important sites within the APE, and given the nature and location of this project the Tribe has no concerns. Mr. McCarthy was notified on April 30, 2015 regarding revisions to the APE. No response was received.
- Goldie Walker (Serrano Nation of Mission Indians) did not respond, and follow-up attempts at contact were made on November 5, 2013 and November 7 2013, The latter attempt was successful and Ms. Walker inquired about the presence of prehistoric resources within the APE and requested further consultation in the event that any previously undocumented prehistoric resources were encountered within the APE. Ms. Walker passed away in April, 2018

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- John Marcus (Chairman, Santa Rosa Band of Mission Indians) did not respond, and the Santa Rosa Band was contacted on November 5, 2013. Further consultation was directed by the Tribe to Steven Estrada, Environmental Coordinator. Mr. Estrada was notified on April 30, 2015 regarding revisions to the APE. No response was received.
- Ernest H. Siva (Tribal Elder, Morongo Band of Mission Indians) was contacted on November 5, 2013, and he had no comments or concerns regarding the project. Mr. Siva was notified on April 30, 2015 regarding revisions to the APE. No response was received.
- William Madrigal Jr. (Morongo Band of Mission Indians), was contacted on November 5, 2013, and he expressed concern regarding sensitivity of the area east of the APE for prehistoric cultural resources, requested results of the records search within 0.5 mile of the APE (results were provided by LSA), and Native American monitoring of the survey by a Morongo monitor. An attempt to notified Mr. madrigal was made on April 30, 2015, regarding revisions to the APE. Denisa Torres (Cultural Resources Manager) was notified July 16, 2018, and October 22, 2018 regarding successive revisions to the APE. Mr. Travis Armstrong (Morongo Tribal Historic Preservation Officer [THPO]) responded on October 22, 2018 and indicated the detour routes are areas of interest to the Tribe, and requested Tribal participation in the final survey. Mr Armstrong was contacted on November 6, 2018 to coordinate the final survey schedule.
- Morongo Band of Mission Indians: Draft Final documents were sent as requested on May 14, 2019. By letter dated June 5, 2019, the Morongo Band of Mission Indians requested to be notified of any Native American features or artifacts should they be discovered during construction activities. Additionally, while the Morongo Band of Mission Indians is not requesting construction monitoring, they requested to be included if monitoring was requested and granted by another Native American group. No monitoring requests have been received to date.
- Pechanga Band of Luiseno Indians: Draft Final documents were sent as requested on May 14, 2019. By letter dated June 11, 2019, the Pechanga Band of Luiseno Indians requested the following language be inserted into the Ethnography section of the Archaeological Survey Report:

"Many anthropologists and historians who have presented boundaries of the Luiseno traditional territory have included the Moreno Valley area in their descriptions (Heizer and Whipple 1957; Kroeber 1925), and such territory descriptions correspond with what was communicated to the Pechanga people by our elders."

(See Attachment E for NAHC correspondence, representative examples of the form letters sent to designated individuals/groups, related email correspondence, and a summary record of the Section 106 consultation.)

Letters pursuant to Assembly Bill (AB) 52 were sent to potentially interested tribes on July 30, 2015.

- The Rincon Band replied on August 12, 2015 deferring to the Pechanga and the Soboba Bands.
- The Morongo Band replied on August 24, 2015 indicating the project area is culturally sensitive but did not provide specifics, requested tribal monitoring during any ground-disturbing activity, copies of reports and records search results, and continued consultation under AB 52 and Section 106.



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- The Soboba Band replied on August 24, 2015 indicating the project area is culturally sensitive but did not provide specifics, requested tribal monitoring during any ground-disturbing activity, copies of reports and records search results, government-to-government consultations, and continued consultation under AB 52 and Section 106.

Local Historical Society / Historic Preservation Group

- Moreno Valley Historical Society President Richard Dozier. He was contacted via email on March 19, 2015. A follow-up telephone call made on December 5, 2018. Mr. Dozier has passed away. A follow-up email was sent to the historical society. No response to date.
- Moreno Valley Family History Center. A letter and map were mailed on March 20, 2015. On December 5, 2018, a follow-up telephone call was made and a voice message was left. No response to date.
- Keith Herron, Historic Preservation Officer, Regional Park and Open-Space District, County of Riverside. A letter and map were mailed on March 20, 2015. On December 5, 2018, a follow-up telephone call was made. Erin Gettis, Mr. Herron's replacement, requested that the letter and map be emailed to her. The email was sent to Ms. Gettis on December 5, 2018. No response to date.
- Viola F. Hamner, author of *Moreno Valley, California: In the Beginning*. A letter and map were mailed on March 20, 2015. On December 5, 2018, a follow-up telephone call was made to Ms. Hamner who said she had no comments.
- Local historian, Steve Lech. He was contacted via email on March 19, 2015. On December 5, 2018, a follow-up email was sent to Mr. Lech. No response to date.
- Ken Holtzclaw, author of *Images of America: Moreno Valley*. A letter and map were mailed on March 20, 2015. No response was received. No follow-up attempt was made because no email address or telephone number was found.

### 4. SUMMARY OF IDENTIFICATION EFFORTS

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> National Register of Historic Places (NRHP)        | <input checked="" type="checkbox"/> California Points of Historical Interest                   |
| <input checked="" type="checkbox"/> California Register of Historical Resources (CRHR) | <input checked="" type="checkbox"/> California Historical Resources Information System (CHRIS) |
| <input checked="" type="checkbox"/> National Historic Landmark (NHL)                   | <input checked="" type="checkbox"/> Caltrans Historic Bridge Inventory                         |
| <input checked="" type="checkbox"/> California Historical Landmarks (CHL)              | <input checked="" type="checkbox"/> Caltrans Cultural Resources Database (CCRD)                |
- Results:

The records search and literature review and updates (conducted August 16, 2013 by Riordan Goodwin and April 2 and 7, 2015 by Gini Austerman) indicated that 65 cultural resources studies have been conducted within a one-mile radius of the project, eight of which included portions of the APE. Nine cultural resources were documented within or partially within the project APE, including three isolated prehistoric artifacts (33-015648, 33-19873, 33-19874), historic-period water conveyance features (33-007275 and 33-015648), a portion of a historic-period district (33-16655, the Kerr Stock Farm District), two historic-period residences, and two segments of roads and associated features (33-021095, former Jackrabbit Trail Route; and 33-021096, Gilman Springs Road/former State Route 79). The disposition of the resources within the APE are as follows:

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- **33-007275 (12130 Theodore Street).** Ruins of a concrete water tank/cistern were noted in association with this 1920s residence.
- **33-007291(12400 Theodore Street, Armstrong House/Anco Ranch).** No archaeological deposits, features, or artifacts were identified in association with this 1910s residence.
- **33-015648.** This non-*in situ* isolated artifact documented within the Anco Ranch property was not located.
- **33-15796.** No trace of these water conveyance features was identified.
- **33-16655 (The Kerr Stock Farm District).** This historic-period resource was evaluated in 2005 as not significant for CEQA purposes and assigned a California Historical Resources Status Code of 6Z. It is no longer extant.
- **33-19873.** This non-*in situ* isolated artifact was not located.
- **33-19874.** This non-*in situ* isolated artifact was also not located.
- **33-021095.** This segment of the former Jackrabbit Trail Route (Gilman Springs Road/Alessandro Boulevard) was located. No archaeological deposits, features, or artifacts were identified in association with this resource.
- **33-021096.** This segment of Gilman Springs Road/former State Route 79 was located. No archaeological deposits, features, or artifacts were identified in association with this resource

Additional resources documented within one mile of the APE included 64 prehistoric resources (51 bedrock milling sites, four bedrock milling sites with associated features, three bedrock milling sites with associated artifacts, two lithic scatters, one subsurface hearth feature, one rock art site, and two isolated artifacts) and 15 historic-period resources (one building foundation with associated refuse, one water conveyance system with associated refuse, 8 water conveyance features, two historic-period refuse scatters, one borrow pit, one historic-period residence, 33-015436, and the balance of the Kerr Stock Farm District buildings and structures). The nearest prehistoric resource is approximately 245 meters west of the APE boundary to the west of Gilman Springs Road. None of the resources within the study area was listed in any of the registers or indexes. Additional details of the records search are provided in the Archaeological Survey Report (ASR) (Attachment D).

## 5. PROPERTIES IDENTIFIED

- ☒ Casey Tibbet and Eugene Heck, who meet the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement Attachment 1 and as applicable PRC 5024 MOU Attachment 1 as Principal Architectural Historians, and Riordan Goodwin who meets the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement Attachment 1 as a Co-Principal Investigator for prehistoric and historic archaeology, have determined that the only other properties present within the APE meet the criteria for Section 106 Programmatic Agreement Attachment 4 (Properties Exempt from Evaluation) and as applicable PRC 5024 MOU Stipulation VIII.C.1 and Attachment 4 as Property Types 1, 2, 3, or 6, which are minor, ubiquitous, or fragmentary infrastructure elements (type 1), properties that are modern (type 2), and properties that are altered (types 3 and 6).

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- Caltrans, in accordance with Section 106 PA Stipulation VIII.C.5 and as applicable PRC 5024 MOU Stipulation VIII.C.5 has determined there are cultural resources within the APE that were **previously determined not eligible** for inclusion in the NRHP and/or not eligible for registration as a CHL with SHPO concurrence and those determinations remain valid. Copy of SHPO/Keeper correspondence is attached.
  - Segment of former Jackrabbit Trail Route (33-021095). This 1.96-mile-long segment of Gilman Springs Road/Alessandro Boulevard was evaluated in 2012. Since that evaluation was concurred with by SHPO on November 14, 2012, it was not updated (Attachment G).
  - Segment of Gilman Springs Road/former State Route 79 (33-021096). This 2.44-mile-long segment of Gilman Springs Road was evaluated in 2012. Since that evaluation was concurred with by SHPO on November 14, 2012, it was not updated (Attachment G).
- Bridges listed as **Category 5** (previously determined not eligible for listing in the NRHP) in the Caltrans Historic Bridge Inventory are present within the APE and those determinations remain valid. Appropriate pages from the Caltrans Historic Bridge Inventory are attached.
  - 560487 (Redlands Boulevard Overcrossing [OC])
  - 560488 (Theodore Street OC)
  - 560489 (Gilman Springs Road OC)
- Caltrans has determined there are cultural resources within the APE that were evaluated as a result of this project and are **not eligible** for inclusion in the NRHP/CHL. Under Section 106 PA Stipulation VIII.C.6 and as applicable PRC 5024 MOU Stipulation VIII.C.6, Caltrans requests SHPO's concurrence in this determination.
  - 12130 Theodore Street (33-007275/APE Map Reference 1). The 1983 Historic Resources Inventory form has been updated as part of this study, and the resource was re-evaluated as not eligible for inclusion in the NRHP.
  - 12150 Theodore Street (APE Map Reference No. 2). This resource was evaluated as part of this study as not eligible for inclusion in the NRHP.
  - 12400 Theodore Street (33-007291/APE Map Reference No. 3). The 1983 Historic Resources Inventory form has been updated as part of this study, and the resource was re-evaluated as not eligible for inclusion in the NRHP.

**6. FINDING FOR THE UNDERTAKING**

- Caltrans, pursuant to Section 106 PA Stipulation IX.A and as applicable PRC 5024 MOU Stipulation IX.A.2, has determined a Finding of **No Historic Properties Affected** is appropriate for this undertaking because there are no historic properties within the APE.

**7. CEQA CONSIDERATIONS**

- Caltrans PQS has determined that there are resources in the project area that **are not significant resources** under CEQA; see Section 5.
  - 12130 Theodore Street (33-007275/APE Map Reference No. 1).
  - 12150 Theodore Street (APE Map Reference No. 2).
  - 12400 Theodore Street (33-007291/APE Map Reference No. 3).
  - Segment of former Jackrabbit Trail Route (33-021095) – 1.96-mile-long segment of Gilman Springs Road/Alessandro Boulevard.
  - Segment of Gilman Springs Road/former State Route 79 (33-021096) – 2.44-mile-long segment of Gilman Springs Road.

**HISTORIC PROPERTY SURVEY REPORT****8. LIST OF ATTACHED DOCUMENTATION**

- Project Vicinity, Location, and APE Maps (Attachment A)
- Caltrans Historic Bridge Inventory Sheet (Attachment B)
- Historical Resources Evaluation Report (HRER)
  - By Casey Tibbet, June 2019 (Attachment C)
- Archaeological Survey Report (ASR)
  - By Riordan Goodwin, June 2019 (Attachment D)
- Other
  - Native American Consultation Record (Attachment E)
  - Historic Outreach (Attachment F)
  - SHPO Concurrence Letter (Attachment G)

**9. HPSR PREPARATION AND CALTRANS APPROVAL**

Prepared by: Casey Tibbet 6/28/19  
 Casey Tibbet, M.A., Principal Architectural Historian Date  
 LSA

Reviewed for Approval by: Laura Chatterton 7/3/19  
 District 8 Laura Chatterton Date  
 Associate Environmental Planner/Archaeologist

Approved by: Andrew M. Walters 7/3/19  
 District 8 EBC Andrew Walters Date

# HISTORIC PROPERTY SURVEY REPORT

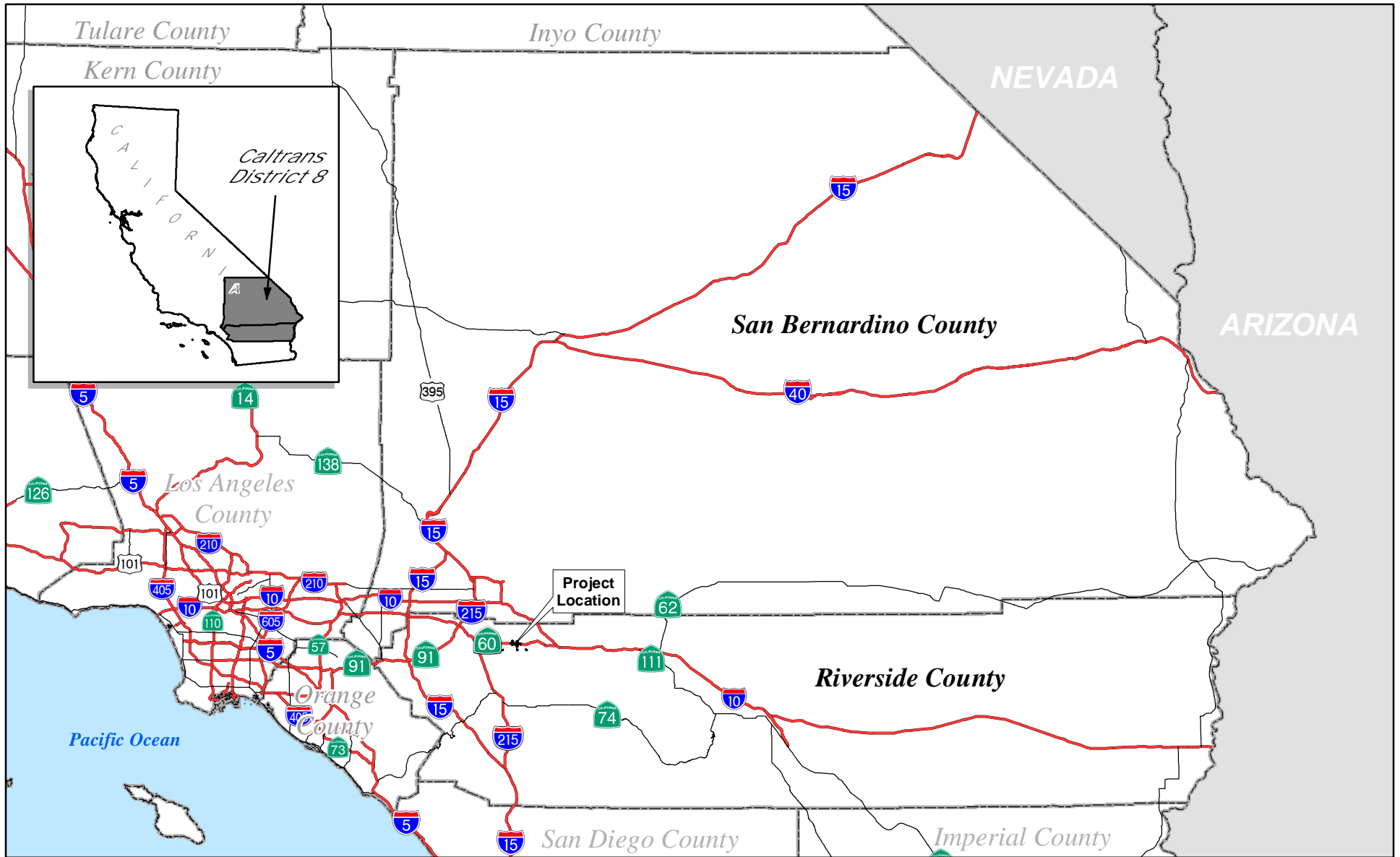
## ATTACHMENT A:

### MAP 1: VICINITY

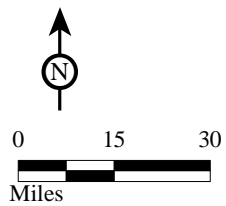
### MAP 2: PROJECT LOCATION

### MAP 3: APE (Confidential)



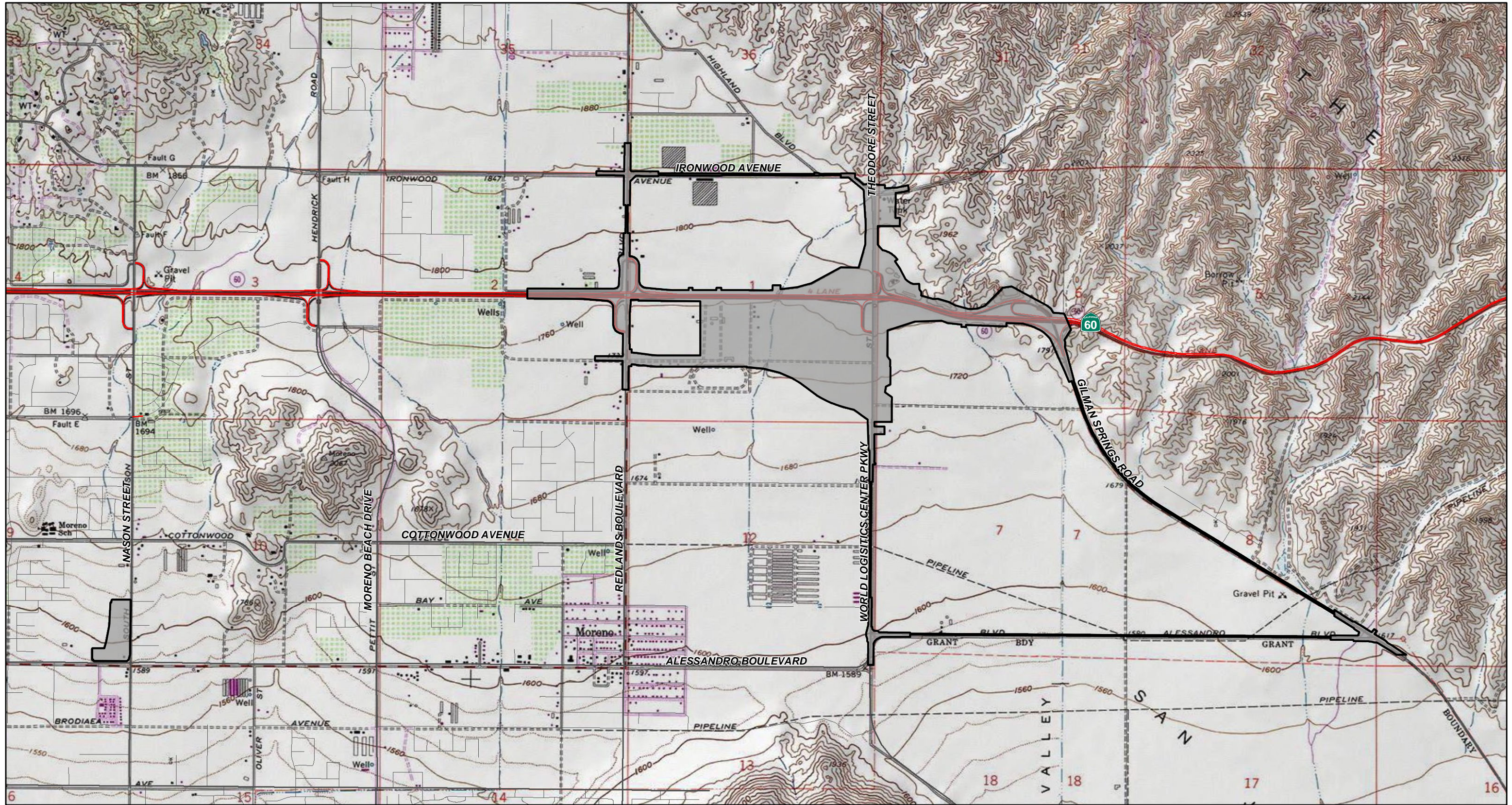


MAP 1




08-RIV-60 PM 20.0/22.0  
 EA#0M590 PN 0813000109  
*Theodore Street/SR-60 Interchange*  
*Cultural Resources Report*  
 Vicinity Map

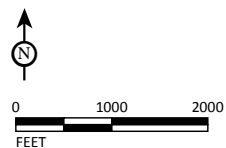




LEGEND

 Area of Potential Effects (APE)

MAP 2



SOURCE: USGS 7.5' Quads: El Casco, 1979 and Sunnymead, 1980; Riverside County, 2014; RBF (2018)

I:\RBF1301\Reports\Cultural\Location.mxd (1/17/2019)

SR-60/World Logistics Center Pkwy  
Interchange Project

Project Location

08-RIV-60 PM 20.0/22.0

EA#0M590 PN 0813000109



**Area of Potential Effects (APE) is confidential and has been removed for distribution.**

**HISTORIC PROPERTY SURVEY REPORT**

**ATTACHMENT B:**

**CALIFORNIA HISTORIC BRIDGE INVENTORY SHEETS**



# Structure Maintenance & Investigations



## Historical Significance - State Agency Bridges

### District 08

#### Riverside County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
56 0463L	HAZY GULCH	08-RIV-010-R74.10	5. Bridge not eligible for NRHP	1965	
56 0463R	HAZY GULCH	08-RIV-010-R74.10	5. Bridge not eligible for NRHP	1965	
56 0464L	DESPERATION ARROYO	08-RIV-010-R77.09	5. Bridge not eligible for NRHP	1965	
56 0464R	DESPERATION ARROYO	08-RIV-010-R77.09	5. Bridge not eligible for NRHP	1965	
56 0465L	WEST BURIED MOUNTAIN WASH	08-RIV-010-R77.97	5. Bridge not eligible for NRHP	1965	
56 0465R	WEST BURIED MOUNTAIN WASH	08-RIV-010-R77.97	5. Bridge not eligible for NRHP	1965	
56 0466L	WEST SADDLE GULCH	08-RIV-010-R79.25	5. Bridge not eligible for NRHP	1965	
56 0466R	WEST SADDLE GULCH	08-RIV-010-R79.25	5. Bridge not eligible for NRHP	1965	
56 0467L	SADDLE GULCH	08-RIV-010-R79.58	5. Bridge not eligible for NRHP	1965	
56 0467R	SADDLE GULCH	08-RIV-010-R79.58	5. Bridge not eligible for NRHP	1965	
56 0468L	WEST COTTON GULCH	08-RIV-010-R79.94	5. Bridge not eligible for NRHP	1965	
56 0468R	WEST COTTON GULCH	08-RIV-010-R79.94	5. Bridge not eligible for NRHP	1965	
56 0469L	COTTON GULCH	08-RIV-010-R80.33	5. Bridge not eligible for NRHP	1965	
56 0469R	COTTON GULCH	08-RIV-010-R80.33	5. Bridge not eligible for NRHP	1965	
56 0470L	EAST COTTON GULCH	08-RIV-010-R80.65	5. Bridge not eligible for NRHP	1965	
56 0470R	EAST COTTON GULCH	08-RIV-010-R80.65	5. Bridge not eligible for NRHP	1965	
56 0471	RAMON ROAD OC	08-RIV-010-43.36	5. Bridge not eligible for NRHP	1961	
56 0472	2ND SAN DIEGO AQUA CANAL	08-RIV-074-36.50	5. Bridge not eligible for NRHP	1960	
56 0473	PIERCE DITCH	08-RIV-091-10.70-RIV	5. Bridge not eligible for NRHP	1961	
56 0474F	W62-E10 CONNECTOR OC	08-RIV-062-0.01	5. Bridge not eligible for NRHP	1962	
56 0474G	E10-E62 CONNECTOR OC	08-RIV-010-29.69	5. Bridge not eligible for NRHP	1962	
56 0475L	ECHO DITCH	08-RIV-010-R62.62-COA	5. Bridge not eligible for NRHP	1964	
56 0475R	ECHO DITCH	08-RIV-010-R62.62-COA	5. Bridge not eligible for NRHP	1964	
56 0476L	POLARIS WASH	08-RIV-010-R62.03-COA	5. Bridge not eligible for NRHP	1964	
56 0476R	POLARIS WASH	08-RIV-010-R62.03-COA	5. Bridge not eligible for NRHP	1964	
56 0477	DAY STREET UC	08-RIV-060-13.31-RIV	5. Bridge not eligible for NRHP	1962	2007
56 0478	PIGEON PASS ROAD UC	08-RIV-060-14.32-MORV	5. Bridge not eligible for NRHP	1962	2006
56 0479	LA RUE STREET OC	08-RIV-060-8.81	5. Bridge not eligible for NRHP	1962	
56 0480	BROOKSIDE AVENUE OC	08-RIV-010-R3.88-CMSA	5. Bridge not eligible for NRHP	1965	
56 0481	CHERRY VALLEY BLVD OC	08-RIV-010-R3.05	5. Bridge not eligible for NRHP	1965	
56 0482	SINGLETON ROAD OC	08-RIV-010-R1.92-CMSA	5. Bridge not eligible for NRHP	1965	
56 0483	SANDALWOOD DRIVE OC	08-RIV-010-R0.86	5. Bridge not eligible for NRHP	1965	
56 0484	COUNTY LINE ROAD UC	08-RIV-010-R0.02-CMSA	5. Bridge not eligible for NRHP	1965	2011
56 0486	MORENO BEACH DR OC	08-RIV-060-19.12-MORV	5. Bridge not eligible for NRHP	1964	
56 0487	REDLANDS BLVD OC	08-RIV-060-20.37	5. Bridge not eligible for NRHP	1964	
56 0488	THEODORE STREET OC	08-RIV-060-21.37	5. Bridge not eligible for NRHP	1964	
56 0489	GILMAN SPRINGS ROAD OC	08-RIV-060-22.10	5. Bridge not eligible for NRHP	1964	
56 0490	CAHUILLA CREEK	08-RIV-371-65.44	5. Bridge not eligible for NRHP	1943	1977
56 0491	UPPER CAHUILLA CREEK	08-RIV-371-70.53	5. Bridge not eligible for NRHP	1961	2014
56 0492	HAMILTON CREEK	08-RIV-371-74.16	5. Bridge not eligible for NRHP	1952	
56 0494	SIXTH STREET UC	08-RIV-015-40.96-COR	5. Bridge not eligible for NRHP	1986	2017
56 0495G	N15-E&W91 CONNECTOR OH	08-RIV-015-41.25-COR	5. Bridge not eligible for NRHP	1981	1988
56 0495L	EAST CORONA OH	08-RIV-015-41.25-COR	5. Bridge not eligible for NRHP	1988	



**HISTORIC PROPERTY SURVEY REPORT**

**ATTACHMENT C:**

**HISTORICAL RESOURCES EVALUATION REPORT**

**HISTORICAL RESOURCES EVALUATION REPORT**  
**FOR THE**  
**STATE ROUTE 60/WORLD LOGISTICS CENTER PARKWAY**  
**INTERCHANGE PROJECT**  
**IN THE**  
**CITY OF MORENO VALLEY AND UNINCORPORATED**  
**PORTIONS OF RIVERSIDE COUNTY, CALIFORNIA**

**08-RIV-60 PM 20.0/22.0**

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## SUMMARY OF FINDINGS

The City of Moreno Valley (City), in cooperation with the California Department of Transportation (Caltrans), District 8, proposes to reconstruct and improve the State Route 60 (SR-60)/World Logistics Center Parkway (WLC Pkwy) interchange. The majority of the project site is located in the City of Moreno Valley; however, the northeast quadrant of the site is located within unincorporated Riverside County (County) but within the City's Sphere of Influence. The purpose of the project is to alleviate existing and future traffic congestion at the SR-60/WLC Pkwy interchange ramps during peak hours, to improve traffic flow along the freeway and through the interchange, to improve safety by upgrading the geometry at the current interchange, and to provide standard vertical clearance for the WLC Pkwy overcrossing. The proposed project would construct modifications to the existing SR-60/WLC Pkwy interchange from Post Mile 20.0 to Post Mile 22.0 on SR-60, a distance of approximately two miles. Major improvements to the interchange will include:

- (1) reconstruction of the westbound and eastbound on- and off-ramps to SR-60,
- (2) replacement of the existing WLC Pkwy overcrossing with an expanded four-lane overcrossing (two through lanes in each direction) with a minimum 16.5-foot (ft) vertical clearance between the eastbound and westbound SR-60 ramps and reconstruction of WLC Pkwy between the southern limits of the project and the eastbound SR-60 ramps, and
- (3) construction of three lanes in each direction on WLC Pkwy between the eastbound SR-60 ramps and Eucalyptus Avenue west (Eucalyptus Avenue west of WLC Pkwy); construction of two lanes in each direction but grading for three lanes in each direction on WLC Pkwy between Eucalyptus Avenue west and Eucalyptus Avenue east (Eucalyptus Avenue east of WLC Pkwy); WLC Pkwy south of Eucalyptus Avenue east would narrow to one lane in each direction. The proposed improvements to the on- and off-ramps would extend west and east of the proposed overcrossing on SR-60 for proposed auxiliary lanes in each direction. The proposed improvements to Theodore Street/WLC Pkwy would extend north of SR-60 to Ironwood Avenue and south of SR-60 to south of Eucalyptus Avenue east. An existing Caltrans paved material transfer area located in the southwest quadrant of the existing SR-60/WLC Pkwy interchange, within the existing eastbound loop on-ramp, is currently used as a temporary site for the transfer of street sweeping materials. The existing paved material transfer area will be relocated to the SR-60/Gilman Springs Road interchange area as part of the proposed project. The proposed project will require the acquisition of new right-of-way (ROW), some utility work, and advanced construction signage and striping. The Project Vicinity Map, Project Location Map, and Area of Potential Effects (APE) Map are included in the Historic Property Survey Report (HPSR) as Attachment A, Maps 1, 2, and 3, respectively.

This Historical Resources Evaluation Report was prepared in compliance with the January 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* (Caltrans Section 106 PA). Cultural resources

were identified and evaluated for the National Register of Historic Places (National Register) as required by the 2014 Section 106 PA, using National Register eligibility criteria found in 36 Code of Federal Regulations Part 800 and the regulations implementing Section 106 of the National Historic Preservation Act of 1966, as amended. These evaluations comply with California Environmental Quality Act (CEQA) requirements and evaluate identified cultural resources in accordance with California Public Resources Code (PRC) Section 15064.5(a)(2)–(3) using the criteria outlined in PRC Section 5024.1. The document was also prepared in compliance with PRC 5024 for State-owned historical resources. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and CEQA.

Archaeological field surveys of the project's APE were conducted on February 4, March 19, May 7, 2015, and November 15, 2018. Architectural surveys of the APE were conducted on September 24, 2014, and April 7, 2015. During the surveys, no historic-period (45 years of age or older) archaeological sites were identified, but one historic-period built environment resource, a 1933 single-family residence (12150 Theodore Street/APE Map Reference No. 2), was identified within the project APE and evaluated. This resource has been determined not eligible for listing in the National Register or California Register of Historical Resources (California Register).

In addition to the resource identified and evaluated as part of this study, the records search identified five previously evaluated built environment resources in the APE. Two overlapping segments of Gilman Springs Road (33-021095 and 33-021096) were evaluated in 2012 as part of a Caltrans project and were determined not eligible for listing in the National Register with concurrence from the State Historic Preservation Officer (SHPO). Therefore, these were not re-evaluated as part of this study. The other three resources consist of the Kerr Stock Farm (33-016655) and residences located at 12130 Theodore Street (33-007275/APE Map Reference No. 1) and 12400 Theodore Street (33-007291/APE Map Reference No. 3). Kerr Stock Farm, which was previously determined ineligible for the California Register in 2005, is no longer extant. The other two resources, 12130 Theodore Street (33-007275/APE Map Reference No. 1) and 12400 Theodore Street (33-007291/APE Map Reference No. 3), were documented in 1983 and were re-evaluated as part of this study. Both are altered and neither appears eligible for listing in the National Register.

Three State Agency bridges were also identified in the project APE (HPSR, Attachment B): 560487 (Redlands Boulevard Overcrossing [OC]); 560488 (Theodore Street OC); and 560489 (Gilman Springs Road OC). The bridges are listed on the Caltrans Structure Maintenance and Investigations – Historical Significance, Local Agency Bridges list (September 2018) as Category 5 (not eligible for the National Register). All other built environment resources in the project APE have been determined exempt from further evaluation pursuant to the Caltrans Section 106 PA (refer to Section VI).

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## **I. PROJECT DESCRIPTION**

### **INTRODUCTION**

A segment of Theodore Street has been renamed the World Logistics Center Parkway (WLC Pkwy). The SR-60/Theodore Street Interchange Project will now be referred to as the SR-60/World Logistics Center Parkway Interchange Project (project).

The City of Moreno Valley (City), in cooperation with the California Department of Transportation (Caltrans), District 8, proposes to reconstruct and improve the State Route 60 (SR-60)/WLC Pkwy interchange. The majority of the project site is located in the City of Moreno Valley; however, the northeast quadrant of the site is located within unincorporated Riverside County (County) but within the City's Sphere of Influence. The purpose of the project is to alleviate existing and future traffic congestion at the SR-60/WLC Pkwy interchange ramps during peak hours, to improve traffic flow along the freeway and through the interchange, to improve safety by upgrading the geometry at the current interchange, and to provide standard vertical clearance for the WLC Pkwy overcrossing.

The project will be funded with local (Measure A) and federal funds and, as such, will be required to comply with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans will be the Lead Agency for CEQA, the City is a Responsible Agency under CEQA, and the Federal Highway Administration (FHWA) is the federal Lead Agency for NEPA. The environmental review, consultation, and any other action required in accordance with the applicable federal laws for this project will be carried out by Caltrans under its assumption of responsibility pursuant to 23 United States Code (USC) 327. Therefore, preparation of the NEPA compliance documents, including the technical studies and the environmental document, will have oversight by Caltrans District 8. An Initial Study/Environmental Assessment (IS/EA) (joint CEQA/NEPA document) is being prepared and is anticipated to result in a Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI).

### **PROJECT SITE AND DESCRIPTION**

Although the City's General Plan Circulation Element designates WLC Pkwy as a Minor Arterial (two lanes in each direction), the existing WLC Pkwy through the project limits consists of one travel lane in each direction, including the overcrossing over SR-60. Existing SR-60 between Redlands Boulevard and Gilman Springs Road consists of two mixed-flow travel lanes in each direction. The proposed project would construct modifications to the existing SR-60/WLC Pkwy interchange from Post Mile (PM) 20.0 to PM 22.0 on SR-60, a distance of approximately two miles. Major improvements to the interchange will include: (1) reconstruction of the westbound and eastbound on- and off-ramps to SR-60, (2) replacement of the existing WLC Pkwy overcrossing with an expanded four-lane overcrossing (two through lanes in each direction) with a minimum 16.5-foot (ft) vertical clearance between the eastbound and westbound SR-60 ramps and reconstruction of WLC

Pkwy between the southern limits of the project and the eastbound SR-60 ramps, and (3) construction of three lanes in each direction on WLC Pkwy between the eastbound SR-60 ramps and Eucalyptus Avenue west (Eucalyptus Avenue west of WLC Pkwy); construction of two lanes in each direction but grading for three lanes in each direction on WLC Pkwy between Eucalyptus Avenue west and Eucalyptus Avenue east (Eucalyptus Avenue east of WLC Pkwy); WLC Pkwy south of Eucalyptus Avenue east would narrow to one lane in each direction. The proposed improvements to the on- and off-ramps would extend west and east of the proposed overcrossing on SR-60 for proposed auxiliary lanes in each direction. The proposed improvements to Theodore Street/WLC Pkwy would extend north of SR-60 to Ironwood Avenue and south of SR-60 to south of Eucalyptus Avenue east. Project construction is anticipated to begin in early 2022 and be completed in winter 2023, contingent upon full funding of all phases.

An existing Caltrans paved material transfer area, located in the southwest quadrant of the existing SR-60/WLC Pkwy interchange within the existing eastbound loop on-ramp, is currently used as a temporary site for the transfer of street sweeping materials. The existing paved material transfer area will be relocated to the SR-60/Gilman Springs Road interchange area as part of the proposed project.

Three alternatives and two design variations will be evaluated in the environmental document for the proposed project: Alternative 1 (No Build Alternative [no project]), Alternative 2 (Modified Partial Cloverleaf), Alternative 6 (Modified Partial Cloverleaf with Roundabout Intersections), Alternative 2 with Design Variation 2a, and Alternative 6 with Design Variation 6a. The Design Variations for each Build Alternative are similar and would realign Eucalyptus Avenue to join WLC Pkwy approximately 900 ft south of the existing Eucalyptus Avenue/WLC Pkwy intersection. Both Build Alternatives and Design Variations would require full right-of-way (ROW) acquisitions. There would be partial ROW acquisitions within all four quadrants of the interchange.

During the construction phase of the proposed project, removal of the existing overcrossing and construction of the new overcrossing and ramps would interfere with access to the SR-60 at WLC Pkwy. The WLC Pkwy overcrossing is being evaluated for closure during construction of the proposed project. Therefore, if not done prior to this project, Eucalyptus Avenue would be extended and improved between WLC Pkwy and Redlands Boulevard to provide a detour route to SR-60. The improvements to Eucalyptus Avenue will be constructed early in the construction schedule, prior to the closure of the WLC Pkwy overcrossing. North of the freeway, access to SR-60 during construction would be provided via Ironwood Avenue and Redlands Boulevard. South of the freeway, access to SR-60 would be provided via Alessandro Boulevard and Gilman Springs Road and via Eucalyptus Avenue and Redlands Boulevard. Additional intersection improvements are proposed along the detour routes to facilitate vehicle movement. As a result, widening is proposed at the three Redlands Boulevard/Ironwood Avenue, WLC Pkwy/Alessandro Boulevard, and Alessandro Boulevard/Gilman Springs Road intersections. Consequently, signal modifications are proposed at the Redlands Boulevard/Ironwood Avenue and Redlands Boulevard/Eucalyptus Avenue intersections. A new signal would be installed at the Gilman Springs Road/Alessandro Boulevard intersection due to the high through movements on Gilman Springs Road conflicting with left turns to and from Alessandro Boulevard. The

improvements required for the detour routes also include utility adjustments and/or relocations at Redlands Boulevard/Ironwood Avenue, WLC Pkwy/Alessandro Boulevard, and Alessandro Boulevard/Gilman Springs Road.

Project construction would also involve the import of soils to the project site from a borrow site. One borrow site, the City Stockpile, is located at the northwest corner of the intersection of Alessandro Boulevard/Nason Street, approximately 2.3 miles from the western boundary of the project site. Approximately 50,000 cubic yards of import material will be imported to the project from the City Stockpile borrow site. The City Stockpile will be environmentally cleared with this project. Additional fill material beyond the 50,000 cubic yards will be necessary for the project and will come from another site(s) to be determined during future phases of the project.

## PROJECT ALTERNATIVES

In addition to the No Build Alternative (Alternative 1), two Build Alternatives (Alternatives 2 and 6) and Design Variations (Design Variations 2a and 6a) are under consideration. Alternatives 1, 2, 6 and the Design Variations are described in further detail below.

### Alternative 1 (No Build)

The No Build Alternative assumes that no improvements will be made to the freeway mainline or to the existing SR-60/WLC Pkwy interchange. Without the planned improvements proposed as part of the project, the level of service (LOS) at the on- and off-ramps and traffic operations at the interchange would continue to worsen over time. Alternative 1 was determined to not meet or satisfy the project Purpose and Need.

### Common Design Features for Both Build Alternatives

As described further in Sections 1.3.3 and 1.3.4, Alternatives 2 and 6 both propose to modify the SR-60/WLC Pkwy interchange and share several common design features. These common design features are discussed below by their type of improvement.

**Interchange On- and Off-Ramp Improvements.** The proposed interchange is located approximately one mile east of the SR-60/Redlands Boulevard interchange and 0.7 mile west of the SR-60/Gilman Springs Road interchange. The new on- and off-ramps and the new bridge overcrossing would provide a direct and continuous alignment for WLC Pkwy traffic crossing SR-60. In accordance with the Caltrans District 8 *Ramp Metering Design Manual* (April 2016), all interchange on-ramps would be two-lane and/or three-lane metered ramps, with sufficient ROW to accommodate vehicle storage, ramp meter equipment, and California Highway Patrol enforcement areas. Additionally, all on-ramps would provide high-occupancy vehicle (HOV) preferential lanes.

**Roadway Improvements.** Roadway improvements associated with the proposed project include the following:

- Widening of WLC Pkwy through the proposed project limits;
- Improvements along WLC Pkwy to include a parkway, sidewalk, and multi-use trail;

- Improvement of Eucalyptus Avenue to a four-lane cross-section between Redlands Boulevard and WLC Pkwy; and
- Addition of one auxiliary lane in each direction between the Redlands Boulevard and Gilman Springs Road interchanges with SR-60.

The WLC Pkwy improvements listed above would have a design speed of 45 miles per hour (mph). Aside from the improvements listed above, no additional future widening on WLC Pkwy is planned within the interchange limits. The proposed overcrossing would be designed to the ultimate width.

**Nonvehicular and Pedestrian Access Improvements.** The proposed project includes construction of a number of nonvehicular and pedestrian access improvements. These include a sidewalk on the east side of WLC Pkwy along the limits of the WLC Pkwy improvements, a sidewalk on the west side of WLC Pkwy between the southern project limits and Eucalyptus Avenue, and a sidewalk on both sides of Eucalyptus Avenue from WLC Pkwy to Redlands Boulevard. Additionally, a multi-use trail would be constructed on the east side of WLC Pkwy between Eucalyptus Avenue and Ironwood Avenue.

The proposed project would also accommodate a future 11 ft wide multi-use trail on the north side of Eucalyptus Avenue between Redlands Boulevard and WLC Pkwy. A grade-separated trail and pedestrian crossing over the eastbound SR-60 direct on-ramp would potentially be provided with the proposed project based on available funding.

**Utility and Right-of-Way Requirements.** The proposed project would require relocation or protection in place of several utility facilities. To prevent impacts to utility facilities and services during construction, the following utilities have been contacted regarding the proposed project: Eastern Municipal Water District (EMWD), Metropolitan Water District of Southern California (MWD), Western Municipal Water District (WMWD), Riverside County Flood Control and Water Conservation District (RCFCWCD), Riverside County Waste Management, Moreno Valley Electric Utility, Time Warner Cable, Charter Communications, Southern California Edison (SCE), Southern California Gas Company (SoCalGas), Questar Southern Trails Pipeline Company, Sunesys, Verizon, and AT&T. The existing SCE overhead 115-kilovolt (kV) transmission line and 12 kV distribution line that are currently adjacent to the west side of WLC Pkwy would be relocated to the east side of WLC Pkwy between the westbound ramps intersection and the southern limits of the proposed project. North of the westbound ramps intersection, the SCE utility lines will cross WLC Pkwy and be relocated to the parkway on the west side of WLC Pkwy. In order to accommodate future utilities, the proposed overcrossing would incorporate conduits for Moreno Valley Electric Utility, SCE, and other utility companies as requested.

Build Alternatives 2 and 6 and Design Variation 2a would each require a total of six full acquisitions: one full acquisition in the northwest quadrant and five full acquisitions in the southwest quadrant. Design Variation 6a will require the same amount of acquisitions with an additional full acquisition in the southeast quadrant of the interchange. There would be partial ROW acquisitions within all four quadrants of the interchange. The full acquisition for Design Variation 6a in the southeast quadrant of the interchange would require one residential displacement.

**Additional Considerations.** Geotechnical investigations would be required during final design of the WLC Pkwy overcrossing and the interchange improvements.

Highway planting would potentially be provided and coordinated with Caltrans and the City.

Infiltration basins will be proposed in the undeveloped areas between the on-/off-ramps and SR-60.

### **Alternative 2 (Modified Partial Cloverleaf)**

Alternative 2 proposes to reconstruct the SR-60/WLC Pkwy interchange in a modified partial cloverleaf configuration. Improvements under Alternative 2 would include the construction of a new westbound direct on-ramp and a new westbound loop off-ramp in the northwest quadrant of the interchange, in a cloverleaf configuration. A new eastbound direct off-ramp, a new eastbound loop on-ramp, and a new eastbound direct on-ramp would be constructed in the southwest and southeast quadrants, in a partial cloverleaf configuration.

Alternative 2 would also remove the existing two-lane (one lane in each direction) WLC Pkwy overcrossing and replace it with a new four-lane (two lanes in each direction) overcrossing. The proposed overcrossing would accommodate turn lanes in the northbound and southbound directions.

Additional improvements as part of Alternative 2 include the installation of signals at both the proposed eastbound and westbound ramp intersections, as well as at the intersection of Eucalyptus Avenue/WLC Pkwy. Bike lanes would be provided on both sides of WLC Pkwy and Eucalyptus Avenue throughout the project limits.

#### Design Variation 2a – (Alternative 2 with Design Variation)

Design Variation 2a will have the same features as Alternative 2 with the exception of the location of the Eucalyptus Avenue/WLC Pkwy intersection. The Design Variation will consist of moving the current Eucalyptus Avenue/WLC Pkwy intersection approximately 900 ft south from its current location. The shift will cause a partial realignment of Eucalyptus Avenue from approximately 2,600 ft west of WLC Pkwy to connect with the west side of WLC Pkwy.

### **Alternative 6 (Modified Partial Cloverleaf with Roundabout Intersections)**

Alternative 6 proposes to reconstruct the SR-60/WLC Pkwy interchange in a modified partial cloverleaf configuration. Improvements under Alternative 6 would include the construction of a new westbound direct on-ramp and a new westbound loop off-ramp in the northwest quadrant, in a partial cloverleaf configuration. New eastbound direct off- and on-ramps would be constructed in the southwest and southeast quadrants, respectively, in a partial cloverleaf configuration.

Similar to Alternative 2, Alternative 6 would also remove the existing two-lane (one lane in each direction) WLC Pkwy overcrossing and replace it with a new four-lane (two through lanes in each direction) overcrossing. Additional improvements included as part of



Alternative 6 include the installation of roundabouts at both the proposed eastbound and westbound ramp intersections, as well as at Eucalyptus Avenue/WLC Pkwy. On WLC Pkwy north of the Eucalyptus Avenue intersection and on Eucalyptus Avenue, bike lanes are provided on both sides within the width of the proposed shoulders. Bicyclists would have the option to merge with vehicular traffic to navigate through the roundabout or exit the travel lane prior to each roundabout and cross the roundabout with pedestrian traffic.

#### Design Variation 6a – (Alternative 6 with Design Variation)

Design Variation 6a will have the same features as Alternative 6 with the exception of the location of the Eucalyptus Avenue/WLC Pkwy intersection. The Design Variation will consist of moving the current Eucalyptus Avenue/WLC Pkwy intersection approximately 900 ft south from its current location. The shift will cause a partial realignment of Eucalyptus Avenue from approximately 2600 ft west of WLC Pkwy to connect to the west side of WLC Pkwy. Construction of the roundabout at WLC Pkwy and Eucalyptus Avenue east would result in one residential displacement in the southeast quadrant of WLC Pkwy and Eucalyptus Avenue east.

### **AREA OF POTENTIAL EFFECTS**

The SR-60/WLC Pkwy Interchange Project has the potential to affect historic-period (i.e., 45 years of age or older) properties both directly and indirectly. Consistent with general cultural resources practices and in order to account for lead time between preparation of Section 106 compliance and actual project construction, buildings 45 years of age or older (rather than 50 years of age and older) are being considered for this project. Properties that may be affected have been included within the Area of Potential Effects (APE) for the project. The mapped project APE (Historic Property Survey Report [HPSR], Attachment A, Map 3) was established in consultation with Caltrans District 8 Cultural Studies staff and is the combination of the areas of potential direct and indirect effects. The areas of direct effects include the areas where physical impacts may occur. These are generally limited to the proposed and existing ROW and include the horizontal and vertical areas associated with ground-disturbing activities and the detour routes. Where there are only detour routes, temporary signage and/or striping, the APE is within or coincident with the existing right-of-way. Separate map pages are not provided for areas where detour routes are the only project-related activity. A remote borrow site is also included as part of the APE, resulting in a discontinuous APE boundary. The areas of indirect effects extend beyond those of the direct effects and incorporate areas that may be indirectly affected by visual, noise, or other effects. The areas of indirect effects generally include all properties that are adjacent to the proposed ROW unless they are undeveloped or the buildings are 100 ft or more from proposed new construction. Lines of the APE boundary, parcel boundaries and other project data are slightly offset for clarity. The total acreage of the APE is approximately 402, the maximum depth of the project is approximately 50 feet below the existing ground surface, and the maximum height of new features is approximately 30 feet above the existing ground surface.

The undertaking is located in Township 2 South, Range 3 West, Sections 35 and 36; Township 3 South, Range 3 West, Sections 1, 2, 12, and 13; and Township 3 South, Range 2 West, Sections 6, 7, 8, and 9 San Bernardino Baseline and Meridian as depicted on the United

States Geological Survey (USGS) quadrangles for *El Casco, California* and *Sunnymead, California 7.5'* (1979/1980). The APE is generally characterized by small residential properties, a few non-residential properties, a large factory outlet, and vacant land, as well as a portion of SR-60 (HPSR, Attachment A, Map 3).

## II. RESEARCH METHODS

A records search and literature review were conducted on August 16, 2013, by LSA Archaeologist Riordan Goodwin at the Eastern Information Center (EIC) located at the University of California, Riverside. Due to revisions to the APE in 2015, an update of the records search (over an expanded one-mile study area radius based upon the furthest extent of the APE) was conducted by LSA Archaeologist Gini Austerman on April 2 and 7, 2015. The records search included a review of the EIC electronic databases for previously identified historical/archaeological resources in or near the APE and existing cultural resources reports pertaining to the vicinity (refer to the HPSR Attachment D, Archaeological Survey Report [ASR], for a discussion of the records search methods and results).

In addition, background research was conducted on the project APE using a variety of primary and secondary sources including published literature regarding the history and development of Moreno Valley and the surrounding area; historic aerial photographs and maps; building permits; and various online sources. The primary historic themes in the project APE were developed on the basis of this research.

The following were contacted and/or utilized to access historical information pertinent to the project APE and vicinity:

- Moreno Valley Historical Society President Richard Dozier. He was contacted via email on March 19, 2015. No response was received. A follow-up telephone call was made on December 5, 2018. Mr. Dozier has passed away. A follow-up email was sent to the historical society. No response to date.
- Moreno Valley Family History Center. A letter and map were mailed on March 20, 2015. No response was received. On December 5, 2018, a follow-up telephone call was made and a voice message was left. No response to date.
- Keith Herron, Historic Preservation Officer, Regional Park and Open-Space District, County of Riverside. A letter and map were mailed on March 20, 2015. No response was received. On December 5, 2018, a follow-up telephone call was made. Erin Gettis, Mr. Herron's replacement, requested that the letter and map be emailed to her. The email was sent to Ms. Gettis on December 5, 2018. No response to date.
- Viola F. Hamner, author of *Moreno Valley, California: In the Beginning*. A letter and map were mailed on March 20, 2015. No response was received. On December 5, 2018, a follow-up telephone call was made to Ms. Hamner who said she had no comments.

- Local historian, Steve Lech. He was contacted via email on March 19, 2015. No response was received. On December 5, 2018, a follow-up email was sent to Mr. Lech. No response to date.
- Ken Holtzclaw, author of *Images of America: Moreno Valley*. A letter and map were mailed on March 20, 2015. No response was received. No follow-up attempt was made because no email address or telephone number was found.
- Historic aerial photographs accessed online at [historicaerials.com](http://historicaerials.com) in 2015.
- USGS topographic maps.
- Caltrans Structure, Maintenance & Investigations, Historical Significance – State Agency Bridges, dated May 2015.

### **III. FIELD METHODS**

#### **ARCHITECTURAL SURVEY METHODS**

On September 24, 2014, an intensive-level field survey was conducted of 12400 Theodore Street (Armstrong Home/33-007291/APE Map Reference No. 3), which is partially within the project APE. On April 7, 2015, the remainder of the project APE was intensively surveyed. During these surveys, properties with buildings that appeared to be 45 years of age or older were photographed, and detailed notations were made of each of the buildings' structural and architectural characteristics and current conditions, as well as their settings and associated features.

Based on the intensive-level survey and basic property-specific research, the majority of the built environment in the APE was determined to meet the criteria for classification under Property Types 1, 2, 3 or 6, as defined in Attachment 4 (Properties Exempt from Evaluation) in the Caltrans Section 106 PA, and therefore, were not further documented. Most of the buildings that were found to be exempt are modern or significantly altered.

#### **ARCHAEOLOGICAL SURVEY METHODS**

An intensive pedestrian field survey of the APE was conducted on February 4, March 19 and 20, and May 7, 2015. The APE was surveyed by walking transects spaced by 10–15 meters when possible, with particular attention given to exposed ground surfaces. Visibility varied from excellent to poor, averaging 50 percent with substantial obstruction of the surface by roadway, vegetation, and development. The majority of the project APE was severely disturbed by road construction, commercial and residential development, and agricultural activities. Modern roadside refuse was noted throughout the APE.

## IV. HISTORICAL OVERVIEW

The APE is sparsely developed with residential properties, a distribution center, a factory outlet, a few commercial businesses, and a City Stockpile site, as well as portions of SR-60 and local streets. There are three historic-period resources in the APE that require evaluation or re-evaluation as part of this study. Two historic-period residences (12130 Theodore Street (33-007275/APE Map Reference No. 1) and 12400 Theodore Street (33-007291/APE Map Reference No. 3) that were evaluated 35 years ago and do not have formal determinations of eligibility are being re-evaluated and one historic-period residence (12150 Theodore Street/APE Map Reference No. 2) is being evaluated for the first time as part of this study. Therefore, the following historic context is focused on the settlement, growth, and development of Moreno Valley and, more specifically, the area in and around the APE.

### MORENO VALLEY

The original town site was first platted in 1890 and dubbed “New Haven,” although it was soon renamed Moreno (Spanish for “brown”) in honor of Frank E. Brown, benefactor of the Alessandro-Moreno land and water development plan (Gudde 1998). By 1891, Brown, along with partners Senator James Graham, J.G. Clark, A.J. Condee, and others, was prepared to sell the tracts they had subdivided. Brown organized an event to celebrate the birth of the proposed town, which 2,000 people attended (Gunther 1984). Punctuating the celebration with a torrent of new municipal water piped in from the new Bear Valley Dam, Brown commenced lot sales at \$100 per acre. That same year (1891), the first post office opened and development began near the intersection of Alessandro and Redlands Boulevards, approximately one mile south of the project APE.

By 1893, Moreno boasted 500 residents, four brick buildings, a weekly newspaper, a school building, a hotel, a livery stable, two churches, a pharmacy, two fraternal orders, and a literary society (Gunther 1984). The town’s prosperity was short-lived, however, and a drought, combined with the City of Redlands’ water rights claim along the same Bear Valley Pipeline, effectively deprived Moreno (along with the adjacent town of Alessandro) of water and precipitated its decline (Brown 1985). Neighboring rural communities, such as Sunnymead, were able to survive by drawing on well water. Many settlers relocated, even towing their homes via steam powered tractors, to nearby Riverside; only the post office, which still operates today, and a few dry grain farmers remained (Brown 1985; City of Moreno Valley 2015).

In 1918, the development of the nearby 640-acre March Army Air Field revitalized a small insular community within its borders, though did little for the former Moreno town site. The base was abandoned in 1922 but was reopened in 1927 as a flight training school before becoming a permanent aviation field in the 1930s (Holtzclaw and the Moreno Valley Historical Society 2007:8). Even with the base a permanent fixture in the area once again, development struggled to return to the valley. “Sunnymead Boulevard was first paved in

1936, and only a few homes dotted the communities of Sunnymead and Moreno. Edgemont started its development in 1940” (City of Moreno Valley 2015).

While growth was slow during these years, World War II brought with it a resurgence of development to the base and nearby area. Camp Haan was added to the base and boasted as many as 85,000 personnel at its peak (Holtzclaw and the Moreno Valley Historical Society 2007:8). In 1996, the Base was realigned as an Air Reserve Base, and today is comprised of 7,000 acres poised for public and private development (City of Moreno Valley 2015).

In spite of the Base, several attempts at municipal developments flagged, and the Moreno town site languished until 1973, when locals constructed Lake Perris to retain water transported from the Feather River. The new lake provided a reliable water supply, in addition to recreational infrastructure, and stimulated growth throughout Moreno Valley (Gunther 1984:334). Signaling the start of a major transition from rural life to urbanization, a new generation of land developers purchased large parcels of land at competitively low prices and began constructing below-market housing tracts (City of Moreno Valley 2015). As housing construction escalated, families from the major metropolises migrated by the tens of thousands to the Moreno Valley (City of Moreno Valley 2015). Finally, the communities of Moreno, Sunnymead, and Edgemont voted to incorporate as the City of Moreno Valley in 1984 (Gunther 1984). Moreno Valley continued to expand as a surge of new tract home development revitalized the valley, and from 1984 to the most recent census, its population has exploded from 49,000 to 175,000 (Holtzclaw and the Moreno Valley Historical Society 2007:8).

## **PROJECT APE**

Historic maps and aerial photographs reveal that until very recently, most of the land within the project APE was largely undeveloped, except perhaps as agricultural land. From the 1890s to the late 1940s, nearly all the land in the APE was either fallow or used for growing citrus or other crops (Wills and Williams 2005). These lands were connected to areas east and west via a late 1800s wagon road that by 1910 had been re-routed to follow the current alignment of Gilman Springs Road (Smallwood 2012). Formerly known as the Jackrabbit Trail (33-021095 and 33-021096), this road connected Moreno to San Jacinto and was an early county automobile road before becoming part of the State highway system in 1931 (Ibid.). From 1933 to 1936, it was designated part of U.S. 60, one of the earliest transcontinental routes (Ibid.). By 1938, U.S. 60 had been completely rerouted and from 1941 to the 1960s, Gilman Springs Road was designated as SR-79 (Ibid.).

Despite the presence of an early road connecting the area to distant places, the APE remained rural and sparsely developed until fairly recently. By about 1920, there were a few residences in the APE including 12130 Theodore Street (33-007275/APE Map Reference No. 1) and 12400 Theodore Street (Armstrong Home/33-007291/APE Map Reference No. 3). The residence at 12130 Theodore Street (APE Map Reference No. 1) was built in 1920 and is extremely modest and altered. The Armstrong Home (currently referred to as Anco Ranch, APE Map Reference No. 3) is estimated to have been built around 1915 and appears to have been the home of Frank A. and Virginia Armstrong until 1942 (Ancestry.com var.). The 1930 United States Census listed Armstrong, who was from Ireland, as a farmer and grain rancher owning 1,300 acres in Moreno (Ancestry.com var.). By 1942, when Armstrong sold the

property, the acreage had been reduced to 420 and included “citrus-deciduous grain and stock farm ... approximately 20 acres of Navels, 5 acres Valencias, 14 acres lemons, 10 acres grapefruit, almonds, peaches, grapes, plums, 100 acres grain land, plow and grazing land. Approximately 5 mi. fencing, 2 ½ mi. concrete irrigation pipe, 3 mi. highway frontage, 9-room, 6-bedroom house; ... 199 shares Moreno Mutual Water stock” (*San Diego Union* 1942:39). When the property was surveyed in 1983, three unaltered residential buildings were observed on the property: two stone houses and one wood-frame house (Warner 1983). During the intensive field survey of the property in September 2014, it was observed that the two stone residences had been combined into one building and extensively altered (second story addition and modern windows) and that all of the windows had been removed from the wood-frame house. According to information from the County of Riverside, the “combined” two-story residence was constructed in 2010 and the smaller residence was constructed in 1932 (County of Riverside n.d.).

In 1933, the residence at 12150 Theodore Street (APE Map Reference No. 2) was built along with its neighbor at 12170 Theodore Street (now altered). In 1959, SR-60 was constructed through the project APE and in the 1960s and 1970s, a few more homes were built in the project APE, but otherwise, there was little change in the area until very recently.

## V. DESCRIPTION OF CULTURAL RESOURCES

The APE is located in Riverside County generally at the intersection of SR-60 and Theodore Street/WLC Pkwy. The APE and surrounding area is largely undeveloped, but does include residences, a distribution center, a factory outlet, commercial businesses, and roadways.

Field surveys of the properties within the APE resulted in the identification and evaluation of one historic-period built environment resource consisting of a 1933 single-family residence (12150 Theodore Street/APE Map Reference No. 2). This Minimal Traditional residence retains integrity, but is not associated with important historical events or people and is an ordinary example of a common style that is not the work of a master. Therefore, this resource was evaluated as not eligible for listing in the National Register (for more detail, refer to the Department of Parks and Recreation (DPR) forms included in Section IX).

In addition to the resource identified and evaluated as part of this study, the records search identified five previously evaluated built environment resources in the APE. Two overlapping segments of Gilman Springs Road (33-021095 and 33-021096) were evaluated in 2012 as part of a Caltrans project and were determined not eligible for listing in the National Register with concurrence from the SHPO (HPSR, Attachment G). Therefore, these were not re-evaluated as part of this study. The other three resources consist of the no longer extant Kerr Stock Farm (33-016655) and residences located at 12130 Theodore Street (33-007275/APE Map Reference No. 1) and 12400 Theodore Street (33-007291/APE Map Reference No. 3). The residences (APE Map Reference Nos. 1 and 3) were documented in 1983 and were re-evaluated as part of this study. Both are altered and neither appears eligible for listing in the National Register. More detail about each of these resources can be found in the related DPR forms in Section IX.

The remaining resources within the APE are either modern or have impaired integrity and were exempted from further study.



## VI. FINDINGS AND CONCLUSIONS

### FINDINGS

The APE was surveyed for archaeological and built environment resources. As a result of these efforts, one historic-period built environment resource (12150 Theodore Street/APE Map Reference No. 2) was identified in the APE and evaluated as part of this study. In addition, two previously evaluated residences 12130 Theodore Street (33-007275/APE Map Reference No. 1) and 12400 Theodore Street (33-007291/APE Map Reference No. 3) were identified in the APE and were re-evaluated as part of this study. None of these resources was determined eligible for listing in the National Register.

There are also two overlapping segments of Gilman Springs Road (33-021095 and 33-021096) in the APE. These segments were evaluated in 2012 as part of a Caltrans project as not eligible for listing in the National Register with SHPO concurrence (HPSR, Attachment G).

Evaluation documentation (DPR forms) is provided in Section IX of this Historical Resources Evaluation Report (HRER). Following is a summary of properties that were identified within the APE for the proposed project.

Properties listed in the National Register: **None.**

Properties previously determined eligible for the National Register: **None.**

Properties previously determined *not* eligible for the National Register:

Name	Address	Community	OHP Code	APE Map Identifier
1.96-mile segment of the former Jackrabbit Trail Route (33-021095)	Generally the intersection of Alessandro Boulevard and Gilman Springs Road	San Jacinto Valley	6Y, 6Z	33-021095
2.44-mile-long segment of Gilman Springs Road/former State Route 79 (33-021096)	Generally from a point south of SR-60 to a point south of Alessandro Boulevard	San Jacinto Valley	6Y, 6Z	33-021096

Properties determined eligible for the National Register as a result of the current study (refer to relevant evaluations in attached supporting documentation): **None.**

Properties determined *not* eligible for the National Register as a result of the current study (refer to relevant evaluations in attached supporting documentation):

Name	Address	Community	OHP Code	APE Map Ref. No.
33-007275	12130 Theodore Street	Moreno Valley	6Y, 6Z	1
	12150 Theodore Street	Moreno Valley	6Y, 6Z	2
Armstrong Home (33-007291)	12400 Theodore Street	Moreno Valley	6Y, 6Z	3

APE = Area of Potential Effects  
OHP = Office of Historic Preservation

Properties for which further study is needed because evaluation was not possible (e.g., archaeological sites that require a test excavation to determine eligibility): **None.**

Resources that are historical resources for the purposes of CEQA (resources in this category would include California Register of Historical Resources [California Register] listed or eligible [per State Historical Resources Commission determination] resources identified as significant in surveys that meet State (OHP) standards, resources that are designated landmarks under local ordinances, and resources that meet the California Register criteria as outlined in Public Resources Code [PRC] §5024.1.): **None.**

Resources that are not historical resources under CEQA, per *CEQA Guidelines* §15064.5, because they do not meet the California Register criteria outlined in PRC §5024.1:

Name	Address	Community	OHP Code	APE Map Ref. No./APE Map Identifier
1.96-mile-long segment of the former Jackrabbit Trail Route (33-021095)	Generally the intersection of Alessandro Boulevard and Gilman Springs Road	San Jacinto Valley	6Y, 6Z	33-021095
2.44-mile-long segment of Gilman Springs Road/former State Route 79 (33-021096)	Generally from a point south of SR-60 to a point south of Alessandro Boulevard	San Jacinto Valley	6Y, 6Z	33-021096
33-007275	12130 Theodore Street	Moreno Valley	6Y, 6Z	1
	12150 Theodore Street	Moreno Valley	6Y, 6Z	2
Armstrong Home (33-007291)	12400 Theodore Street	Moreno Valley	6Y, 6Z	3

APE = Area of Potential Effects  
OHP = Office of Historic Preservation

Three State Agency bridges were also identified in the project APE (HPSR, Attachment B): 560487 (Redlands Boulevard OC); 560488 (Theodore Street OC); and 560489 (Gilman Springs Road OC). The bridges are listed on the Caltrans Structure Maintenance and Investigations – Historical Significance, Local Agency Bridges list (September 2018) as Category 5 (not eligible for the National Register).

Casey Tibbet and Eugene Heck, who meet the Professionally Qualified Staff (PQS) Standards in the Section 106 PA as Principal Architectural Historians, and Riordan Goodwin who meets the PQS Standards in the Caltrans Section 106 PA as a Co-Principal Investigator for prehistoric and historic archaeology, have determined that the only other properties present within the APE meet the Caltrans Section 106 PA Attachment 4 criteria for properties that are exempt from evaluation.

## CONCLUSIONS

As stated above, one historic-period resource, a 1933 residence (12150 Theodore Street/APE Map Reference No. 2), was identified and evaluated within the project APE. It was determined not eligible for listing in the National Register or the California Register.

Two previously evaluated resources (33-021095 and 33-021096) in the APE, consisting of overlapping segments of Gilman Springs Road, were determined ineligible for listing in the National Register in 2012 as part of a Caltrans project and received SHPO concurrence (HPSR, Attachment G).

Two other previously evaluated resources (APE Map Reference Nos. 1 and 3) were re-evaluated as part of this study. The modest residence at 12130 Theodore Street (33-007275/APE Map Reference No. 1) is altered. The property known as the Armstrong Home at 12400 Theodore Street (33-007291/APE Map Reference No. 3) has been extensively altered.

None of the evaluated resources in the project APE was determined eligible for listing in the National Register.

The APE also includes three State Agency bridges, all of which are listed in the Caltrans Structure Maintenance and Investigations – Historical Significance, Local Agency Bridges list (September 2018) as Category 5 (not eligible for the National Register).

All other built environment properties within the project APE have been determined exempt from further evaluation pursuant to Attachment 4 of the Caltrans Section 106 PA as Property Types 1, 2, 3, or 6, which are minor, ubiquitous, or fragmentary infrastructure elements (type 1), properties that are modern (type 2), and properties that are altered (types 3 and 6).

Based on these findings, it is recommended that no historic properties would be affected by the proposed undertaking because there are no historic properties present within the APE. In addition, there are no historical resources as defined by CEQA within the APE.

## VII. PREPARER QUALIFICATIONS

The architectural component of this study was undertaken by Architectural Historian/Historian Casey Tibbet with assistance from Architectural Historian Eugene Heck and Architectural Historian Elisa Bechtel. The archaeological component was conducted by Archaeologist Riordan Goodwin.

**Casey Tibbet** is the Principal Architectural Historian for this project. She earned her Master of Arts in Historic Preservation from the University of California, Riverside, and has been practicing architectural history and historic preservation in California since 1997. Ms. Tibbet defined the APE, conducted the intensive-level field survey (with the assistance of Mr. Heck), conducted research, prepared the HRER, and contributed to the HPSR.

**Eugene Heck** is an Architectural Historian who earned his Master of Arts in Historic Preservation from the University of California, Riverside, in 2000. Mr. Heck meets the Secretary of the Interior's Professional Qualification Standards as an architectural historian and is an active member of the Society of Architectural Historians, Southern California Chapter. He retired from State service after more than 20 years, during which he conducted archival and historical research, authored many reports, evaluated numerous bridges, and peer-reviewed several statewide historical contexts. Mr. Heck assisted with the intensive-level field surveys and conducted property-specific research.

**Elisa Bechtel** is an Architectural Historian who earned her Master of Letters in History from the University of Glasgow, Scotland. Ms. Bechtel has three years of experience doing historical research and writing. She assisted with the historic context under the supervision of Ms. Tibbet, who qualifies as a Principal Architectural Historian.

**Riordan Goodwin** is an Archaeologist who earned his Bachelor of Arts degree in Anthropology from San Diego State University (SDSU) and also completed the Anthropology Graduate Program coursework at SDSU. He has 20 years of archaeological experience, which includes a background in both prehistoric/historic archaeology and historic built environments of southern California. Mr. Goodwin completed the archaeological and records search components of the HRER.

## VIII. REFERENCES

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## **OTHER SOURCES CONSULTED**

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**IX. DEPARTMENT OF PARKS AND RECREATION (DPR) 523  
FORMS**

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # 33-007275 (Update)

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

NRHP Status Code 6Z, 6Y

Other Listings \_\_\_\_\_

Review Code \_\_\_\_\_

Reviewer \_\_\_\_\_

Date \_\_\_\_\_

Page 1 of 4

Resource Name or #: 12130 Theodore Street

**P1. Other Identifier:** \_\_\_\_\_

**\*P2. Location:**  Not for Publication  Unrestricted **\*a. County:** Riverside and (P2b and P2c or P2d. Attach a Location Map as necessary.)

**\*b. USGS 7.5' Quad:** Sunnymead, CA **Date:** 1980 **T** 3S; **R** 2W; Section 6 S.B.B.M.

**c. Address:** 12130 Theodore Street

**City:** Moreno Valley

**Zip:** 92555

**d. UTM: Zone:** 11; \_\_\_\_\_ mE/ \_\_\_\_\_ mN (G.P.S.)

**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate): APN 422-020-004

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
This one-story, vernacular wood-frame house was previously documented in 1983. At that time, it was noted that the residence had a rear room addition. It is a wood-framed, 660-square foot home with an approximately 145-square foot addition. It has a gabled roof, non-original vertical wood siding, and modern windows. There are non-original gable-roofed carports on either side of the house and a modern concrete block and wrought-iron wall across the front of the property. The residence appears to be in fair condition, but has sustained alterations that have compromised its integrity and its ability to convey an association with its period of significance (1920).

**\*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. Photo or Drawing** (Photo required for buildings, structures, and objects.)



**P5b. Description of Photo:** (View, date, accession #) View to the southeast showing carports east and west of the residence (April 7, 2015).

**\*P6. Date Constructed/Age and Sources:**  Historic  
 Prehistoric  Both  
1920 (Zillow.com n.d.)

**\*P7. Owner and Address:**  
Unknown

**\*P8. Recorded by:** (Name, affiliation, and address)  
Casey Tibbet, M.A.  
LSA Associates, Inc.  
1500 Iowa Avenue, Suite 200  
Riverside, California 92507

**\*P9. Date Recorded:**  
April 2015

**\*P10. Survey Type:** (Describe) Intensive-level Section 106 compliance

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Historic Property Survey Report for the State Route 60/World Logistics Center Parkway Interchange Project, City of Moreno Valley and Unincorporated Riverside County, County of Riverside, California (EA 0M590). Prepared by LSA Associates, Inc., Riverside, California for Caltrans District 8 (2019).

**\*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 4

\*NRHP Status Code 6Z, 6Y

\*Resource Name or # (Assigned by recorder) 12130 Theodore Street

B1. Historic Name: \_\_\_\_\_

B2. Common Name: \_\_\_\_\_

B3. Original Use: Single-family residence B4. Present Use: Single-family residence

\*B5. Architectural Style: Vernacular

\*B6. Construction History: (Construction date, alterations, and date of alterations)  
1920 – year built (Zillow.com n.d.)

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

\*B8. Related Features: freestanding carports

B9a. Architect: Unknown b. Builder: Unknown

\*B10. Significance: Theme: Residential architecture Area: City of Moreno Valley

Period of Significance: 1920 Property Type: Single-family residence Applicable Criteria: NA

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

This 1920 vernacular, altered residence is not eligible for listing in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register). It was not evaluated under any local (city/county) criteria.

**Historic Context.** The residence was built in 1920. Based on city directory research, residents of the property have included Marcelina B. Rodriguez (born 1943); Genaro Bautista Rodriguez (born 1947); E. Hernandez Bautista (born 1964); Maria Prebot (born 1966); and Gerardo B. Meza (born 1969). No additional information was found regarding these individuals. Since the earliest birth date for any of these people was 1943, it is unlikely that any of them lived in the residence prior to the 1960s. The 1983 site record lists Sunnymead Poultry Ranch, Inc. as the owner at that time. Various online sources currently list the Sunnymead Poultry Ranch at 13631 Theodore Street and a search of historic newspapers did not reveal any additional information about the poultry ranch. See *Continuation Sheet*

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

\*B12. References:

Ancestry.com

Var. Various records accessed online in October 2015 at: <http://search.ancestry.com>

City Directory

n.d. City directory data accessed online in October 2015 at: <http://search.ancestry.com>

Zillow.com

n.d. Accessed online in March 2019 at: [https://www.zillow.com/homedetails/12130-Theodore-St-Moreno-Valley-CA-92555/17964448\\_zpid/](https://www.zillow.com/homedetails/12130-Theodore-St-Moreno-Valley-CA-92555/17964448_zpid/)

B13. Remarks:

\*B14. Evaluator: Casey Tibbet, M.A., LSA Associates, Inc., 1500 Iowa Avenue, Suite 200, Riverside, California 92507

\*Date of Evaluation: April 2015

(Sketch Map with north arrow required.)

See Location Map

(This space reserved for official comments.)

**CONTINUATION SHEET**

Primary # 33-007275 (Update)  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 3 of 4 \*Resource Name or #: (Assigned by recorder) 12130 Theodore Street  
\*Recorded by LSA Associates, Inc. \*Date: April 2015  Continuation  Update

**B10. Significance** (continued from page 2)

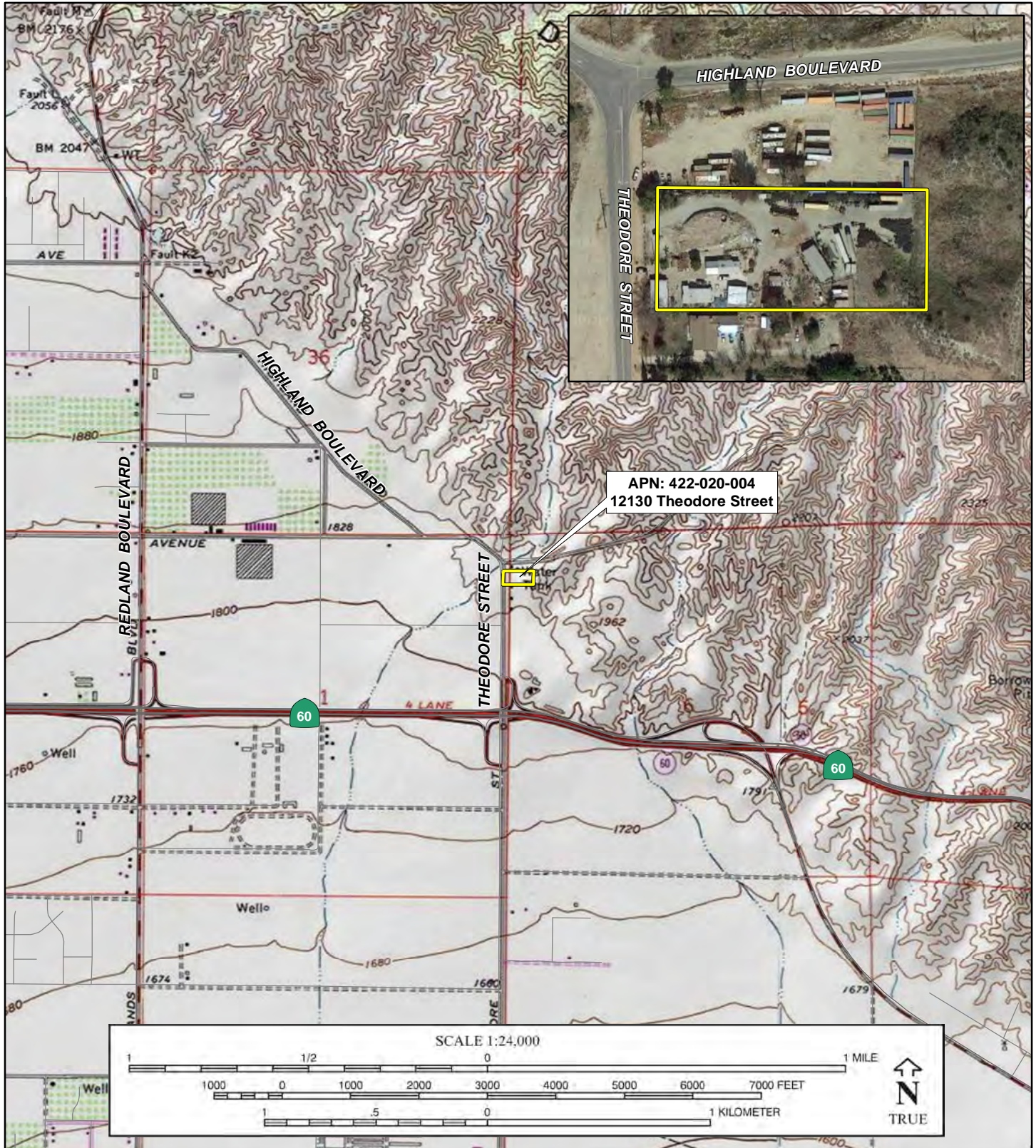
**Significance Evaluation.** This property is being evaluated under the National Register and California Register criteria. Since the two sets of criteria are nearly identical they have been combined to avoid redundancy.

Under Criterion A, this residence is a very modest wood-frame house that has been altered since its construction in 1920 and it does not convey a strong association with the past or appear to be associated with important events in history. Under Criterion B, no evidence was found indicating that the residence is associated with persons important in history. Under Criterion C, this is a modest, vernacular wood-frame residence that has been altered (addition, windows, siding) and its workmanship does not rise above the ordinary. Under Criterion D, the residence is a common type of standard construction and does not appear to have the potential to yield important information in prehistory or history.

For these reasons, the residence does not appear to meet the criteria for listing in the National Register or California Register.

State of California - Resource Agency  
**DEPARTMENT OF PARKS AND RECREATION**  
**LOCATION MAP**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_





HISTORIC RESOURCES INVENTORY

Ser. No. 33-2353-7  
HABS \_\_\_\_\_ HAER \_\_\_\_\_ NR 6 SHL \_\_\_\_\_ Loc \_\_\_\_\_  
UTM: A \_\_\_\_\_ B \_\_\_\_\_  
C 11/487200/3755820 D \_\_\_\_\_

33-7275

IDENTIFICATION

1. Common name: None
2. Historic name: None
3. Street or rural address: 12130 Theodore Street  
City Sunnymead Zip 92388 County Riverside
4. Parcel number: 422-020-004-0
5. Present Owner: Sunnymead Poultry Ranch, Inc. Address: 13631 Theodore Street  
City Sunnymead Zip 92388 Ownership is: Public \_\_\_\_\_ Private X
6. Present Use: residential Original use: residential

DESCRIPTION

- 7a. Architectural style: Vernacular Wood Frame
- 7b. Briefly describe the present *physical description* of the site or structure and describe any major alterations from its original condition:

Rectangular in plan with a composition gable roof, the vernacular wood frame house at 12130 Theodore Street has clapboard siding, double-hung windows, a brick chimney, latticework vents under each gable, and a room addition in back.



8. Construction date:  
Estimated \_\_\_\_\_ Factual 1920
9. Architect unknown
10. Builder unknown
11. Approx. property size (in feet)  
Frontage \_\_\_\_\_ Depth \_\_\_\_\_  
or approx. acreage 2.02
12. Date(s) of enclosed photograph(s)  
January 17, 1983  
5-206-05-05

33-7275

- 13. Condition: Excellent \_\_\_ Good  Fair \_\_\_ Deteriorated \_\_\_ No longer in existence \_\_\_
- 14. Alterations: minor - room additions in back
- 15. Surroundings: (Check more than one if necessary) Open land \_\_\_ Scattered buildings  Densely built-up \_\_\_ Residential  Industrial \_\_\_ Commercial \_\_\_ Other: agricultural
- 16. Threats to site: None known  Private development \_\_\_ Zoning \_\_\_ Vandalism \_\_\_ Public Works project \_\_\_ Other: \_\_\_
- 17. Is the structure: On its original site?  Moved? \_\_\_ Unknown? \_\_\_
- 18. Related features: garage

**SIGNIFICANCE Vernacular Wood Frame**

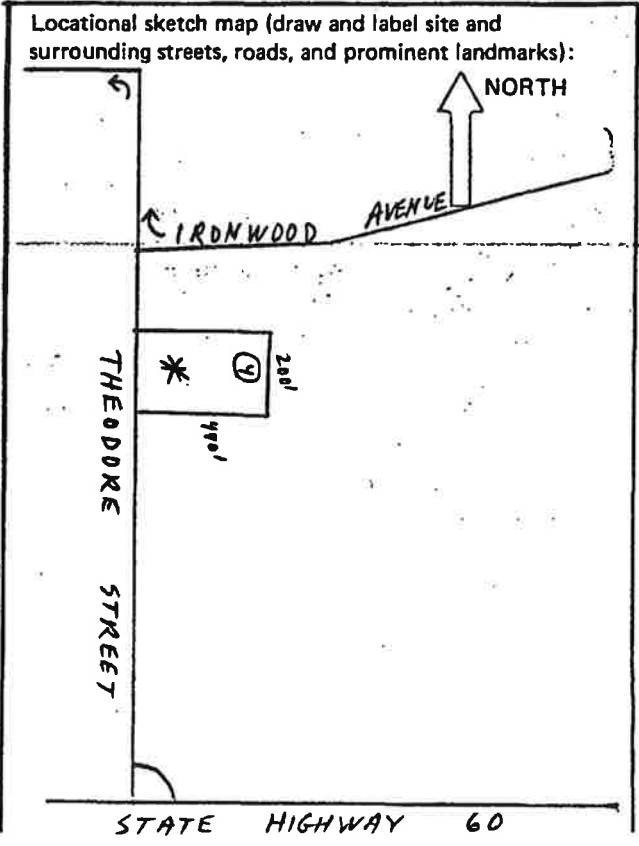
19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

This vernacular wood frame house is an example of an early rural ranch in the Sunnymead area.

- 20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
  - Architecture \_\_\_ Arts & Leisure \_\_\_
  - Economic/Industrial  Exploration/Settlement \_\_\_
  - Government \_\_\_ Military \_\_\_
  - Religion \_\_\_ Social/Education \_\_\_

21. Sources (List books, documents, surveys, personal interviews and their dates). County Records

22. Date form prepared May 24, 1983  
 By (name) Jim Warner  
 Organization Riv. Co. Historical Commission  
 Address: P.O. Box 3507  
 City Riverside Zip 92519  
 Phone: 787-2551



State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Y, 6Z

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 4 Resource Name or #: 12150 Theodore Street

**P1. Other Identifier:** APE Map Reference #2

**\*P2. Location:**  Not for Publication  Unrestricted **\*a. County:** Riverside and (P2b and P2c or P2d. Attach a Location Map as necessary.)

**\*b. USGS 7.5' Quad:** Sunnymead, CA **Date:** 1980 **T** 3S; **R** 2W; Section 6 S.B.B.M.

**c. Address:** 12150 Theodore Street **City:** Moreno Valley **Zip:** 92555

**d. UTM: Zone:** 11; \_\_\_\_\_ mE/ \_\_\_\_\_ mN (G.P.S.)

**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 422-020-006

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

This one-story, Minimal Traditional-style residence with a Ranch influence is located on the east side of Theodore Street and is oriented to the west. It has an irregular plan. The house is surmounted by a moderately-pitched, cross-gabled roof sheathed in composition shingles and has narrow eaves. The exterior walls are surfaced primarily with stucco with narrow, vertical boards beneath the gables. The west-facing, asymmetrical façade features several wood-framed, double-hung windows arranged in pairs and in a large bay; an off-centered, recessed porch sheltered beneath the extended eave supported by wood posts; a single wood-panel door; and a large, wood-framed, multi-paned, fixed window flanked by narrow, double-hung end vents. A detached garage is located southeast of the residence. A solid wall, chain link gate, and chicken wire fence enclose the front yard. Aerial photographs reveal that the residence has at least one rear addition.

**\*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. Photo or Drawing** (Photo required for buildings, structures, and objects.)



See Continuation Sheet

**P5b. Description of Photo:** (View, date, accession #) Facade, view to the east (4/7/15)

**\*P6. Date Constructed/Age and Sources:**  Historic  Prehistoric  Both  
1933 (Riverside County Assessor)

**\*P7. Owner and Address:**  
Unknown

**\*P8. Recorded by:** (Name, affiliation, and address)  
Casey Tibbet, M.A.  
LSA Associates, Inc.  
1500 Iowa Avenue, Suite 200  
Riverside, California 92507

**\*P9. Date Recorded:**  
April 2015

**\*P10. Survey Type:** (Describe)  
Intensive-level Section 106

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Historic Property Survey Report for the State Route 60/World Logistics Parkway Interchange Project, City of Moreno Valley and Unincorporated Riverside County, County of Riverside, California (EA 0M590). Prepared by LSA Associates, Inc., Riverside, California for Caltrans District 8 (2019).

**\*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 4

\*NRHP Status Code 6Y, 6Z

\*Resource Name or # (Assigned by recorder) 12150 Theodore Street

**B1. Historic Name:** \_\_\_\_\_

**B2. Common Name:** \_\_\_\_\_

**B3. Original Use:** Residence **B4. Present Use:** Residence

\***B5. Architectural Style:** Minimal Traditional with Ranch influence

\***B6. Construction History:** (Construction date, alterations, and date of alterations)  
1933 – year built (Riverside County Assessor)

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

\***B8. Related Features:**  
Detached garage

**B9a. Architect:** Unknown **b. Builder:** Unknown

\***B10. Significance: Theme:** Residential architecture **Area:** City of Moreno Valley

**Period of Significance:** 1933 **Property Type:** Residence **Applicable Criteria:** NA

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

This 1933 Minimal Traditional-style residence with a Ranch influence does not meet the criteria for listing in the National Register of Historic Places and does not appear to qualify as a historical resource pursuant to the California Environmental Quality Act (CEQA). It is a common property type and style and does not appear to be associated with any events or people important in history.

**Historic Context.** Research indicates that from the 1890s to the late 1940s, this area consisted of very few buildings surrounded by land that was either fallow or used for growing citrus or other crops (Wills and Williams 2005). These lands were connected to areas east and west via a late 1800s wagon road (located south and east of the subject property) that by 1910 had been rerouted to follow the current alignment of Gilman Springs Road (Smallwood 2012). Formerly known as the Jackrabbit Trail (33-021095 and 33-021096), this road connected the town of Moreno to San Jacinto and was an early county automobile road before becoming part of the State highway system in 1931 (Ibid.). From 1933 to 1936, it was designated part of U.S. 60, one of the earliest transcontinental routes (Ibid.). By 1938, U.S. 60 had been completely rerouted and, from 1941 to the 1960s, Gilman Springs Road was designated SR-79 (Ibid.).

Despite the presence of an early road connecting the area to distant places, the area remained very rural and sparsely developed. In 1933, the residence at 12150 Theodore Street was built along with its neighbor at 12170 Theodore Street. Around 1948, the farmland at the southeast corner of Grevellia Street (now SR-60) and Redlands Boulevard was converted to a horse ranch (Wills and Williams 2005). In the 1950s it became the Kerr Stock Farm (33-16655) and included 120 acres which were eventually developed with a number of buildings and a race track (Ibid.). The stock farm was apparently an anomaly in the area as research indicates there were no other horse ranches in the vicinity. In 1959, SR-60 was constructed to the south of the subject property and in the 1960s and 1970s a few more homes were built nearby. Very recently, a large factory outlet was built southwest of the residence, but otherwise there has been little change in the area. See *Continuation Sheet*

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

\***B12. References:**

City Directory

n.d. Data accessed online in October 2015 via Ancestry.com

Hise, Greg

1997 *Magnetic Los Angeles: Planning the Twentieth Century Metropolis*. Baltimore and London, The Johns Hopkins University Press.

McAlester, Virginia, and Lee McAlester

1984 *A Field Guide to American Houses*. Alfred A. Knopf, New York.

Smallwood, Josh

2012 Department of Parks and Recreation forms for Gilman Springs Road (33-021096). On file at the South Central Coastal Information Center in Fullerton, California.

Wills, C. and S. Williams

2005 Department of Parks and Recreation forms for Kerr Stock Farm (33-16655). On file at the South Central Coastal Information Center in Fullerton, California.

**B13. Remarks:**

**B14. Evaluator:** Elisa Bechtel, MLitt and Casey Tibbet, M.A., LSA Associates, Inc., 1500 Iowa Avenue, Suite 200, Riverside, California 92507

\***Date of Evaluation:** April 2015

(Sketch Map with north arrow required.)

See Location Map

CONTINUATION SHEET

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

Page 3 of 4

\*Resource Name or #: (Assigned by recorder)

12150 Theodore Street

\*Recorded by LSA Associates, Inc.

\*Date: April 2015

X Continuation

     Update

P5a. Photo or Drawing (continued from page 1)



Façade and south elevation, view to the northeast (4/7/15)

\*B10. Significance (continued from page 2)

**Architectural Context.** This residence represents the Minimal Traditional style with a Ranch influence. The Minimal Traditional style developed during the Depression to meet the minimum threshold in space and amenities required by the Federal Housing Administration (FHA; Hise 1997). It is a compromise style that reflects the forms of Eclectic and traditional styles without the decorative detailing (McAlester and McAlester 1984). Character-defining features of the Minimal Traditional style include a rectangular or L-shaped massing topped by a low-pitched hipped or cross-gable roof with narrow eaves featuring a variety of simple decorative treatments (exposed rafter tails, boxed eaves, plain fascia); stucco wall cladding and less commonly wood clapboard; wood-framed double-hung windows; and a front stoop entry (as opposed to a full or partial-width porch). In this case, the residence includes a partial-width porch, which is more characteristic of the Ranch style.

**Significance Evaluation.** This property is being evaluated under the National Register and California Register criteria. Since the two sets of criteria are nearly identical, they have been combined to avoid redundancy.

Under Criteria A/1, this Minimal Traditional residence is located in a rural area associated with agricultural endeavors. However, there is no indication that the residence was ever part of a farm or ranch. It was built in 1933, a period of minimal growth and scarce materials and does not appear to have been associated with any events that have made a significant contribution to the broad patterns of history.

Under Criteria B/2, no original building permits were found for the property and no other information was found to confirm its original build date or early ownership history. City directory research indicates that David Oblonsky and Diane Oblonsky lived at this address sometime between 1935 and 1993, but no other information about either Oblonsky was found. This lack of information tends to suggest that the property is not associated with persons important in national, State, or local history.

Under Criteria C/3, the building is a typical example of its method of construction, type, and style and does not appear to be the work of a master. As the observed level of workmanship does not rise above the ordinary, it is not significant under this criterion.

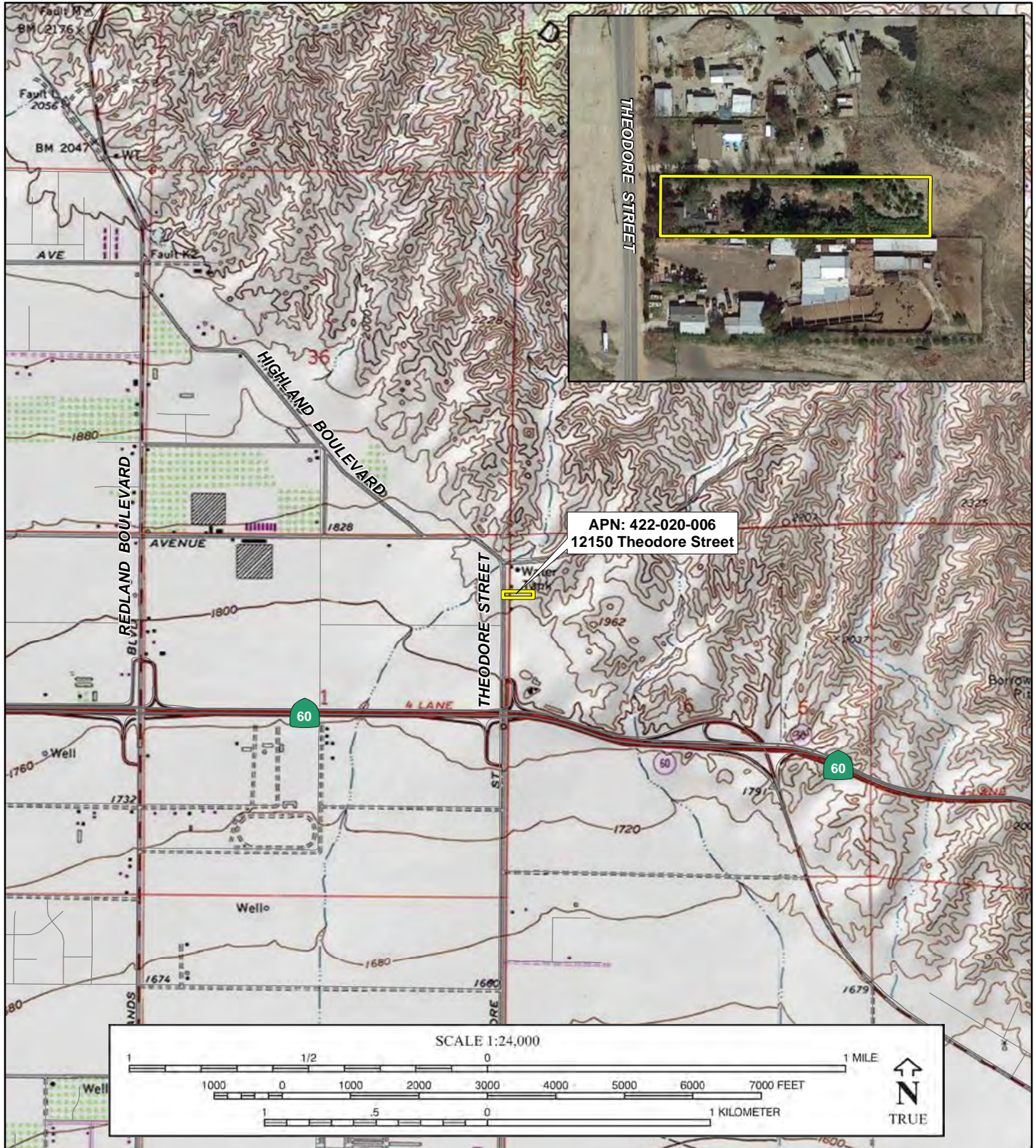
Under Criteria D/4, which relates primarily to archaeological resources, the property does not appear to have the potential to yield important information about prehistory or history.

For the reasons discussed above, the residence does not meet the criteria for listing in the National Register or the California Register. It was not evaluated under any local (city/county) criteria.



State of California - Resource Agency  
**DEPARTMENT OF PARKS AND RECREATION**  
**LOCATION MAP**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_





State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # 33-007291 (Update)

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

NRHP Status Code 6Y, 6Z

Other Listings \_\_\_\_\_

Review Code \_\_\_\_\_

Reviewer \_\_\_\_\_

Date \_\_\_\_\_

Page 1 of 4

Resource Name or #: 12400 Theodore Street

**P1. Other Identifier:** \_\_\_\_\_

**\*P2. Location:**  Not for Publication  Unrestricted **\*a. County:** Riverside and (P2b and P2c or P2d. Attach a Location Map as necessary.)

**\*b. USGS 7.5' Quad:** Sunnymead, CA **Date:** 1980 **T3S; R 2W; Section 6 S.B.B.M.**

**c. Address:** 12400 Theodore Street **City:** Moreno Valley **Zip:** 92555

**d. UTM: Zone:** 11; \_\_\_\_\_ mE/ \_\_\_\_\_ mN (G.P.S.)

**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate): APN

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
This property was previously documented in 1983. At the time, the evaluator noted that there were three unaltered residential buildings on the property, two stone houses and one wood-frame house, which were "excellent examples of the use of indigenous stone in residential construction" dating to circa 1915 (Warner 1983:2). During the intensive field survey of the property in September 2014, it was observed that the two stone residences have been combined into one building and extensively altered (second story addition and modern windows) and that all of the windows have been removed from the wood-frame house. According to information from the County of Riverside, the "combined" two-story residence was constructed in 2010 and the smaller residence was constructed in 1932 (Riverside County Assessor).

**\*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. Photo or Drawing** (Photo required for buildings, structures, and objects.)



*See Continuation Sheet*

**P5b. Description of Photo:** (View, date, accession #) Original (now altered) residences. View to the south (September 2014)

**\*P6. Date Constructed/Age and Sources:**  Historic  Prehistoric  Both  
1932 (County of Riverside)

**\*P7. Owner and Address:**  
Unknown

**\*P8. Recorded by:** (Name, affiliation, and address)  
Casey Tibbet, M.A.  
LSA Associates, Inc.  
1500 Iowa Avenue, Suite 200  
Riverside, California 92507

**\*P9. Date Recorded:**  
September 2014

**\*P10. Survey Type:** (Describe) Intensive-level Section 106 compliance

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Historic Property Survey Report for the State Route 60/World Logistics Parkway Interchange Project, City of Moreno Valley and Unincorporated Riverside County, County of Riverside, California (EA 0M590). Prepared by LSA Associates, Inc., Riverside, California for Caltrans District 8 (2019).

**\*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**

**B1. Historic Name:** \_\_\_\_\_

**B2. Common Name:** Anco Ranch

**B3. Original Use:** residence and farm **B4. Present Use:** residence and farm

\***B5. Architectural Style:** Vernacular stone

\***B6. Construction History:** (Construction date, alterations, and date of alterations)  
1932 – year built (Riverside County Assessor)  
2010 – major alteration (Riverside County Assessor)

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

\***B8. Related Features:** agricultural fields

**B9a. Architect:** Unknown **b. Builder:** Unknown

\***B10. Significance: Theme:** Settlement; Architecture **Area:** City of Moreno Valley

**Period of Significance:** 1932 **Property Type:** Single-family residence **Applicable Criteria:** NA

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

This resource does not meet the criteria for listing in the National Register of Historic Places (National Register) or the California Register of Historical Resources (California Register) under any criteria. It was not evaluated under any local (city/county) criteria.

**Historic Context.** The 1983 site record calls this the Armstrong Home, but does not elaborate further. More recently, it has been called Anco Ranch. Although not conclusive, research indicates that the property was likely owned by Frank A. Armstrong, who was born in Ireland in the mid-1800s (Ancestry.com). In June 1891, Frank A. Armstrong was appointed United States Postmaster of the Moreno post office in the Riverside area (Ancestry.com). The 1920 Census records list Armstrong and his wife Virginia as owning and working a farm in the Brownville Subdivision in Moreno (Ancestry.com). A 1929 news article reported that Frank Armstrong of Moreno was one of the Riverside County representatives at the Farm Bureau convention held in Fresno that year (*Riverside Daily Press* 1929). A year later, the 1930 Census listed Armstrong, a farmer/grain rancher, as owning a 1,300-acre farm in Moreno (Ibid.). By 1940, Virginia was living in Fresno with their daughter, a public school teacher, (see *Continuation Sheet*)

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

\***B12. References:**

Ancestry.com

n.d. United States Census data, city directory data, and postmaster data accessed online in October 2015 at:  
<http://search.ancestry.com>

*Riverside Daily Press*

1929 Blackburn New Federation Head, Coachella Valley Rancher Named President of State Farm Bureau. November 7, page 11.

*San Diego Union*

1942 Ranches and Groves, Auction. November 15, page 39.

Warner, Jim

1983 Historic Resources Inventory form for 33-7291 (Armstrong Home). On file at the Eastern Information Center located at the University of California, Riverside.

**B13. Remarks:**

\***B14. Evaluator:** Casey Tibbet, M.A., LSA Associates, Inc., 1500 Iowa Avenue, Suite 200, Riverside, California 92507

\***Date of Evaluation:** October 2015

(Sketch Map with north arrow required.)

See Location Map

(This space reserved for official comments.)

State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**CONTINUATION SHEET**

Primary # 33-007291 (Update)  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 3 of 4 \*Resource Name or #: (Assigned by recorder) 12400 Theodore Street  
\*Recorded by LSA Associates, Inc. \*Date: October 2015  Continuation  Update

**Photographs** (continued from page 1). Taken September 2014.



View to the northeast



View to the southwest

**\*B10. Significance** (continued from page 2)

while Frank ran the farm in Moreno on Theodore Street (Ibid.). According to a 1942 auction advertisement in the *San Diego Union*, "aged owner, Frank Armstrong" had ordered the sale of his 420-acre "citrus-deciduous grain and stock farm" located at "highway 60, 15 miles east of Riverside" and including "approximately 20 acres of Navels, 5 acres Valencias, 14 acres lemons, 10 acres grapefruit, almonds, peaches, grapes, plums, 100 acres grain land, plow and grazing land. Approximately 5 mi. fencing, 2½ mi. concrete irrigation pipe, 3 mi. highway frontage, 9-room, 6-bedroom house; ... 199 shares Moreno Mutual Water stock. Elec. refrig., tractor, implements, mules go with property" (*San Diego Union* 1942:39). No additional information was found regarding Frank A. Armstrong. Based on City Directory information, later residents include Ron A and Yvonne D. Christensen; Ed and Ruth McKay; and Cheri Wilcox. No additional information about these people was found.

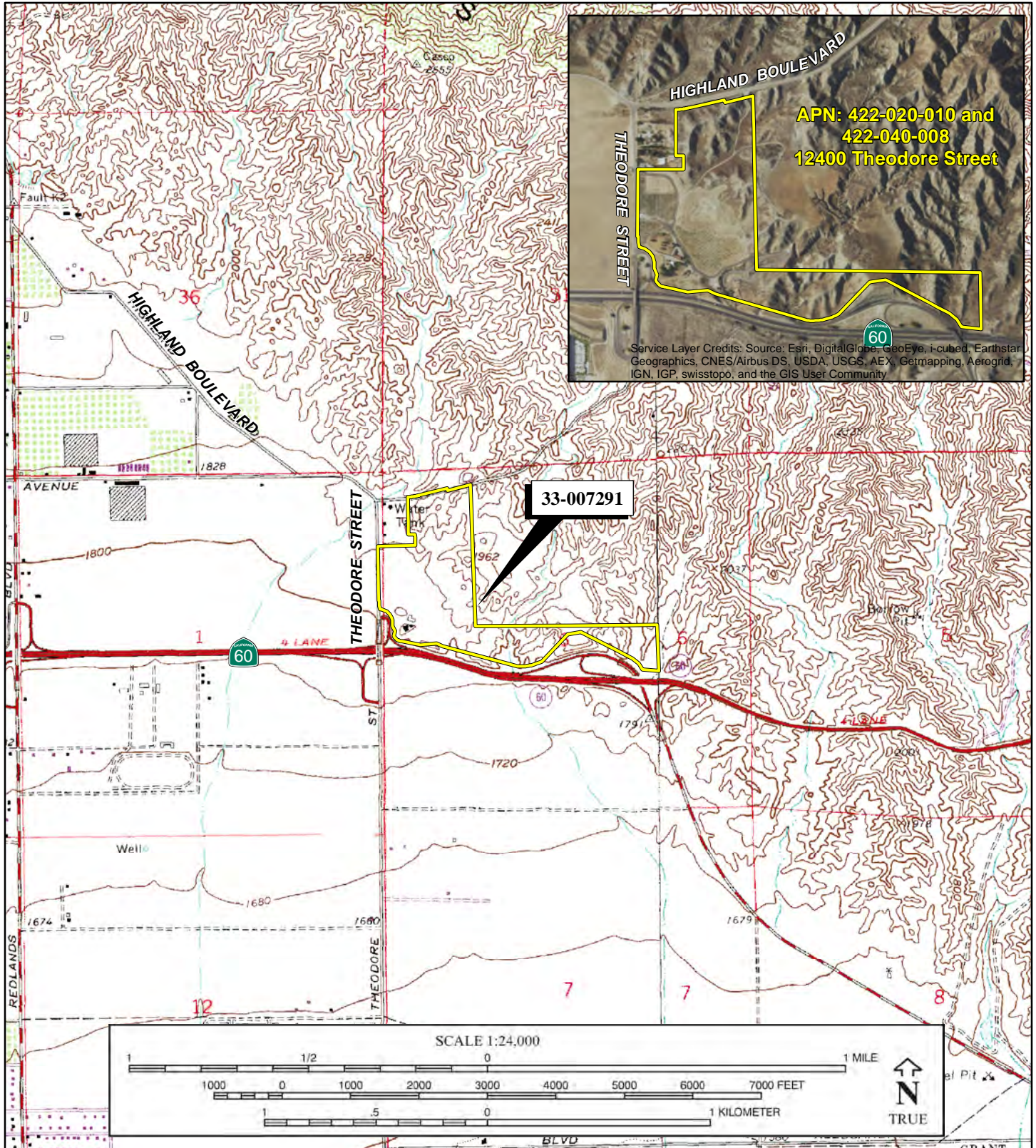
**Significance Evaluation:** Since the previous evaluation is more than five years old, the property is being reevaluated. Under National Register of Historic Places (NRHP) Criterion A, the residences are extensively altered and no longer convey their association with the early part of the 20<sup>th</sup> century when they were constructed. Research indicates that the property may have been used as a farm as early as 1920, but it does not appear to have been associated with events that made a significant contribution to the broad patterns of history. Under NRHP Criterion B, research tends to indicate that the property was owned and farmed by Frank A. Armstrong from at least 1920 to 1942. He was the Moreno Postmaster in 1891 and was involved in the Farm Bureau. However, there is no indication that he made any significant contributions to the farming industry or the community of Moreno. Very little information was found regarding later residents/owners, which tends to indicate that they were not significant figures in history. Under NRHP Criterion C, the residences are extensively altered and no longer "excellent examples of the use of indigenous stone in residential construction" (Warner 1983). Under Criterion D, the property does not appear to have the ability to yield important information in prehistory or history.

For these reasons, the property does not appear to be eligible for listing in the National Register or California Register under any criteria.



State of California - Resource Agency  
**DEPARTMENT OF PARKS AND RECREATION**  
**LOCATION MAP**

Primary 33-007291  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_





**HISTORIC RESOURCES INVENTORY**

Ser. No. 33-2388-16  
HABS \_\_\_\_\_ HAER \_\_\_\_\_ NR 5 SHL \_\_\_\_\_ Loc \_\_\_\_\_  
UTM: A \_\_\_\_\_ B \_\_\_\_\_  
C 11/467300/3755390 D \_\_\_\_\_

**IDENTIFICATION**

1. Common name: None 33-7291
2. Historic name: Armstrong Home
3. Street or rural address: 12400 Theodore Street  
City Sunnymead Zip 92388 County Riverside
4. Parcel number: 422-020-008-4  
Anderson School Equipment Co., Inc.
5. Present Owner: dba Anderson School Equipment Co. Address: 5040 San Fernando Road  
City Glendale Zip 91204 Ownership is: Public \_\_\_\_\_ Private X
6. Present Use: residential Original use: residential

**DESCRIPTION**

- 7a. Architectural style: Vernacular Stone
- 7b. Briefly describe the present physical description of the site or structure and describe any major alterations from its original condition:

There are three structures on this property being nominated: a vernacular stone house, a wood frame house, and a stone summer house. The one-and-a-half story vernacular stone house is rectangular in plan and has a composition shingle gable roof, a stone chimney, double-hung windows, bands of plate glass windows, extended exposed eaves, decorative vents under each gable, and larger stone lintels over each window. The vernacular wood frame house has an L-shaped plan, a Spanish-tile gable roof, stucco siding, double-hung and casement windows, exposed eaves, and horizontal slat vents under each gable. The stone summer house has a square plan, a flat roof, stone walls with bands of windows on all four sides, and a parapet lined with clay tiles. Many landscaping walls and steps are of stone construction and add much to the setting of these architectural resources.



8. Construction date:  
Estimated 1915 Factual \_\_\_\_\_
9. Architect unknown
10. Builder unknown
11. Approx. property size (in feet)  
Frontage \_\_\_\_\_ Depth \_\_\_\_\_  
or approx. acreage 53.40
12. Date(s) of enclosed photograph(s)  
January 17, 1983  
5-206-03-03

13. Condition: Excellent  Good \_\_\_\_\_ Fair \_\_\_\_\_ Deteriorated \_\_\_\_\_ No longer in existence \_\_\_\_\_
14. Alterations: unaltered 33-7291
15. Surroundings: (Check more than one if necessary) Open land  Scattered buildings \_\_\_\_\_ Densely built-up \_\_\_\_\_  
Residential \_\_\_\_\_ Industrial \_\_\_\_\_ Commercial \_\_\_\_\_ Other: agricultural
16. Threats to site: None known  Private development \_\_\_\_\_ Zoning \_\_\_\_\_ Vandalism \_\_\_\_\_  
Public Works project \_\_\_\_\_ Other: \_\_\_\_\_
17. Is the structure: On its original site?  Moved? \_\_\_\_\_ Unknown? \_\_\_\_\_
18. Related features: barn, garage, shed, summer house

**SIGNIFICANCE**

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

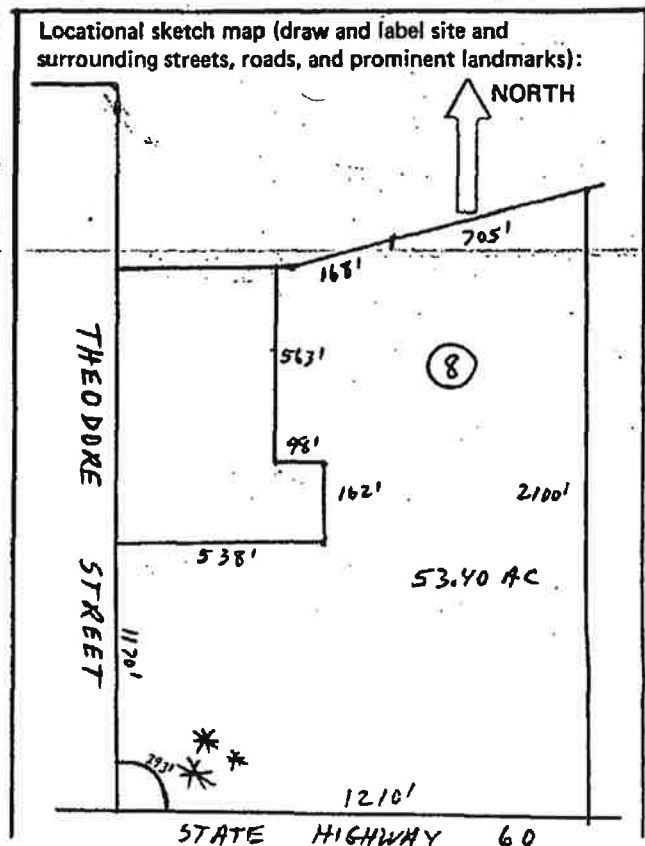
These stone structures are unaltered and in excellent condition, thereby making them excellent examples of the use of indigenous stone in residential construction. The summer house is open and airy and was used by the Armstrong family during the hot summer months for eating and sleeping quarters. The Armstrongs were the original owners.

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)

Architecture  Arts & Leisure \_\_\_\_\_  
Economic/Industrial \_\_\_\_\_ Exploration/Settlement \_\_\_\_\_  
Government \_\_\_\_\_ Military \_\_\_\_\_  
Religion \_\_\_\_\_ Social/Education \_\_\_\_\_

21. Sources (List books, documents, surveys, personal interviews and their dates). County Records

22. Date form prepared May 24, 1983  
By (name) Jim Warner  
Organization Riv. Co. Historical Commission  
Address: P.O. Box 3507  
City Riverside Zip 92519  
Phone: 787-2551




**HISTORIC PROPERTY SURVEY REPORT**

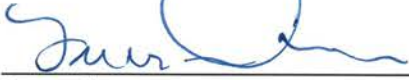
**ATTACHMENT D:**

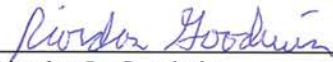
**ARCHAEOLOGICAL SURVEY REPORT**

**ARCHAEOLOGICAL SURVEY REPORT**  
**STATE ROUTE 60/WORLD LOGISTICS CENTER PARKWAY**  
**INTERCHANGE PROJECT**  
**CITY OF MORENO VALLEY AND UNINCORPORATED**  
**PORTIONS OF RIVERSIDE COUNTY, CALIFORNIA**  
**08-RIV-60 PM 20.0/22.0**

**EA No. 0M5900 PN 0813000109**

Approved By:  Date: 7/3/19  
Andrew Walters, Branch Chief  
Environmental Support/Cultural Studies  
California Department of Transportation, District 8  
464 West Fourth Street, 6<sup>th</sup> Floor, MS 825  
San Bernardino, California 92401-1400

Reviewed By:  Date: 7/3/19  
Laura Chatterton  
Lead Archaeological Surveyor (PQS)  
464 West Fourth Street, 6<sup>th</sup> Floor, MS 825  
San Bernardino, California 92401-1400

Prepared By:  Date: 6/28/2019  
Riordan L. Goodwin  
Co-Principal Investigator, Prehistoric and Historical Archaeology (PQS)  
LSA Associates, Inc.  
1500 Iowa Avenue, Suite 200  
Riverside, California 92507

**National Archaeological Database (NADB)**  
*USGS Quadrangle: El Casco and Sunnymead, California 7.5' (1979/1980)*  
T2&3S, R2&3W, Sections 1, 2, 6, 7, 8, 9, 12, 13, 35, and 36  
*Area Covered: ~402 acres*  
*Sites Recorded: None*  
*Keywords: Negative results*

June 2019

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## I. SUMMARY OF FINDINGS

The California Department of Transportation (Caltrans), on behalf of the Federal Highway Administration (FHWA) and in cooperation with the City of Moreno Valley (City), proposes to construct modifications to the existing State Route 60 (SR-60)/World Logistics Center Parkway (WLC Pkwy) Post Mile (PM) 20.0 to PM 22.0 on SR-60, a distance of approximately two miles. Major improvements to the interchange will include (1) reconstruction of the westbound and eastbound on- and off-ramps to SR-60, and (2) replacement of the existing WLC Pkwy overcrossing with an expanded four-lane overcrossing, and (3) construction of three lanes in each direction on WLC Pkwy between the eastbound SR-60 ramps and Eucalyptus Avenue west (Eucalyptus Avenue west of WLC Pkwy); construction of two lanes in each direction but grading for three lanes in each direction on WLC Pkwy between Eucalyptus Avenue west and Eucalyptus Avenue east (Eucalyptus Avenue east of WLC Pkwy); WLC Pkwy south of Eucalyptus Avenue east would narrow to one lane in each direction. The proposed improvements to the on- and off-ramps would extend west and east of the proposed overcrossing on SR-60 for proposed auxiliary lanes in each direction. The proposed improvements to Theodore Street/WLC Pkwy would extend north of SR-60 to Ironwood Avenue and south of SR-60 to south of Eucalyptus Avenue east. An existing Caltrans paved material transfer area located in the southwest quadrant of the existing SR-60/WLC Pkwy interchange will be relocated to the SR-60/Gilman Springs Road interchange area as part of the proposed project.

The Project Vicinity, Project Location, and Area of Potential Effects (APE) Maps are provided with the Historic Property Survey Report (HPSR) as Attachment A, Maps 1, 2, and 3, respectively.

The records search identified nine previously recorded cultural resources within the APE. Three are built environment resources (Kerr Stock Farm District, Jackrabbit Trail, and Gilman Springs Road and related features), two of which have been previously evaluated as not eligible for the National Register of Historic Places (National Register). One previously documented built environment resource (12130 Theodore Street) and a previously undocumented built environment resource identified by the survey (12150 Theodore Street) have been evaluated by the current study (see HPSR Attachment C [Historical Resources Evaluation Report (HRER)] for details). All other resources within the APE are exempt from evaluation as Property Types 1 and 3 under the *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* (Caltrans Section 106 PA). The project APE consists primarily of non-native soils in road rights-of-way (ROW) and previously disturbed agricultural and rural residential lands and lots. Therefore, it is anticipated that no archaeological resources would be affected by the proposed project.

The Native American Heritage Commission (NAHC) conducted a search of the Sacred Lands File (SLF), and 10 individuals representing eight Native American groups were contacted. The NAHC did not identify areas of religious or cultural significance within the APE. However, the Soboba and Morongo Bands have both indicated that the general project area is culturally sensitive, but neither tribe has identified any specific sites or locations.

It is Caltrans' policy to avoid cultural resources whenever possible. If buried cultural materials are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified

archaeologist can evaluate the nature and significance of the find. Additional survey will be required if the project changes to include areas not previously surveyed.

## **II. INTRODUCTION**

On February 4, March 19 and 20, May 7, 2015, and November 15, 2018, LSA Archaeologists Riordan Goodwin and Veronica Sorce conducted an intensive pedestrian survey of the APE (HPSR, Attachment A, Maps 1, 2, and 3). Mr. Goodwin earned a Bachelor of Arts degree in Anthropology from San Diego State University, San Diego. He has 25 years of archaeological experience, which includes a background in both prehistoric/historical archaeology and historic-period built environments of Southern California. Mr. Goodwin qualifies as a Co-Principal Investigator, Prehistoric/Historic Archaeology per the Caltrans Section 106 PA. Ms. Sorce earned a Bachelor of Arts degree in Anthropology from California State University Northridge, and qualifies as a Lead Archaeological Surveyor per the Caltrans Section 106 PA.

## **III. PROJECT LOCATION AND DESCRIPTION**

The City of Moreno Valley, in cooperation with Caltrans, District 8, proposes to reconstruct and improve the SR-60/WLC Pkwy interchange. The majority of the project site is located in the City of Moreno Valley; however, the northeast quadrant of the site is located within unincorporated Riverside County (County) but within the City's Sphere of Influence. The purpose of the project is to alleviate existing and future traffic congestion at the SR-60/WLC Pkwy interchange ramps during peak hours, to improve traffic flow along the freeway and through the interchange, to improve safety by upgrading the geometry at the current interchange, and to provide standard vertical clearance for the WLC Pkwy overcrossing. The proposed project would construct modifications to the existing SR-60/WLC Pkwy interchange from PM 20.0 to PM 22.0 on SR-60, a distance of approximately two miles. Major improvements to the interchange will include: (1) reconstruction of the westbound and eastbound on- and off-ramps to SR-60, (2) replacement of the existing WLC Pkwy overcrossing with an expanded four-lane overcrossing (two through lanes in each direction) with a minimum 16.5-foot (ft) vertical clearance between the eastbound and westbound SR-60 ramps and reconstruction of WLC Pkwy between the southern limits of the project and the eastbound SR-60 ramps, and (3) construction of three lanes in each direction on WLC Pkwy between the eastbound SR-60 ramps and Eucalyptus Avenue west (Eucalyptus Avenue west of WLC Pkwy); construction of two lanes in each direction but grading for three lanes each direction on WLC Pkwy between Eucalyptus Avenue west and Eucalyptus Avenue east (Eucalyptus Avenue east of WLC Pkwy); WLC Pkwy south of Eucalyptus Avenue east would narrow to one lane in each direction. The proposed improvements to the on- and off-ramps would extend west and east of the proposed overcrossing on SR-60 for proposed auxiliary lanes in each direction. The proposed improvements to Theodore Street/WLC Pkwy would extend north of SR-60 to Ironwood Avenue and south of SR-60 to south of Eucalyptus Avenue east. An existing Caltrans paved material transfer area located in the southwest quadrant of the existing SR-60/WLC Pkwy interchange, within the existing eastbound loop on-ramp, is currently used as a temporary site for the transfer of street sweeping materials. The existing paved material transfer area will be relocated to the SR-60/Gilman Springs Road interchange area as part of the proposed project.

The proposed project will require the acquisition of new ROW, some utility work, and advanced construction signage and striping. The Project Vicinity Map, Project Location Map, and APE Map are included in the HPSR as Attachment A, Maps 1, 2, and 3, respectively.

## IV. SOURCES CONSULTED

### Records Search

LSA Archaeologist Riordan Goodwin performed the records search and literature review on August 16, 2013, at the Eastern Information Center located at the University of California, Riverside. Due to successive revisions to the APE in 2015, updates of the records search (over an expanded one-mile study area radius based upon the furthest extent of the APE) were conducted by LSA Archaeologist Gini Austerman on April 2 and 7, 2015. The following historical resources files, inventories, and listings were consulted:

- National Register of Historic Places.
- California Register of Historical Resources.
- California Inventory of Historic Resources.
- California Historical Landmarks.
- California Points of Historical Interest.
- Caltrans Historic Highway Bridge Inventory.

The records search and literature review (refer to Table A, below) indicated that 65 cultural resources studies have been conducted within a one-mile radius of the project, of which eight resources included portions of the APE (Ahmet 2006; Drover 1990; Hammond 1973; Keller 2005; McCarthy 1987; McKenna 2008; Smallwood et al. 2012; Tang et al. 2012). Nine cultural resources were documented within or partially within the project area, including three isolated prehistoric artifacts (33-15648, 33-19873, and 33-19874), historic-period water conveyance features (33-15796), a portion of a historic-period district (33-016655, the Kerr Stock Farm, including nine buildings and structures) two historic-period residences (33-007275 and 33-007291), and two segments of roads and associated features (former Jackrabbit Trail Route and Gilman Springs Road/former State Route 79, 33-021095 and 33-021096 respectively). Additional resources documented within one mile of the APE included 64 prehistoric resources (51 bedrock milling sites, four bedrock milling sites with associated features, 33-000608, 33-000609, 33-000860, and 33-002995; three bedrock milling sites with associated artifacts, 33-000087, 33-003346, and 33-003347; two lithic scatters, 33-008168 and 33-008169; one subsurface hearth feature, 33-008709; one rock art site, 33-000021; and two isolated artifacts, 33-015016 and 33-016690) and 15 historic-period resources (one building foundation with associated refuse, 33-004210; one water conveyance system with associated refuse, 33-015675; eight water conveyance features, 33-003248, 33-003249, 33-014952, 33-015025, 33-015027, 33-015030, 33-015649, and 33-019919; two historic-period refuse scatters, 33-015024 and 33-015032; one borrow pit, 33-18625; one historic-period residence, 33-015436; and the balance (six) of the Kerr Stock Farm District buildings and structures, 33-016655. The nearest prehistoric resource (33-008709) is approximately 245 meters west of the APE boundary to the west of Gilman Springs Road. None of the resources within the study area was listed in any of the registers or indexes.

**Table A: Results of Records Search**

Archaeological Sites and Isolated Finds	Built Environment	Reports
33-000021, 33-000087, 33-000608, 33-000609, 33-000610, 33-000860, 33-002775, 33-002776, 33-002777, 33-002863, 33-002864, 33-002865, 33-002951, 33-002959, 33-002960, 33-002961, 33-002967, 33-002993, 33-002995, 33-003067, 33-003088, 33-003089, 33-003134, 33-003135, 33-003159, 33-003223, 33-003224, 33-003233, 33-003234, 33-003235, 33-003242, 33-003248, 33-003249, 33-003341, 33-003343, 33-003344, 33-003345, 33-003346, 33-003347, 33-003959, 33-003960, 33-003962, 33-003963, 33-003965, 33-003966, 33-004210, 33-007910, 33-008709, 33-008168, 33-008169, 33-014952, 33-015016, 33-015017, 33-015018, 33-015019, 33-015020, 33-015021, 33-015024, 33-015025, 33-015027, 33-015030, 33-015031, 33-015032, 33-015045, 33-015046, 33-015147, 33-015148, 33-015149, 33-015150, 33-015648*, 33-015649, 33-015675, 33-015796*, 33-016690, 33-016788, 33-019873*, 33-18625, 33-019874*, 33-019919	33-007275*, 33-007281, 33-007283, 33-007291*, 33-011215, 33-015934, 33-16655* [Kerr Stock Farm; including 33-015436, 33-16656, 33-16657, 33-16658, 33-16659, 33-16660, 33-16661, 33-16662, 33-16663, 33-16664, 33-16665, 33-16666, 33-16667, 33-16668, 33-16670, and 33-16671], 33-021095*, 33-021096*	00085**, 00087, 00414, 0466, 00763, 00742, 00913, 01383, 01384, 01763, 01822, 01851, 01850, 01851, 01852, 01853, 01893, 01979, 02096, 02097, 02021, 02096, 02097, 02105, 02171**, 02172*, 02179, 02429, 02876, 03693, 03826, 04132, 04280, 04353, 04388, 04397, 04607, 04788, 05295, 05299, 05473**, 05474, 06751, 06886, 06950**, 06916, 07126, 07644, 07962, 07991, 08122, 08241**, 08242, 08266, 08538, 08681, 08688, 08689, 08802, 08879**, 08944, 08945, 09080, 09209, 09225

\* Within Project APE.

\*\* Includes portion of APE.

APE = Area of Potential Effects

**Resources Previously Documented and Currently Identified Within the APE**

- **33-007275 (12130 Theodore Street).** This 1920 residence was formerly owned by Sunnymead Poultry Ranch, Inc. It is a modest wood building that has been altered. It has been evaluated as part of this study (Warner 1983a) (see HRER, HPSR Attachment C, for evaluation and attached site record update).
- **12150 Theodore Street.** This is an unremarkable 1933 residence evaluated as part of this study (see HRER, HPSR Attachment C, for evaluation).
- **33-007291 (12400 Theodore Street).** This is the 1915 Armstrong House (currently the Anco Ranch). It was originally two stone residences and one wood-frame residence; the former stone residences have recently been combined into one building (Warner 1983b) (see HPSR, Attachment C, for the site record update attached to the HRER).
- **33-015648.** This non-*in situ* isolated metate was documented on top of a pile of agricultural debris on the Armstrong House/Anco Ranch property (33-007291) (Sanka 2006). Neither the debris pile nor the artifact was identified during the survey.
- **33-015796.** This resource consisting of historic-period water conveyance features (McKenna 2006).
- **33-016655 (The Kerr Stock Farm District).** A portion of this 1920s-to-1950s built environment resource (buildings and structures: 33-16656, 33-16657, 33-16658, 33-16659, 33-16660, 33-16661, 33-16666, 33-16667, and 33-16671) was documented within the APE (Wills and

Williams 2005). The farm was established as an agricultural operation prior to World War II and transitioned to a horse ranch beginning in the late 1940s (Wills and Williams 2005).

- **33-019873.** This isolated artifact (a metate) was documented, collected, and reburied in 2010 (Dice 2010a). The artifact was not identified during the survey.
- **33-019874.** This isolated artifact (a basalt flake) was documented, collected, and reburied in 2010 (Dice 2010b). The artifact was not identified during the survey.
- **33-021095.** This is a segment of the former Jackrabbit Trail Route/former U.S. Highway 60 (Gilman Springs Road/Alessandro Boulevard) dating to the 1930s (Smallwood 2012a). This 19<sup>th</sup> century wagon road became a County automobile road in the 1910s and was designated a State Highway during the Depression Era (Smallwood 2012a). Please see the site record attached to the HRER (HPSR, Attachment C) for a full description of this resource. This resource was previously evaluated as not eligible for the National Register under the Caltrans Section 106 PA (please see HRER, HPSR Attachment C).
- **33-021096.** This is a segment of Gilman Springs Road/former State Route 79 and associated features (monuments, culverts, and gravel pits) dating to the 1930s and 1940s (Smallwood 2012b). This was part of an automobile road system that dates back to the 1890s (Smallwood 2012b). Please see the site record attached to the HRER (HPSR, Attachment C) for a full description of this resource. This resource was previously evaluated as not eligible for the National Register under the Caltrans Section 106 PA (please see HRER, HPSR Attachment C).

### **Native American Consultation**

On September 9, 2013, a request for a list of potentially interested Native Americans and a search of the Sacred Lands File Search (SLF) was emailed to the Native American Heritage Commission (NAHC). On September 30, 2013, the NAHC responded with a list of ten individuals representing eight Native American groups designated for Section 106 consultation, and indicated that there were no Native American cultural resources documented in the SLF in or adjacent to the project. All designated individuals/groups were contacted via certified mail, email, and follow-up telephone calls in October and November of 2013. Respondents included (1) Joseph Ontiveros (Soboba Band of Luiseño Indians), who requested government-to-government consultation (that the Soboba continue to be a lead consulting tribal entity for this project) and Soboba Native American monitoring of any ground-disturbing activities, including cultural resources survey and testing; (2) Anna Hoover (Pechanga Band of Luiseño Mission Indians), who requested government-to-government consultation, copies of all applicable cultural and environmental documents, Pechanga monitoring of all survey and subsurface excavation activities, and the opportunity for further comment upon review of cultural and environmental documents; (3) William Madrigal Jr. (Morongo Band of Mission Indians), who expressed concern regarding sensitivity of the area east of the APE for prehistoric cultural resources, requested results of records search within 0.5 mile of the APE (results were provided by LSA), and Native American monitoring of the survey by a Morongo monitor; and (4) Goldie Walker (Serrano Nation of Mission Indians), who inquired about the presence of prehistoric resources within the APE and requested further consultation in the event that any previously undocumented prehistoric resources within the APE were encountered. The Soboba and Morongo Bands have both indicated the general project area is culturally sensitive, but neither tribe has identified any specific sites or locations. The balance of the contacts had no information or specific concerns, did not respond, or could not be reached for comment. All designated individuals/ groups were notified via email of revisions to the APE in April 2015. There were no respondents.

Those individuals/groups who participated in the initial consultation and that did not indicate no comment or lack of concern regarding the project, that did not defer to other Tribes, or that did not respond in 2015 were notified via mail and email of further revisions to the APE from July through December 2018. Mr. Travis Armstrong (Morongo Tribal Historic Preservation Officer [THPO]) indicated the detour routes are areas of interest to the Tribe, and Mr. Ontiveros requested new tribal (sic) scoping from Caltrans. Mr. Ontiveros, BobbyRay Esparza (Cahuilla), and Mr. Armstrong requested Tribal participation in the final survey. There were no other respondents. (See HPSR Attachment E for NAHC correspondence, representative examples of the form letters sent to designated individuals/groups, related email correspondence, and a summary record of the Section 106 consultation.)

Letters pursuant to Assembly Bill (AB) 52 were sent to potentially interested tribes on July 30 2015. The Rincon Band replied on August 12, deferring to the Pechanga and the Soboba Bands. The Morongo and Soboba Bands replied on August 24, asking for continued consultation under AB 52 and Section 106. Both groups identified the project area as culturally sensitive, but did not provide specifics. Both groups have requested tribal monitoring during any ground-disturbing activity, and for copies of reports and records search results. The Soboba Band also requested direct government-to-government consultations. Consultation pursuant to AB 52 continued in 2018.

## **V. BACKGROUND**

### **Environment**

The APE is located in Moreno Valley in the eastern portion of the City of Moreno Valley and in an unincorporated portion of Riverside County. It is bounded on the south by Mount Russell, on the east by The Badlands, and on the north and west by a patchwork of open land and rural residential development.

At an average elevation of 1,780 ft above mean sea level, the APE falls within the Lower Sonoran Life Zone of California (Schoenherr 1992), which ranges from below sea level to 3,500 ft above mean sea level. The native vegetation of the project region is predominantly Sonoran desert scrub (Munz and Keck 1968; Schoenherr 1992). Although the majority of vegetation has been removed from the APE, species such as California buckwheat, mustard, Russian thistle, star thistle, and hare oat were encountered in some areas. Extensive fauna are present in the region, including many endemic species of mammals, reptiles, birds, and insects.

### **Prehistory**

The description of various prehistoric stages or chronologies identifying cultural evolution in the Southern California area has been attempted numerous times. Several of these chronologies are reviewed in Moratto (2004). No single description is universally accepted. The various chronologies are based primarily on material developments identified by researchers familiar with sites in the region, and variation exists essentially due to the differences in those items found at the sites. Small differences occur over time and space, which combine to form patterns that are variously interpreted.

Currently, two primary regional culture chronology syntheses are commonly referenced in the archaeological literature. The first, Wallace (1955), describes four cultural horizons or time periods: Horizon I – Early Man (9000–6500 BC), Horizon II – Milling Stone Assemblages (6500–2000 BC), Horizon III – Intermediate Cultures (2000 BC–AD 200), and Horizon IV – Late Prehistoric Cultures



(AD 200–historic contact). This chronology was refined (Wallace 1978) using absolute chronological dates unavailable in 1955.

The second cultural chronology (Warren 1968) is based broadly on Southern California prehistoric cultures, and was also revised (Warren 1984; Warren and Crabtree 1986). Warren's chronology includes five periods in prehistory: Lake Mojave (7000–5000 BC), Pinto (4000–3000 BC), Gypsum (1000 BC–AD 1), Saratoga Springs (AD 500–1000), and Protohistoric (AD 1500–historic contact). Changes in settlement pattern and subsistence focus are viewed as cultural adaptations to a changing environment, which began with gradual environmental warming in the late Pleistocene, continued with the desiccation of the desert lakes, followed by a brief return to pluvial conditions, and concluded with a general warming and drying trend, with periodic reversals that continue to the present day (Warren 1986).

### **Ethnography**

The project is within the traditional territory of the Cahuilla (Kroeber 1925; Bean and Shipek 1978). Like other Native American groups in Southern California, the Cahuilla were semi-nomadic hunter-gatherers who subsisted by exploitation of seasonally available plant and animal resources and were first encountered by the Spanish missionaries in the late 18<sup>th</sup> century. The first written accounts of the Cahuilla are attributed to mission fathers. Ethnographies on the Cahuilla have been written by Barrows (1900), Hooper (1920), Strong (1929), Bean and Saubel (1972), and many others.

Many anthropologists and historians who have presented boundaries of the Luiseno traditional territory have included the Moreno Valley area in their descriptions (Heizer and Whipple 1951; Kroeber 1925), and such territory descriptions correspond with what was communicated to the Pechanga people by our elders.

### **History**

In California, the historic era is generally divided into three periods: the Spanish Period (1769–1821), the Mexican Period (1821–1848), and the American Period (1848–present). In 1893, Riverside County was organized from portions of San Bernardino and San Diego Counties. Transportation, agriculture, and the control of water were central themes in the settlement, development, and growth of the County (Beattie 1925; Robinson 1979). As there were no archaeological resources identified within the APE that require evaluation, the Spanish and Mexican periods are not particularly relevant and, therefore, are not discussed further. Instead, the historic-period background focuses on the history of the Moreno Valley.

**Moreno Valley.** Originally platted as “New Haven,” the community of Moreno Valley was renamed Moreno (Spanish for “brown”) in honor of real estate entrepreneur/founder Frank E. Brown. By 1893, the community included a hotel, weekly newspaper, pharmacy, livery stable, stores, offices, two churches, and a nursery; and the surrounding farmland became known as Moreno Valley (Gunther 1984; Brown 1985). The town's prosperity was short-lived, however, and a drought, combined with the City of Redlands' water rights claim along the same Bear Valley Pipeline, precipitated its decline (Brown 1985). Many settlers relocated, homes and all, to nearby Riverside (Brown 1985).

Subsequent attempts at municipal revival of the Moreno Valley area in the 20<sup>th</sup> century were not successful until 1973, when locals created Lake Perris to retain water transported from the Feather River. The new lake provided recreational infrastructure in addition to a reliable water supply, and

stimulated growth throughout Moreno Valley. The communities of Moreno, Sunnymead, and Edgemont were incorporated as the City of Moreno Valley in 1984 (Gunther 1984).

For a more detailed historical context, see HPSR Attachment C, the HRER.

## VI. FIELD METHODS

An intensive pedestrian field survey of the APE was conducted by Archaeologist Riordan Goodwin on February 4, March 19 and 20, May 7, 2015, and November 15, 2018. The APE was surveyed by walking transects spaced by 10 to 15 meters when possible, with particular attention given to exposed ground surfaces. Visibility varied from excellent to poor, averaging 50 percent with substantial obstruction of the surface by vegetation, roadway, and other development. The majority of the project APE was previously disturbed by road construction and commercial and residential development as well as agricultural activities. Modern roadside refuse was noted throughout the APE. The following is a summary of the current status of the resources previously documented within the APE:

- **33-007275 (12130 Theodore Street).** Ruins of a concrete water tank/cistern were noted in association with this 1920s residence once owned by the Sunnymead Poultry Ranch. No other archaeological deposits, features, or artifacts were identified. This resource is not related to the historic-period property at 12400 Theodore Street.
- **33-007291(12400 Theodore Street, Armstrong House/Ancos Ranch).** No archaeological deposits, features, or artifacts were identified within the APE in association with this 1910s residence. This resource is not related to the historic-period property at 12130 Theodore Street.
- **33-015648.** The pile of agricultural debris upon which this non-*in situ* isolate was located had been moved from its original location. The isolate was not located.
- **33-15796.** No trace of these water conveyance features was identified within the APE, which originally included a very small area in the northeast corner of the site.
- **33-16655 (The Kerr Stock Farm District).** The entire Kerr Stock Farm District was removed for the development of the Sketchers' commercial complex, and the area of the District was severely disturbed by associated grading and construction of the expansive building and a related retention basin. No trace of any of the District's buildings or structures previously recorded within the APE was identified within the APE during the surveys.
- **33-19873.** This isolated artifact was collected and reburied in 2010 and was not located (Dice 2010a).
- **33-19874.** This isolated artifact was also collected and reburied in 2010 and was not located (Dice 2010b).
- **33-021095.** This segment of the former Jackrabbit Trail Route (Gilman Springs Road/Alessandro Boulevard) was located again and is consistent with the original site record (Smallwood 2012a).
- **33-021096.** This segment of Gilman Springs Road/former State Route 79 and associated features were located again and are also consistent with the original site record (Smallwood 2012b).

## VII. STUDY FINDINGS AND CONCLUSIONS

The records search identified nine previously recorded cultural resources within the APE, five of which are built environment resources. Two of these built environment resources (Jackrabbit Trail, Gilman Springs Road, and related features) have previously been evaluated as not eligible for the National Register. The surveys identified a previously undocumented built environment resource (12150 Theodore Street; see HPSR Attachment C [HRER] for details). All other resources within the APE are exempt from evaluation as Property Types 1 and 3 under the Caltrans Section 106 PA. The project APE consists primarily of non-native soils in road ROW and previously disturbed agricultural and rural residential lands and lots. Therefore, sensitivity of the APE is considered low-to-moderate based on previous agricultural activities, road and modern building construction.

If previously unidentified cultural materials are unearthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.

- CR-1: If buried cultural resources are encountered during construction, it is Caltrans Policy that ALL construction work activities within 60 feet of the discovery shall stop until a qualified archaeologist can evaluate the nature and significance of the find.
- CR-2: In the event that human remains are found, ALL construction work activities within 60 feet of the discovery shall stop. In accordance with Health and Safety Code 7050.5, the County Coroner shall be notified to determine the nature of the remains. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the County Coroner will notify the Most Likely Descendant (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909)383-2647 and Gary Jones, DNAC: (909) 383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.

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1986 Fort Irwin Historic Preservation Plan, Volume 2: The Research Overview. Coyote Press, Salinas, California. Copies also available from National Park Service-Western Region, San Francisco, and National Technical Information Service, Washington, D.C.
- Warren, Claude N., and Robert H. Crabtree  
1986 Prehistory of the Southwestern Area. In W.L. D’Azevedo ed., *Handbook of the North American Indians*, Vol. 11, *Great Basin*, pp. 183–193. Washington D.C.: Smithsonian Institution.
- Wills, C., and S. Williams  
2005 District Record for Kerr Stock Farm (33-016655).

**HISTORIC PROPERTY SURVEY REPORT**

**ATTACHMENT E:**

**NATIVE AMERICAN CONSULTATION RECORDS**

## NATIVE AMERICAN CONSULTATION RECORD

### Section 106 Native American Consultation for the Proposed State Route 60 Interchange/World Logistics Center Parkway Project in the City of Moreno Valley, Riverside County, California

Date LSA Requested Sacred Lands File Search: September 9, 2013 Date Native American Heritage Commission Replied: September 30, 2013

Results of Sacred Lands File Search: failed to indicate presence of Native American cultural resources but recommended LSA contact the groups/individuals listed below.

Groups Contacted	Date LSA Faxed or Mailed Letter to Tribes	Date and Results of LSA Follow-up Telephone Calls and/or Emails
Soboba Band of Luiseño Indians Joseph Ontiveros, Cultural Resources Dept. Serrano Cahuilla	10/7/13	10/8/13: Responded with letter requesting government to government consultation, that the Soboba continue to be a lead consulting tribal entity for this project, and Soboba Native American monitoring of any ground disturbing activities, including cultural resources survey and testing. 11/22/13: Per Soboba request, Caltrans participated in the consultation. 4/30/15: A follow-up e-mail was sent notifying Mr. Ontiveros of the revised APE. 7/16/18: A follow-up e-mail was sent notifying Mr. Ontiveros of further revisions to the APE. 10/22/18: A follow-up e-mail was sent to Mr. Ontiveros notifying him of further revisions to the APE. Mr. Ontiveros responded requesting new tribal (sic) scoping from Caltrans. 11/6/18: A follow-up e-mail was sent to Mr Ontiveros finalizing the survey schedule. 5/14/19: Draft Final documents were sent as requested on May 14, 2019. 6/18/19: On June 18, 2019, a letter was sent to Soboba Band of Luiseno Indians indicating Caltrans is prepared to move to the next phase of the environmental process, soliciting any comments on the draft cultural documents. If comments are received, final copies of the cultural documents will be provided upon request. No response received to date.
Pechanga Band of Mission Indians Paul Macarro, Pechanga	10/7/13	11/5/13: A follow-up e-mail was sent. 11/26/13: A follow-up e-mail was sent. 4/30/15: A follow-up e-mail was sent notifying Mr. Macarro of the revised APE. 7/16/18: A follow-up e-mail was sent to Ebru Ozdil (Cultural Resources Coordinator) notifying her of further revisions to the APE. 10/22/18: A follow-up e-mail was sent to Ms.Ozdil notifying her of further revisions to the APE 5/14/19: Draft Final documents were sent as requested on May 14, 2019. 6/11/19: By letter dated June 11, 2019, the Pechanga Band of Luiseno Indians requested the following language be inserted into the Ethnography section of the Archaeological Survey Report: "Many anthropologists and historians who have presented boundaries of the Luiseno traditional territory have included the Moreno Valley area in their descriptions (Heizer and Whipple 1951; Kroeber 1925), and such territory descriptions correspond with what was communicated to the Pechanga people by our elders."
Cahuilla Band of Indians Luther Salgado, Chairperson Cahuilla	10/7/13	7/16/18: A follow-up e-mail was sent to Mr. Salgado notifying him of further revisions to the APE 7/17/18: Mr. BobbyRay Esparza (Cultural Coordinator) responded indicating interest in a Cahuilla Tribal participation in the final survey. 10/22/18: A follow-up e-mail was sent to Mr. Salgado notifying him of further revisions to the APE

<b>Groups Contacted</b>	<b>Date LSA Faxed or Mailed Letter to Tribes</b>	<b>Date and Results of LSA Follow-up Telephone Calls and/or Emails</b>
		11/6/18: A follow-up e-mail was sent to Mr Esparza finalizing the survey schedule.
Ramona Band of Cahuilla Mission Indians Joseph Hamilton. Chairman Attn: John Gomez, Cultural Resources Coordinator Cahuilla	10/7/13	11/5/13: A follow-up e-mail was sent. 11/26/13: A follow-up e-mail was sent. 4/30/15: A follow-up e-mail was sent notifying Mr. Hamilton of the revised APE. 7/16/18: A follow-up e-mail was sent notifying Mr. Hamilton of further revisions to the APE. 10/22/18: A follow-up e-mail was sent to Mr. Hamilton notifying him of further revisions to the APE
Pechanga Band of Mission Indians Anna Hoover, Cultural Analyst Pechanga	10/7/13	11/5/13: A follow-up e-mail was sent. 11/21/13: A follow-up e-mail was sent. 11/22/13: Responded with letter requesting government to government consultation, copies of all applicable cultural and environmental documents, Pechanga monitoring of all survey and subsurface excavation activities and the opportunity for further comment upon review of cultural and environmental documents. Per Pechanga request, Caltrans subsequently participated in the consultation. 4/30/15: A follow-up e-mail was sent notifying Ms. Hoover of the revised APE. Ms. Hoover is no longer with Pechanga.
San Manuel Band of Mission Indians Daniel McCarthy, M.S., Director CRM Dept. Serrano	10/7/13	10/14/13: Mr. McCarthy responded via e-mail, indicating the San Manuel are unaware of any culturally important sites within the APE, and given the nature and location of this project the Tribe has no concerns. 4/30/15: A follow-up e-mail was sent notifying Mr. McCarthy of the revised APE.
Serrano Nation of Mission Indians Goldie Walker, Chairwoman Serrano	10/7/13	11/5/13: A follow-up phone-call was made. 11/7/13: Ms. Walker was contacted via telephone and she inquired about the presence of prehistoric resources within the APE, and requested further consultation in the event any previously undocumented prehistoric resources within the APE. 4/30/15: A follow-up letter was sent notifying Ms. Walker of the revised APE. Ms. Walker passed away in April 2018.
Santa Rosa Band of Mission Indians John Marcus, Chairman	10/7/13	11/5/13: A follow-up phone call was made, and further consultation was directed to Steven Estrada, Environmental Coordinator. 11/26/2013: A fax was sent to Mr. Estrada. 4/30/15: A follow-up fax was sent notifying Mr. Estrada of the revised APE. 12/14/18: A follow-up fax was sent notifying Mr. Estrada of the revised APE.
Ernest H. Siva Morongo Band of Mission Indians Tribal Elder Serrano Cahuilla	10/7/13	11/5/13: Mr. Siva was contacted via phone call, had no comments or concerns regarding the project. 4/30/15: A follow-up e-mail was sent notifying Mr. Siva of the revised APE.
Morongo Band of Mission Indians William Madrigal Jr.	10/7/13	11/5/13: A follow-up e-mail was sent. Mr. Madrigal responded via phone call, expressed concern regarding sensitivity of area east of the APE for prehistoric cultural resources and requested results

<b>Groups Contacted</b>	<b>Date LSA Faxed or Mailed Letter to Tribes</b>	<b>Date and Results of LSA Follow-up Telephone Calls and/or Emails</b>
Cultural Resources Manager Morongo		<p>of records search within ½ mile of the APE, Native American monitoring of the survey by a Morongo monitor. LSA provided requested records search results.</p> <p>4/30/15: Follow-up e-mail sent notifying Mr. Madrigal of the revised APE was undeliverable.</p> <p>7/16/18: A follow-up e-mail was sent to Denisa Torres (Cultural Resources Manager) notifying her of further revisions to the APE.</p> <p>10/22/18: A follow-up e-mail was sent to Ms. Torres notifying her of further revisions to the APE. Mr. Travis Armstrong (THPO) responded indicating that the detour routes are areas of interest to the Tribe and expressed a desire for a Morongo Tribal monitor to participate in the final survey</p> <p>11/6/18: A follow-up e-mail was sent to Mr Esparza finalizing the survey schedule.</p> <p>5/14/19: Draft Final documents were sent as requested on May 14, 2019.</p> <p>6/5/2019: By letter dated June 5, 2019, the Morongo Band of Mission Indians requested to be notified of any Native American features or artifacts should they be discovered during construction activities. Additionally, while the Morongo Band of Mission Indians is not requesting construction monitoring, they requested to be included if monitoring was requested and granted by another Native American group. No monitoring requests have been received to date.</p>





LSA ASSOCIATES, INC.  
20 EXECUTIVE PARK, SUITE 200  
IRVINE, CALIFORNIA 92614-5987

949.553.0666 TEL  
949.553.8076 FAX

**FAX TRANSMITTAL**

NAME: Dave Singleton DATE: Sept. 9, 2013  
FIRM: Native American Heritage Commission PROJECT NUMBER: RBF1301  
FAX NUMBER: (916) 373-5471 PROJECT NAME: Theodore St./SR-60 Interchange

FROM: LSA Associates, Inc.  URGENT  
SENT BY: Riordan Goodwin  AT YOUR REQUEST  
FAX #: (909) 781-4277  FOR YOUR INFORMATION  
NUMBER OF PAGES INCLUDING COVER: 2  FOR YOUR REVIEW  
CC: \_\_\_\_\_  FOR YOUR APPROVAL  
\_\_\_\_\_  HARD COPY TO FOLLOW  
\_\_\_\_\_  OTHER \_\_\_\_\_

COMMENTS:

Mr. Singleton,  
LSA Associates, Inc. has a project in eastern Riverside County, in Township 3 South, Range 2 West, in Sections 1, 2, 3 and 6, of the *Sunnymead* and *El Casco* USGS topographic quadrangle maps (San Bernardino Baseline and Meridian). A map showing the project area is attached.  
There will be ground disturbance associated with this project. Per Section 106 of the National Historic Preservation Act, LSA is requesting a Sacred Lands File search for the project area and a list of Native American groups/individuals that may have cultural ties and/or knowledge of cultural resources in the project area. Please notify LSA of any Native American cultural resources that might be impacted.  
I will anticipate a response within 10 working days from your receipt of this request. Thank you very much for your assistance. If you have any questions or comments, please contact me at (951) 781-9310 or you may e-mail me at [rory.goodwin@lsa-assoc.com](mailto:rory.goodwin@lsa-assoc.com).

Riordan Goodwin  
Archaeologist/Senior Cultural Resources Manager

Attachments: USGS map

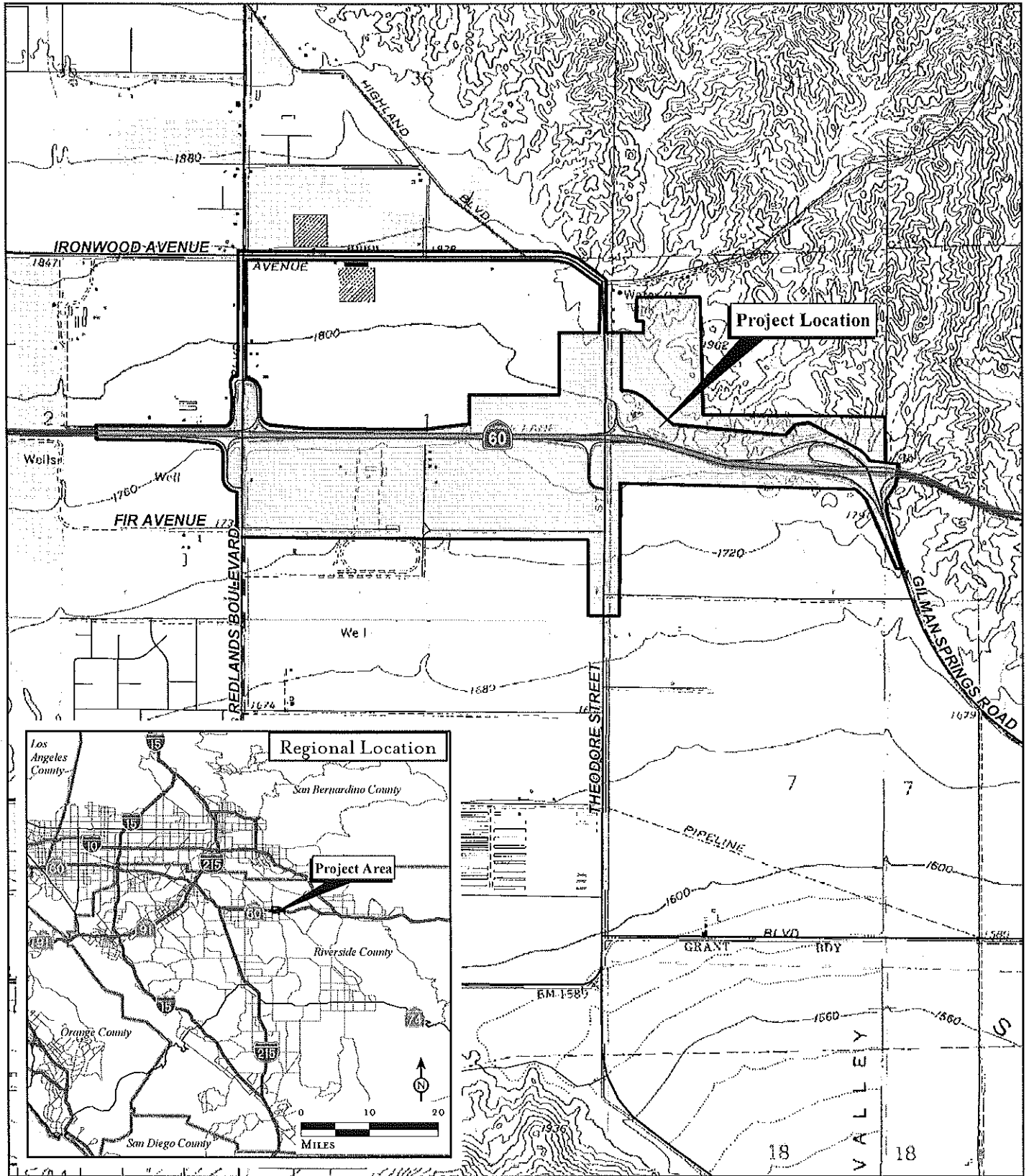
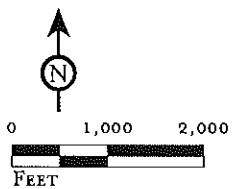


FIGURE 1

LSA



SR-60/Theodore Street Interchange  
Cultural Resources Assessment

Regional and Project Location

SOURCE: USGS 7.5' Quads: Sunnyinead (1980), El Casco (1979) CA; Riverside County, 2011.

I:\RBF1301\Reports\Cultural\fig1\_reg\_loc.mxd (8/15/2013)

STATE OF CALIFORNIA  
NATIVE AMERICAN HERITAGE COMMISSION  
1550 Harbor Boulevard, Suite 100  
West Sacramento, CA 95691  
(916) 373-3715  
Fax (916) 373-5471  
www.nahc.ca.gov  
e-mail: [ds\\_nahc@pacbell.net](mailto:ds_nahc@pacbell.net)

Edmund G. Brown, Jr. Governor



September 30, 2013

Mr. Rlordan Goodwin, Senior Cultural Resources Manager  
**LSA ASSOCIATES, INC.**  
20 Executive Park, Suite 200  
Irvine, CA 92614-5987

Sent by FAX to: 949-553-8076  
No. of Pages: 4

Re: Request for Sacred Lands File Search and Native American Contacts list for the  
"RBF1301, Theodore St/SR 60 Interchange Project;" located in the Morena  
Valley area; Riverside County, California.

Dear Mr. Goodwin:

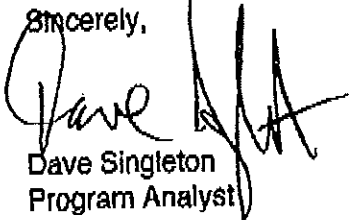
A record searches of the NAHC Sacred Lands File **failed to indicate** the presence of Native American traditional cultural place(s) in the project sites submitted, based on the USGS coordinates submitted as part of the 'Areas of Potential Effect. '(APEs). Also, note that the absence of archaeological or Native American sacred places/sites does not preclude their existence. Other data sources for Native American sacred places/sites should also be contacted. A Native American tribe of individual may be the only sources of presence of traditional cultural places or sites.

In the 1985 Appellate Court decision (170 Cal App 3<sup>rd</sup> 604; *EPIC v. Johnson*), the Court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites.

Attached is a list of Native American tribes, individuals/organization who may have knowledge of cultural resources in or near the project area. As part of the consultation process, the NAHC recommends that local governments and project developers contact the tribal governments and individuals to determine if any cultural places might be impacted by the proposed action. If a response is not received in two weeks of notification the NAHC requests that a follow telephone call be made to ensure that the project information has been received.

If you have any questions or need additional information, please contact me at (916) 373-3715.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton". The signature is written in a cursive style with a large initial "D" and "S".

Dave Singleton  
Program Analyst

Attachments

**Native American Contacts  
Riverside County  
September 30, 2013**

Pechanga Band of Mission Indians  
Paul Macarro, Cultural Resources Manager  
P.O. Box 1477 Luiseno  
Temecula, CA 92593  
(951) 770-8100  
pmacarro@pechanga-nsn.  
gov  
(951) 506-9491 Fax

Ramona Band of Cahuilla Mission Indians  
Joseph Hamilton, Chairman  
P.O. Box 391670 Cahuilla  
Anza, CA 92539  
admin@ramonatribe.com  
(951) 763-4105  
(951) 763-4325 Fax

Santa Rosa Band of Mission Indians  
John Marcus, Chairman  
P.O. Box 391820 Cahuilla  
Anza, CA 92539  
(951) 659-2700  
(951) 659-2228 Fax

Morongo Band of Mission Indians  
William Madrigal, Jr., Cultural Resources Manager  
12700 Pumarra Road Cahuilla  
Banning, CA 92220 Serrano  
(951) 201-1866 - cell  
wmadrigal@morongo-nsn.  
gov  
(951) 572-6004 Fax

San Manuel Band of Mission Indians  
Daniel McCarthy, M.S., Director-CRM Dept.  
26569 Community Center Drive Serrano  
Highland, CA 92346  
(909) 864-8933, Ext 3248  
dmccarthy@sanmanuel-nsn.  
gov  
(909) 862-5152 Fax

Serrano Nation of Mission Indians  
Goldie Walker, Chairwoman  
P.O. Box 343 Serrano  
Patton, CA 92369  
  
(909) 528-9027 or  
(909) 528-9032

Cahuilla Band of Indians  
Luther Salgado, Chairperson  
PO Box 391760 Cahuilla  
Anza, CA 92539  
Chairman@cahuilla.net  
760-763-5549  
760-763-2631 - Tribal EPA

Pechanga Cultural Resources Department  
Anna Hoover, Cultural Analyst  
P.O. Box 2183 Luisefio  
Temecula, CA 92593  
ahoover@pechanga-nsn.gov  
951-770-8104  
(951) 694-0446 - FAX

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

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

**This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Theodore St/58th Interchange Project; located in the Moreno Valley area; Riverside County, California for which a Sacred Lands File search and Native American Contacts list were requested.**

**Native American Contacts  
Riverside County  
September 30, 2013**

Ernest H. Siva  
Morongo Band of Mission Indians Tribal Elder  
9570 Mias Canyon Road Serrano  
Banning, CA 92220 Cahuilla  
siva@dishmail.net  
(951) 849-4676

SOBOBA BAND OF LUISENO INDIANS  
Joseph Ontiveros, Cultural Resource Department  
P.O. BOX 487 Luiseno  
San Jacinto, CA 92581  
jontiveros@soboba-nsn.gov  
(951) 663-5279  
(951) 654-5544, ext 4137

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

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7090.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Theodore St/ SR 60 Interchange Project, located in the Moreno Valley area; Riverside County, California for which a Sacred Lands File search and Native American Contacts list were requested.**





LSA ASSOCIATES, INC.  
1500 IOWA AVENUE, SUITE 200  
RIVERSIDE, CALIFORNIA 92507

951.781.9310 TEL  
951.781.4277 FAX

OTHER OFFICES: FORT COLLINS  
IRVINE BERKELEY  
PT. RICHMOND ROCKLIN  
SAN LUIS OBISPO CARLSBAD  
PALM SPRINGS FRESNO

October 7, 2013

Pechanga Cultural Resources Department  
Anna Hoover, Cultural Analyst  
Po Box 2183  
Temecula, CA. 92593

Subject: Native American Consultation for the Theodore Street/SR-60 Improvements Project, City of Moreno Valley, Riverside County (LSA Project No. RBF1301)

Dear Ms. Hoover:

The City of Moreno Valley and Riverside County Transportation Department, in cooperation with the California Department of Transportation (Caltrans), District 8, proposes to improve the Theodore Street/State Route 60 (SR-60) Interchange. A map of the project location is attached.

LSA Associates, Inc. (LSA) is conducting the cultural resources studies for the project. Per Section 106 of the National Historic Preservation Act of 1966 (NHPA), LSA has notified the Native American Heritage Commission (NAHC) and requested a Sacred Lands File (SLF) search for the project Area of Potential Effects (APE). The results of the SLF search did not indicate the presence of Native American cultural resources within the APE as specified in our request. However, the NAHC has recommended contacting you as someone who may have information about cultural resources in the project area that could be affected.

If you know of any cultural resources that may be of religious and/or cultural significance to your community, or if you would like more information about the project, please do not hesitate to contact me at the above telephone number or address, or by email at [rory.goodwin@lsa-assoc.com](mailto:rory.goodwin@lsa-assoc.com). If I do not receive a response from you, I will contact you again in the near future to discuss any comments or concerns you may have. Also, please feel free to forward this information to others in your group whom you believe may have information that would be helpful in identifying cultural resources in the project area.

Please be advised the field survey is tentatively scheduled for this month. If you wish to participate, please let us know as soon as possible.

Thank you for your involvement in this process. Your comments are important to the project, and I look forward to hearing from you.

Respectfully,

**LSA ASSOCIATES, INC.**

Riordan Goodwin

Archaeologist/Senior Cultural Resources Manager

Attachment: Project Location Map



**PECHANGA CULTURAL RESOURCES**  
*Temecula Band of Luiseño Mission Indians*

Post Office, Box 2183 • Temecula, CA 92593  
Telephone (951) 308-9295 • Fax (951) 506-9491

Chairperson:  
Mary Bear Magee

Vice Chairperson:  
Darlene Miranda

Committee Members:  
Evie Gerber  
Bridgett Barcello Maxwell  
Richard B. Scearce, III  
Germaine Arenas

Director:  
Gary DuBois

Coordinator:  
Paul Macarro

Cultural Analyst:  
Anna Hoover

November 22, 2013

**VIA E-Mail and USPS**

**RE: Request for Information for the Theodore Street/SR-60 Improvements Project, City of Moreno Valley, CA [LSA Associates: Project No RBF1301]**

Dear Mr. Goodwin;

The Pechanga Band of Luiseño Indians ("the Tribe") appreciates your request for information regarding the above referenced Project. After reviewing the provided maps and our internal documents, we have determined that the Project area is not within reservation lands although it is within our ancestral territory. These comments are written in response to the archaeological notice we received from your office. Although your letter is being submitted as a part of the CEQA and NEPA analysis, the Tribe does not acknowledge that this is a request for Section 106 consultation as that request must come from the Lead Federal Agency, in this case Caltrans. Thus, we are submitting these comments to assist with the archaeological analysis and we will expect a formal consultation request for CEQA from the appropriate Lead Agency and for NEPA/Section 106 from Caltrans.

At this time, the Tribe is highly concerned that sensitive and significant resources may be impacted by the proposed Project. The Tribe knows that there are previously recorded sites within the APE as outlined in the maps provided to us. Human remains are also located within a very close proximity. The Tribe has worked in this area of Moreno Valley on separate projects and has identified subsurface cultural resources in areas that were previously identified as sterile by the project archaeologists. Further, the main core of a large Luiseño village is located south of the APE and portions of the village footprint may extend into the APE.

As your request is early in the process, we request to meet with you and the appropriate Lead Agency(s) to receive additional information and to provide further assistance for the archaeological study analysis. Please contact me at the information provided below to schedule a meeting.

Currently, the Tribe requests the following:

- 1) Participation in all archaeological surveys, excavations, geological testing and boring activities and any other field activities;
- 2) Copies of all applicable archaeological reports, site records, proposed grading plans and environmental documents (EA/IS/MND/EIR, etc) as they become available;

- 3) Government-to-government consultation with the Lead Agency(s); and
- 4) The Tribe believes that monitoring by a Riverside County qualified archaeologist and a professional Pechanga Tribe monitor will be required during earthmoving activities. Therefore, the Tribe reserves its right to make additional comments and recommendations once the environmental documents have been received and fully reviewed.

As a sovereign governmental entity, the Tribe is entitled to appropriate and adequate government-to-government consultation regarding the proposed Project. The Tribe does not consider initial inquiry letters from project consultants to constitute appropriate government-to-government consultation or to initiate consultation, but rather tools to obtain further information about the Project area. Therefore, the Tribe reserves its rights to participate in the formal environmental review process, including government-to-government consultation with the Lead Agency(s), and requests to be included in all correspondence regarding this Project.

Please note that we are interested in participating in surveys within Luiseño ancestral territory. Prior to conducting any surveys, please contact the Cultural Department to schedule specifics. If you have any additional questions or comments, please contact me at [ahoover@pechanga-nsn.gov](mailto:ahoover@pechanga-nsn.gov) or 951-770-8104.

Sincerely,



Anna Hoover  
Cultural Analyst





LSA ASSOCIATES, INC.  
1500 IOWA AVENUE, SUITE 200  
RIVERSIDE, CALIFORNIA 92507

951.781.9310 TEL  
951.781.4277 FAX

OTHER OFFICES: FORT COLLINS  
IRVINE BERKELEY  
PT. RICHMOND ROCKLIN  
SAN LUIS OBISPO CARLSBAD  
PALM SPRINGS FRESNO

October 7, 2013

Soboba Band of Luiseno Indians  
Joseph Ontiveros, Cultural Resource Department  
Po Box 487  
San Jacinto, CA. 92581

Subject: Native American Consultation for the Theodore Street/SR-60 Improvements Project, City of Moreno Valley, Riverside County (LSA Project No. RBF1301)

Dear Mr. Ontiveros:

The City of Moreno Valley and Riverside County Transportation Department, in cooperation with the California Department of Transportation (Caltrans), District 8, proposes to improve the Theodore Street/State Route 60 (SR-60) Interchange. A map of the project location is attached.

LSA Associates, Inc. (LSA) is conducting the cultural resources studies for the project. Per Section 106 of the National Historic Preservation Act of 1966 (NHPA), LSA has notified the Native American Heritage Commission (NAHC) and requested a Sacred Lands File (SLF) search for the project Area of Potential Effects (APE). The results of the SLF search did not indicate the presence of Native American cultural resources within the APE as specified in our request. However, the NAHC has recommended contacting you as someone who may have information about cultural resources in the project area that could be affected.

If you know of any cultural resources that may be of religious and/or cultural significance to your community, or if you would like more information about the project, please do not hesitate to contact me at the above telephone number or address, or by email at rory.goodwin@lsa-assoc.com. If I do not receive a response from you, I will contact you again in the near future to discuss any comments or concerns you may have. Also, please feel free to forward this information to others in your group whom you believe may have information that would be helpful in identifying cultural resources in the project area.

Please be advised the field survey is tentatively scheduled for this month. If you wish to participate, please let us know as soon as possible.

Thank you for your involvement in this process. Your comments are important to the project, and I look forward to hearing from you.

Respectfully,

**LSA ASSOCIATES, INC.**

Riordan Goodwin

Archaeologist/Senior Cultural Resources Manager

Attachment: Project Location Map



October 8, 2013

Attn: Riordan Goodwin, Archaeologist  
LSA Associates, Inc.  
20 Executive Park, Suite 200  
Irvine, CA 92614



**Re: Project number RBF1301  
Theodore Street/SR-60 Improvements Project, Riverside County, California**

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. This project location is in close proximity to known village sites and was used in ongoing trade between various tribes. Therefore it is regarded as highly sensitive to the people of Soboba.

Soboba Band of Luiseño Indians is requesting the following:

1. **Government to Government** consultation in accordance with Section 106. Including the transfer of information to the Soboba Band of Luiseno Indians regarding the progress of this project should be done as soon as new developments occur.
2. Soboba Band of Luiseño Indians continue to be a lead consulting tribal entity for this project.
3. Working in and around traditional use areas intensifies the possibility of encountering cultural resources during the construction/excavation phase. For this reason the Soboba Band of Luiseño Indians requests that Native American Monitor(s) from the Soboba Band of Luiseño Indians Cultural Resource Department to be present during any ground disturbing proceedings. Including surveys and archaeological testing.
4. Request that proper procedures be taken and requests of the tribe be honored (Please see the attachment)

The Soboba Band is requesting that a face-to-face meeting take place between a representative from the Soboba Band and Caltrans.

Sincerely,

Joseph Ontiveros  
Director of Cultural Resources  
Soboba Band of Luiseño Indians P.O. Box 487  
San Jacinto, CA 92581  
Phone (951) 654-5544 ext. 4137  
Cell (951) 663-5279  
[jontiveros@soboba-nsn.gov](mailto:jontiveros@soboba-nsn.gov)

**Cultural Items (Artifacts).** Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer should agree to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. Where appropriate and agreed upon in advance, Developer's archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.

The Developer should waive any and all claims to ownership of Native American ceremonial and cultural artifacts that may be found on the Project site. Upon completion of authorized and mandatory archeological analysis, the Developer should return said artifacts to the Soboba Band within a reasonable time period agreed to by the Parties and not to exceed (30) days from the initial recovery of the items.

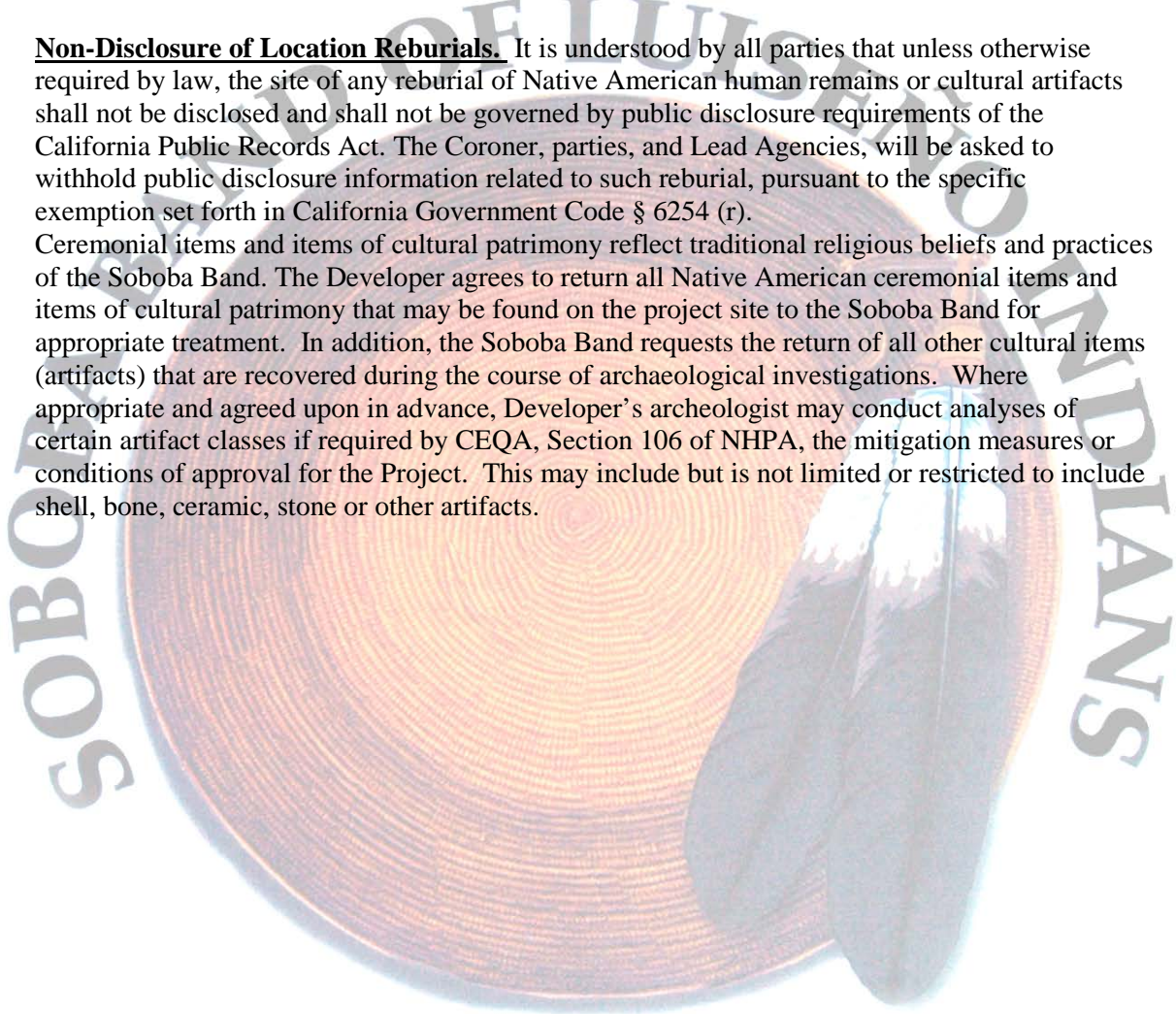
#### **Treatment and Disposition of Remains**

- A. The Soboba Band shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and grave goods shall be treated and disposed of with appropriate dignity.
- B. The Soboba Band, as MLD, shall complete its inspection within twenty-four (24) hours of receiving notification from either the Developer or the NAHC, as required by California Public Resources Code § 5097.98 (a). The Parties agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes.
- C. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The Soboba Band, as the MLD in consultation with the Developer, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains.
- D. All parties are aware that the Soboba Band may wish to rebury the human remains and associated ceremonial and cultural items (artifacts) on or near, the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The Developer should accommodate on-site reburial in a location mutually agreed upon by the Parties.
- E. The term "human remains" encompasses more than human bones because the Soboba Band's traditions periodically necessitated the ceremonial burning of human remains. Grave goods are those artifacts associated with any human remains. These items, and other funerary remnants and their ashes are to be treated in the same manner as human bone fragments or bones that remain intact

**Coordination with County Coroner's Office.** The Lead Agencies and the Developer should immediately contact both the Coroner and the Soboba Band in the event that any human remains are discovered during implementation of the Project. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c).

**Non-Disclosure of Location Reburials.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).

Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer agrees to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. Where appropriate and agreed upon in advance, Developer's archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.



## Rory Goodwin

---

**From:** Daniel McCarthy <DMcCarthy@sanmanuel-nsn.gov>  
**Sent:** Monday, October 14, 2013 10:49 AM  
**To:** Rory Goodwin  
**Subject:** Re: Theodore Street/SR-6- Improvements Project

Rory,  
Thank you for the opportunity to comment. The Tribe is unaware of any culturally important sites within the project area. Given the nature and location of this project we have no concerns. Also, given the project location, other neighboring tribes used this area as well. It is recommended that other reservations be contacted and afforded the opportunity to comment.

Regards,  
//daniel

Daniel McCarthy, MS, RPA  
Director  
Cultural Resources Management Department  
San Manuel Band of Mission Indians  
26569 Community Center Drive  
Highland, CA 92346  
Office: 909 864-8933 x 3248  
Cell: 909 838-4175  
[dmccarthy@sanmanuel-nsn.gov](mailto:dmccarthy@sanmanuel-nsn.gov)

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. If the reader of this message is not the intended recipient or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination or copying of this communication is strictly prohibited. If you have received this electronic transmission in error, please delete it from your system without copying it and notify the sender by reply e-mail so that the email address record can be corrected. Thank You



# LSA

LSA ASSOCIATES, INC.  
1500 IOWA AVENUE, SUITE 200  
RIVERSIDE, CALIFORNIA 92507

951.781.9310 TEL  
951.781.4277 FAX

OTHER OFFICES: FORT COLLINS  
IRVINE BERKELEY  
PT. RICHMOND ROCKLIN  
SAN LUIS OBISPO CARLSBAD  
PALM SPRINGS FRESNO

April 30, 2015

Serrano Nation of Mission Indians  
Goldie Walker, Chairwoman  
Po Box 343  
Patton, CA. 92369

Subject: Native American Consultation for the Theodore Street/SR-60 Improvements Project, City of Moreno Valley, Riverside County (LSA Project No. RBF1301)

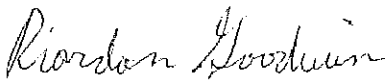
Dear Ms. Walker:

Please be advised that the project APE has changed/expanded to accommodate changes in the project design and engineering since our initial letter in October of 2013. No prehistoric cultural resources were identified during the surveys conducted in February and March and the final surveys are scheduled for some time during the first half of next month. Please let me know if you have any comments or questions regarding the project APE at your earliest convenience.

Thank you for your involvement in this process. Your comments are important to the project, and I look forward to hearing from you.

Respectfully,

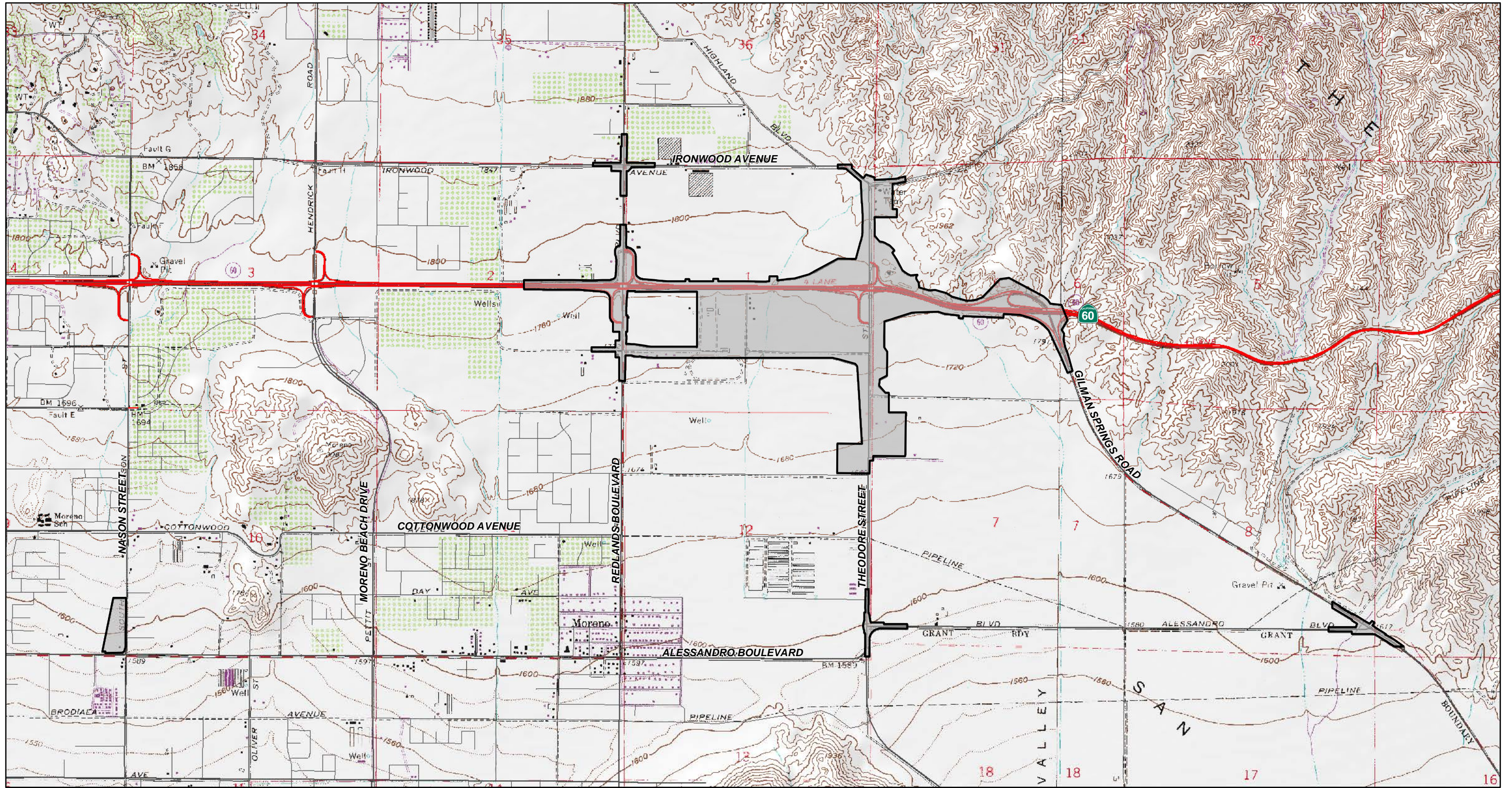
**LSA ASSOCIATES, INC.**



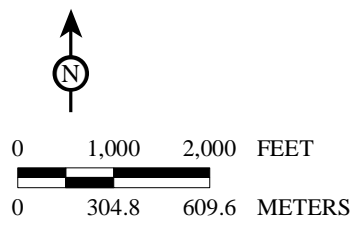
Riordan Goodwin  
Archaeologist/Senior Cultural Resources Manager

Attachment: Project Location Maps





MAP 2



■ Area of Potential Effects (APE)

SOURCE: USGS 7.5' Quads: El Casco, 1979 and Sunnymead, 1980; Riverside County, 2014.

I:\RBF1301\Reports\Cultural\Map2\_Location.mxd (4/6/2015)

08-RIV-60 PM 20.0/22.0  
 EA#0M590 PN 0813000109  
*Theodore Street/SR-60 Interchange*  
*Cultural Resources Report*  
 Project Location



**From:** [Joseph Ontiveros](#)  
**To:** [Rory Goodwin](#)  
**Subject:** Re: Theodore Street/SR-60 Improvements Project 3rd APE revision  
**Date:** Monday, October 22, 2018 1:42:31 PM  
**Attachments:** [logo1\\_d797a0c3-9365-497b-9c42-60e830c7158f.png](#)

---

Rory,

I would also like to request a new tribal scoping. Perhaps we could arrange for a discussion in the near future to address tribal concerns regarding the redesign.

Joe

Joseph Ontiveros  
Tribal Historic Preservation Officer  
Soboba Band of Luiseno Indians  
P.O Box 487<x-apple-data-detectors://2/0>  
San Jacinto, Ca 92581<x-apple-data-detectors://2/0>  
P (951) 654-2765 ext.4137<tel:(951)%20654-2765;4137>  
C (951) 663-5279<tel:(951)%20663-5279>  
[Soboba\_?]

[cid:logo1\_d797a0c3-9365-497b-9c42-60e830c7158f.png]      Joseph Ontiveros  
Tribal Historic Preservation Officer  
(951) 654-5544 Ext. 4137  
jontiveros@soboba-nsn.gov  
Cultural Resource  
23906 Soboba Rd. San Jacinto, CA 92583  
P.O. Box 487 San Jacinto, CA 92581  
www.soboba-nsn.gov<<http://www.soboba-nsn.gov>>

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On Oct 22, 2018, at 1:25 PM, Rory Goodwin <[Rory.Goodwin@lsa.net](mailto:Rory.Goodwin@lsa.net)<<mailto:Rory.Goodwin@lsa.net>>> wrote:

Mr. Ontiveros,

Please be advised that the project APE has changed/expanded once again to accommodate revisions in the project design and engineering since our last communication in July (specifically, detour routes have been added along Alessandro Boulevard, Gilman Springs Road and Theodore Street). An additional cultural resources survey will be scheduled some time during the next several weeks. Please let me know if you have any comments or questions or would like to coordinate Tribal participation in the survey.

Thank you,

Riordan Goodwin  
Archaeologist/Senior Cultural Resources Manager  
LSA Associates, Inc.  
1500 Iowa Avenue, Suite 200

Riverside, CA 92507  
(951) 781-9310 Office  
(951) 712-3128 Wireless

From: Rory Goodwin  
Sent: Monday, July 16, 2018 12:29 PM  
To: 'jontiveros@soboba-nsn.gov' <<mailto:jontiveros@soboba-nsn.gov>>  
Subject: RE: Theodore Street/SR-60 Improvements Project 2nd APE revision  
Importance: High

Mr. Ontiveros,

Please be advised that the project APE has changed/expanded once again to accommodate revisions in the project design and engineering since our last communication in April of 2015 (specifically, the realignment of Eucalyptus Avenue at Theodore Street, Alternatives 2a and 6a). Additional survey of the new area will likely be scheduled some time during the next few weeks. Please let me know if you would like LSA to coordinate Tribal participation in the survey or if you have any comments or questions at your earliest convenience.

Thank you,

Riordan Goodwin  
Archaeologist/Senior Cultural Resources Manager  
LSA Associates, Inc.  
1500 Iowa Avenue, Suite 200  
Riverside, CA 92507  
(951) 781-9310 Office  
(951) 712-3128 Wireless

From: Rory Goodwin  
Sent: Thursday, April 30, 2015 11:29 AM  
To: jontiveros@soboba-nsn.gov <<mailto:jontiveros@soboba-nsn.gov>>  
Cc: Laura Shaker (lshaker@soboba-nsn.gov <<mailto:lshaker@soboba-nsn.gov>>)  
Subject: FW: Theodore Street/SR-60 Improvements Project APE

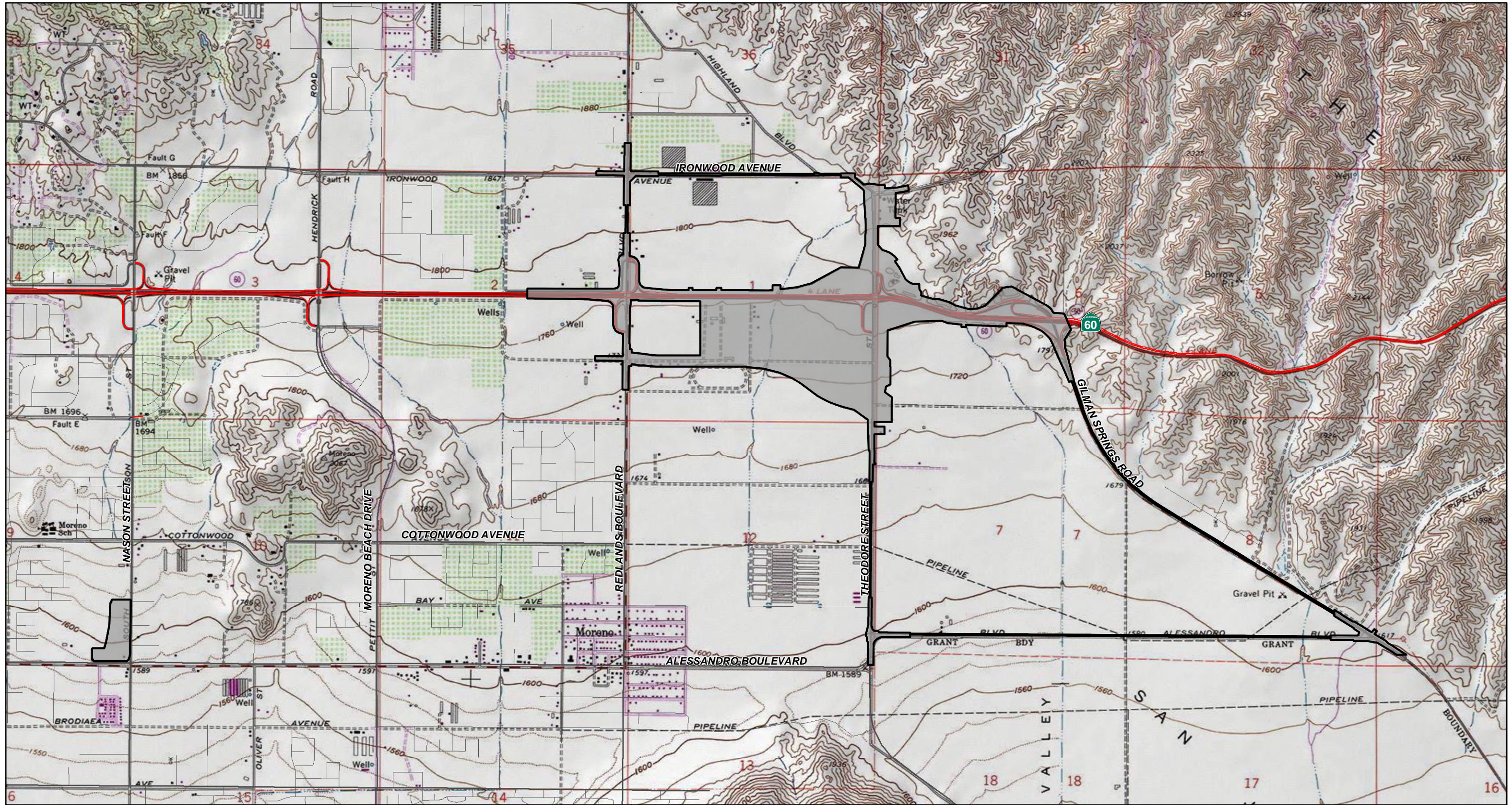
Mr. Ontiveros,

Please be advised that the project APE has changed/expanded to accommodate changes in the project design and engineering since our initial letter in October of 2013. No prehistoric cultural resources were identified during the surveys conducted in February and March and the final surveys are scheduled for some time during the first half of next month. Please let me know if you have any comments or questions regarding the project APE at your earliest convenience.

Thank you,

Riordan Goodwin  
Archaeologist/Senior Cultural Resources Manager  
LSA Associates, Inc.  
1500 Iowa Avenue, Suite 200  
Riverside, CA 92507  
(951) 781-9310 Office  
(951) 781-4277 Fax  
(951) 712-3128 Wireless  
<Map2\_Location.pdf>

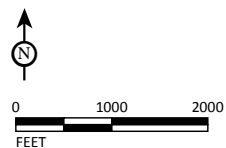




LEGEND

 Area of Potential Effects (APE)

MAP 2



SOURCE: USGS 7.5' Quads: El Casco, 1979 and Sunnymead, 1980; Riverside County, 2014; RBF (2018)

I:\RBF1301\Reports\Cultural\Location.mxd (12/12/2018)

SR-60/World Logistics Center Pkwy  
Interchange Project

Project Location

08-RIV-60 PM 20.0/22.0

EA#0M590 PN 0813000109





LSA ASSOCIATES, INC.  
 20 EXECUTIVE PARK, SUITE 200  
 IRVINE, CALIFORNIA 92614-5987

949.553.0666 TEL  
 949.553.8076 FAX

**FAX TRANSMITTAL**

NAME: Steven Estrada, Environmental Coordinator DATE: December 14, 2018

FIRM: Santa Rosa Band of Mission Indians PROJECT NUMBER: RBF1303A

FAX NUMBER: (951) 659-2228 PROJECT NAME: SR-60/World Logistics Center  
(formerly Theodore St./SR-60 Interchange)

FROM: LSA Associates, Inc.

URGENT

SENT BY: Riordan Goodwin

AT YOUR REQUEST

FAX #: (909) 781-4277

FOR YOUR INFORMATION

NUMBER OF PAGES INCLUDING COVER: 2

FOR YOUR REVIEW

CC: \_\_\_\_\_

FOR YOUR APPROVAL

\_\_\_\_\_

HARD COPY TO FOLLOW

\_\_\_\_\_

OTHER \_\_\_\_\_

COMMENTS:

Mr. Estrada,

Please be advised that the project APE has changed/expanded to accommodate revisions in the project design and engineering (specifically, realignment of Eucalyptus Avenue and detour routes added along Alessandro Boulevard, Gilman Springs Road and Theodore Street). A map of the revised project area is attached. Please let me know at your earliest convenience if you have any concerns or recommendations. As always, your help is greatly appreciated.

Thank you,

Riordan Goodwin  
 Archaeologist/Senior Cultural Resources Manager  
 LSA Associates, Inc.  
 1500 Iowa Avenue, Suite 200  
 Riverside, CA 92507  
 (951) 781-9310 Office  
 (951) 781-4277 Fax

**HISTORIC PROPERTY SURVEY REPORT**

**ATTACHMENT F:**

**HISTORICAL OUTREACH  
SAMPLE CORRESPONDENCE AND LOG**

## HISTORIC OUTREACH

### STATE ROUTE 60/WORLD LOGISTICS PARKWAY INTERCHANGE PROJECT

Name	Contact Info	Outreach	Response
Moreno Valley Historical Society	Richard Dozier, President 951-242-1519 <a href="mailto:mvhistory@mhistoricalsociety.com">mvhistory@mhistoricalsociety.com</a>	3/19/15 - Email sent with map attached. 12/5/18 – Follow up telephone call made.  12/5/18 – Follow up email sent to the historical society.	3/19/15 – No response to this outreach. 12/5/18 – A woman at this number said Mr. Dozier has passed away. 12/5/18 – No response to this outreach.
Viola F. Hamner (author of <i>Moreno Valley, California In The Beginning</i> )	Post Office Box 32 Beaumont, CA 92223-0032 951-769-3822  5239 Mission Hills Dr Banning, California 92220-6482 (951) 769-3822	3/20/15 - Letter and map mailed  12/5/18 – Telephone call made.	3/20/15 – No response to this outreach. 12/5/18 – Ms. Hamner said she does not have any comments.
Steve Lech (local historian)	<a href="mailto:rivcokid@gmail.com">rivcokid@gmail.com</a>	3/19/15 - Email sent with map attached. 12/5/18 – Follow up email sent.	3/19/15 – No response to this outreach. 12/5/18 – No response to this outreach.
Keith Herron, Historic Preservation Officer	Regional Park and Open-Space District County of Riverside 4600 Crestmore Road Riverside, CA 92509 (951) 955-4558	3/20/15 - Letter and map mailed  12/5/18 – Telephone call made.	3/20/15 – No response to this outreach.  12/5/18 – Mr. Herron has retired. His replacement, Erin Gettis, requested a copy of the original letter. The original letter was emailed to her along with information about the properties surveyed in the APE.
Ken Holtzclaw	5140 W. Pinehurst Dr.	3/20/15 - Letter and map mailed.	None



## Casey Tibbet

---

**To:** mvhistory@mvhistoricalsociety.com  
**Subject:** SR-60/Theodore Street Interchange Project  
**Attachments:** Fig1.1\_ProjectLocation\_Vicinity.pdf

Dear Mr. Dozier,

LSA Associates, Inc. (LSA) is conducting research on potential historic resources in the vicinity of the State Route-60/Theodore Street interchange in the City of Moreno Valley. As a person knowledgeable about the history of Moreno Valley and the surrounding area, LSA is interested in your input. The project is described below and a map is provided for your reference.

The City of Moreno Valley (City), in cooperation with the California Department of Transportation (Caltrans) District 8, proposes to reconstruct and improve the State Route 60 (SR-60)/Theodore Street interchange. The majority of the project is located in the City of Moreno Valley; however, the northeast quadrant of the project is located in unincorporated Riverside County. The purpose of the project is to alleviate existing and future traffic congestion at the SR-60/Theodore Street interchange ramps during peak hours to improve traffic flow along the freeway and through the interchange. The project will be funded with local (Measure A) and federal funds and as such, will be required to comply with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires that federally regulated undertakings, such as the SR-60/Theodore Street Interchange Project, consider the effect they may have on historic properties. Evaluations are currently underway for historic resources. Pursuant to Section 36 CFR Part 800.3(e), LSA is soliciting your comments regarding any cultural resources that may exist within the project limits (see attached map).

If you have any comments or would like additional information regarding the project, please contact me by April 20, 2015.

Sincerely,

**Casey Tibbet, M.A.**  
Senior Architectural Historian  
Cultural Resources Group Leader



Tel (951) 781-9310, ext 238 | fax (951) 781-4277

LSA ASSOCIATES, INC. | 1500 Iowa Avenue | Suite 200 | Riverside, CA 92507

[casey.tibbet@lsa-assoc.com](mailto:casey.tibbet@lsa-assoc.com) | [Website](#) | [Map](#) Please consider the environment before printing this email



LSA ASSOCIATES, INC.  
1500 IOWA AVENUE, SUITE 200  
RIVERSIDE, CALIFORNIA 92507

951.781.9310 TEL  
951.781.4277 FAX

OTHER OFFICES:

IRVINE	BERKELEY
PT. RICHMOND	ROCKLIN
SAN LUIS OBISPO	CARLSBAD
PALM SPRINGS	FRESNO
FORT COLLINS	

March 20, 2015

Viola F. Hamner  
Post Office Box 32  
Beaumont, CA 92223-0032

Subject: Historic Outreach for the State Route 60/Theodore Street Interchange Project,  
Moreno Valley, Riverside County, California (LSA Project No. RBF1301)

Dear Ms. Hamner:

LSA Associates, Inc. (LSA) is conducting research on potential historic resources in the vicinity of the State Route-60/Theodore Street interchange in the City of Moreno Valley. As a person knowledgeable about the history of Moreno Valley and the surrounding area, LSA is interested in your input. The project is described below and a map is provided for your reference.

The City of Moreno Valley (City), in cooperation with the California Department of Transportation (Caltrans) District 8, proposes to reconstruct and improve the State Route 60 (SR-60)/Theodore Street interchange. The majority of the project is located in the City of Moreno Valley; however, the northeast quadrant of the project is located in unincorporated Riverside County. The purpose of the project is to alleviate existing and future traffic congestion at the SR-60/Theodore Street interchange ramps during peak hours to improve traffic flow along the freeway and through the interchange. The project will be funded with local (Measure A) and federal funds and as such, will be required to comply with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires that federally regulated undertakings, such as the SR-60/Theodore Street Interchange Project, consider the effect they may have on historic properties. Evaluations are currently underway for historic resources. Pursuant to Section 36 CFR Part 800.3(e), LSA is soliciting your comments regarding any cultural resources that may exist within the project limits (see attached map).

If you have any comments or would like additional information regarding the project, please contact me by April 20, 2015. I can be reached at the above address and telephone number or by e-mail at Casey.Tibbet@lsa-assoc.com.

Sincerely,

**LSA ASSOCIATES, INC.**



Casey Tibbet, M.A.  
Senior Cultural Resources Manager  
Historian/Architectural Historian

Attachment: Map



LSA ASSOCIATES, INC.  
1500 IOWA AVENUE, SUITE 200  
RIVERSIDE, CALIFORNIA 92507

951.781.9310 TEL  
951.781.4277 FAX

OTHER OFFICES:

IRVINE	BERKELEY
PT. RICHMOND	ROCKLIN
SAN LUIS OBISPO	CARLSBAD
PALM SPRINGS	FRESNO
FORT COLLINS	

March 20, 2015

Moreno Valley Family History Center  
23300 Old Lake Drive  
Moreno Valley, California 92557

Subject: Historic Outreach for the State Route 60/Theodore Street Interchange Project,  
Moreno Valley, Riverside County, California (LSA Project No. RBF1301)

To Whom It May Concern:

LSA Associates, Inc. (LSA) is conducting research on potential historic resources in the vicinity of the State Route-60/Theodore Street interchange in the City of Moreno and is interested in your input. The project is described below and a map is provided for your reference.

The City of Moreno Valley (City), in cooperation with the California Department of Transportation (Caltrans) District 8, proposes to reconstruct and improve the State Route 60 (SR-60)/Theodore Street interchange. The majority of the project is located in the City of Moreno Valley; however, the northeast quadrant of the project is located in unincorporated Riverside County. The purpose of the project is to alleviate existing and future traffic congestion at the SR-60/Theodore Street interchange ramps during peak hours to improve traffic flow along the freeway and through the interchange. The project will be funded with local (Measure A) and federal funds and as such, will be required to comply with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires that federally regulated undertakings, such as the SR-60/Theodore Street Interchange Project, consider the effect they may have on historic properties. Evaluations are currently underway for historic resources. Pursuant to Section 36 CFR Part 800.3(e), LSA is soliciting your comments regarding any cultural resources that may exist within the project limits (see attached map).

If you have any comments or would like additional information regarding the project, please contact me by April 20, 2015. I can be reached at the above address and telephone number or by e-mail at Casey.Tibbet@lsa-assoc.com.

Sincerely,

**LSA ASSOCIATES, INC.**



Casey Tibbet, M.A.  
Senior Cultural Resources Manager  
Historian/Architectural Historian

Attachment: Map



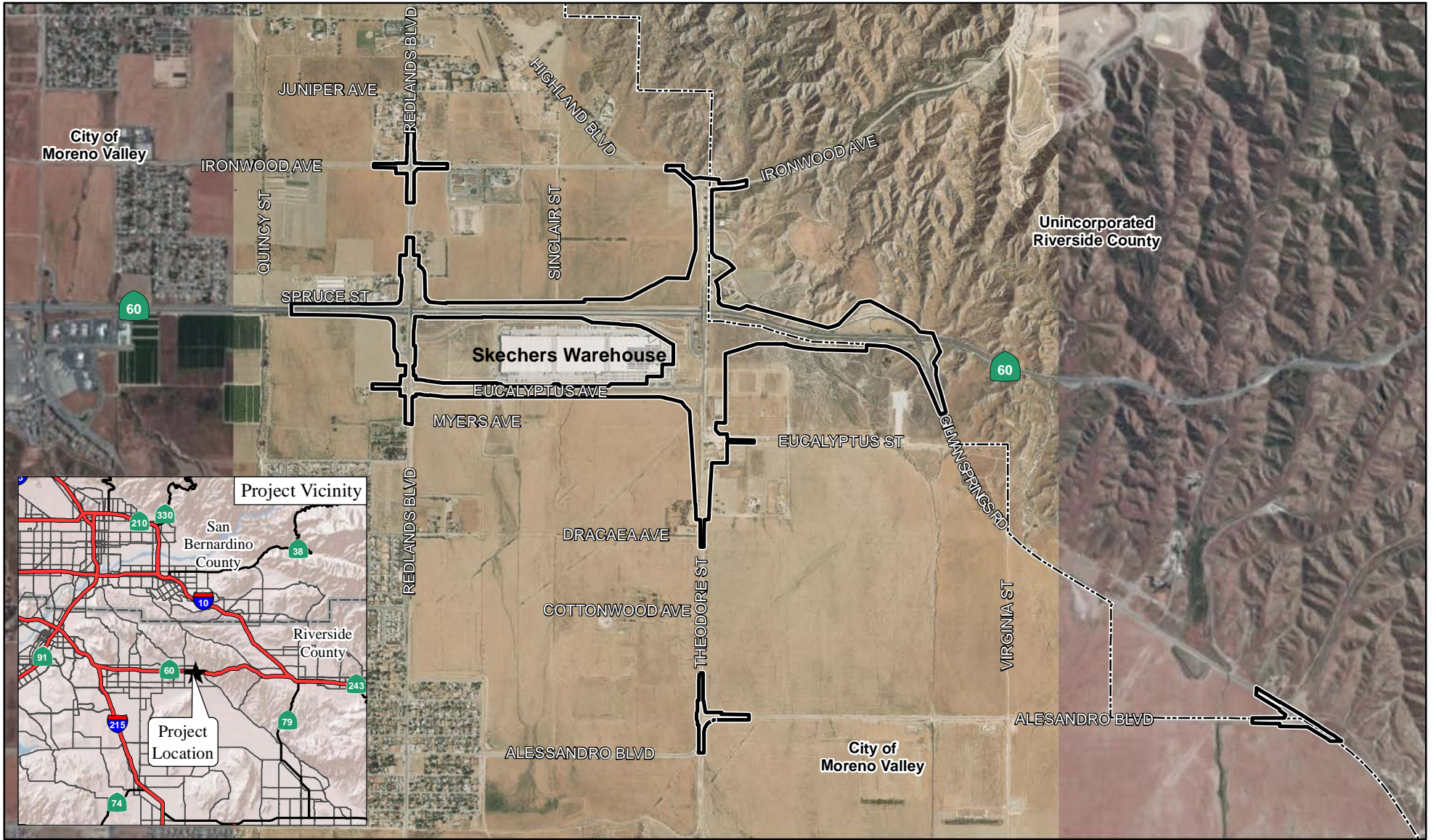
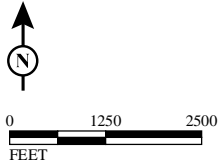


FIGURE 1.1

LEGEND  
 Project Location



SOURCE: RBF (9/30/2014)  
 I:\RBF1301\GIS\ProjectLocation\_Vicinity.mxd (3/13/2015)

SR-60 / Theodore Street Interchange  
 Regional and Project Location  
 08-RIV-60  
 PM 20.0/22.0

**HISTORIC PROPERTY SURVEY REPORT**

**ATTACHMENT G:**

**SHPO CONCURRENCE LETTER  
FOR PREVIOUSLY EVALUATED RESOURCES**

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

1725 23<sup>rd</sup> Street, Suite 100  
SACRAMENTO, CA 95816-7100  
(916) 445-7000 Fax: (916) 445-7053  
calshpo@parks.ca.gov  
www.ohp.parks.ca.gov



November 14, 2012

Reply To: FHWA\_2012\_1011\_001

Gabrielle Duff, Office Chief  
Environmental Studies/Cultural Studies  
Caltrans District 8  
464 W Fourth Street  
San Bernardino, CA 92401-1400

Re: Determinations of Eligibility for the Proposed Gilman Springs Road Shoulder Widening Project, Riverside County, CA

Dear Ms. Duff:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

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

- a segment of the former Jackrabbit Trail Route (formerly US Highway 60)
- a segment of Gilman Springs Road (formerly State Route 79)

Based on review of the submitted documentation, I concur.

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 [nlindquist@parks.ca.gov](mailto:nlindquist@parks.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Susan K Stratton for".

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

**P1. Other Identifier:** a segment of "The Jackrabbit Trail" route, former U.S. Highway 60

**P2. Location:**

**a. County** Riverside

**Not for Publication**  **Unrestricted**

**b. USGS 7.5' Quad** El Casco, Calif.

**Date** 1967, photo-revised 1979

**T3S; R2W;** traversing northwest-to-southeast, crossing portions of **Sections** 8, 9, 16, and 21; **S.B.B.M.**

**Elevation:** Ranging from approx. 1,447 feet (SE end) to 1,631 feet (NW end) above mean sea level

**c. Address** Gilman Springs Road/Alessandro Boulevard **City** None **Zip**

**d. UTM:** (Give more than one for large and/or linear resources) **Zone** 11;

**Northwest end:** 489,962 **mE** / 3,753,229 **mN**

**Southeast end:** 492,085 **mE** / 3,751,157 **mN**

**UTM Derivation:**  USGS Quad  GPS; Google Earth NAD 1983

**e. Other Locational Data:** (e.g., parcel #, directions to resource, etc., as appropriate) This resource includes a segment of Gilman Springs Road and Alessandro Boulevard, as well as associated road features found immediately adjacent to Gilman Springs Road. The recorded segment is located at and near the junction of Gilman Springs Road and Alessandro Boulevard, situated in the northwestern portion of the San Jacinto Valley a short distance south of State Route 60.

**P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This resource is a segment of "The Jackrabbit Trail" route, a former segment of U.S. Highway 60. It comprises the modern-day segments of Gilman Springs Road, Alessandro Boulevard, and Jackrabbit Trail, linking the historical towns of Beaumont and Moreno. While the historical Jackrabbit Trail route measured nearly 15 miles in length, this recorded segment measures only 1.96 miles, confined to the portion situated within the Project APE. The recorded segment comprises existing and abandoned roadways and a concrete C monument. The Jackrabbit Trail was once the principal route between the towns of Moreno and Beaumont, and for a brief period it was a segment of U.S. Highway 60 that stretched from Los Angeles to Virginia. U.S. Highway 60 was one of the earliest transcontinental routes between the East Coast and southern California.

This segment of the former Jackrabbit Trail route includes an 8,820 ft long segment of Gilman Springs Road, and a 700 ft long segment of Alessandro Boulevard. Gilman Springs Road is a 32-ft-wide asphalt-paved two-lane roadway with a yellow center stripe and white edge striping and dirt shoulders of varying width (Figure 1). Alessandro Boulevard within the Project APE is a 24-ft-wide asphalt-paved two-lane roadway with a yellow center stripe and white edge striping and dirt shoulders of varying width (Figure 2).

Historical research has indicated that the Jackrabbit Trail route originated as a late-nineteenth century wagon road between the towns of Moreno and Beaumont. This early wagon road evolved into an early twentieth century automobile road, which was routed to its present alignment by the 1910s as a County Road. The 15-mile-long Jackrabbit Trail route between the towns of Moreno and Beaumont may have been designated a State Highway by 1931. From 1933 to 1936, this route was briefly included as a segment of U.S. Highway 60, an early transcontinental route from the East Coast to southern California. By 1938, U.S. 60 had been rerouted to bypass the Jackrabbit Trail route, and soon after the route was broken into shorter, local roads that became Gilman Springs Road, Alessandro Boulevard, and Jackrabbit Trail. By 1941, Gilman Springs Road was designated as State Route 79. Gilman Springs Road was presumably widened to 32 ft by 1941 to accommodate traffic along the new State Route. By the late 1960s, Gilman Springs Road had lost its designation as State Route 79 and was relegated to a County Road.

The segments of Gilman Springs Road and Alessandro Boulevard within the Project APE are situated in a predominantly rural area, crossing agricultural and undeveloped land, much the way they have since the 1940s. Striping, paint, and reflectors have undoubtedly been re-applied to both of these roadways over the years. However, based on the information gathered through historical background research, and the current design, construction, materials, and overall appearance of these two roads, they retain sufficient historical character to be recorded as a historic-period road system. In addition, a number of associated historic-age features were observed along Gilman Springs Road, both within and outside of the Project APE, as discussed below. All of these features are associated



**P3a. Description:** (continued) with the historical Jackrabbit Trail route, and therefore, were recorded as elements of this resource.

The juncture of Alessandro Boulevard with Gilman Springs Road is a sharp-angled intersection, similar to what is depicted in historic maps from the 1940s and 1950s (USGS 1942, 1953). However, it was not always this way. Prior to about 1941, traffic along Alessandro Boulevard from the town of Moreno flowed continuously along a bend in the road that formed the juncture to Gilman Springs Road. An abandoned segment of early twentieth century automobile road was found adjacent to Gilman Springs Road at the intersection of Alessandro Boulevard during the field inspection that represents this former bend. Because this abandoned bend extends beyond the right-of-way onto private property, it could not be fully accessed during this study. It is located outside of the Project APE. It was, however, viewed from afar and mapped and recorded as a component of the historical road system based on aerial imagery (Figure 3; see site map for location). The abandoned segment of road measures 1,717 ft long and 16 ft wide. The road base is constructed of a four-inch-thick concrete slab that exhibits native gravels, but contains no reinforcement bars. It is topped with a thin layer of gravel, with no asphalt or tar. The appearance of the roadway, and its design, construction technique, and materials used, all suggest that this abandoned segment dates to the 1910s during the decade that this segment of road was first described by historical sources as being a paved route (Brown 1923), and concrete road-building of this type occurred. This abandoned segment is a wide-sweeping turn that formerly married Gilman Springs Road with Alessandro Boulevard. This 16-ft-wide segment of road was apparently severed and abandoned by 1941 when Gilman Springs Road was designated as State Route 79, at which time it was presumably widened to 32 ft.

Within the APE at the northwestern end of this abandoned segment is a concrete C monument that measures 6x6 inches square and has beveled edges (Figure 4; see site map for location). It protrudes 7 inches above ground level. According to one source (Field and Nitzman 2011), a C monument is a concrete right-of-way monument that was used by the California State Department of Highways to mark its rights-of-way along many old State highways. In many cases, they were not removed when the route was decommissioned from the State Highway system. Field and Nitzman (2011), creators of an online highway guide that provides some historical background on U.S. Highway 60, state:

These monuments were made necessary due to imprecise surveying records that were compiled when the highway system was laid out and real estate was not as valuable as it is today. The old surveying techniques gave boundary lines little meaning; they often relied on landmarks such as buildings, trees, rocks, mountains, and the roads themselves. However, many of these features were not permanent and often disappeared or changed position. To ensure accuracy, the California Highway Commission carefully surveyed and placed these markers along the side of the roadway at each and every angle or curve point and at fixed intervals on straight sections starting in 1914.

Field and Nitzman (2011) continue with their description of concrete C monuments to state:

According to Joel Windmiller (the California Highwayman), "C" Blocks were placed along **state routes** from 1914 to 1934. The monuments are distinctive for the capital embossed "C" found on top of the monument. "C" Blocks are projected about six inches above the surface of the ground but sometimes were placed higher. The "C" Block is made of concrete six inches square and 3.5 feet tall, including the portion below ground (the majority of the monument is below ground). The edges of the upper portions are beveled to present a neat appearance, and a letter "C" is embossed on one side for identification. There is a copper plug on the top center that marks the exact point of the angle.

Based on the above reference, the C monument found along the abandoned bend is clearly a historical element of the earlier State Highway system. It may date as late as 1931 based on the history and use of C monuments and when this route became a State legislative route, LRN 19.



- P3b. Resource Attributes:** (List attributes and codes) HP37. Highway
- P4. Resources Present:**  Building  Structure  Object  Site  District  Element of District  Other:
- P5a. Photograph or Drawing** (Photograph required for buildings, structures, and objects.) See attached Continuation sheets for photographs
- P5b. Description of Photo:** (view, date, accession #) Photographs taken on April 25, and May 9, 2012.
- P6. Date Constructed/Age of Sources:**  Prehistoric  Historic  Both
- P7. Owner and Address:** Riverside County Transportation Department
- P8. Recorded by:** (Name, affiliation, and address): Josh Smallwood, Applied EarthWorks, Inc., 3292 E. Florida Avenue, Suite A, Hemet, CA 92544
- P9. Date Recorded:** May 9, 2012
- P10. Survey Type:** Intensive and reconnaissance level
- P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Historical Resources Evaluation Report (HRER) for Gilman Springs Road Shoulder Widening and Realignment Project, Riverside County, California, HSIPL-5956(204).* Josh Smallwood, Applied EarthWorks, Inc. (2012), Hemet, CA.
- Attachments:**  None  Location Map  Site 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:

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Resource Name or # Æ-2252-1H (The Jackrabbit Trail route)

- B1. Historic Name:** The Jackrabbit Trail route/Sunkist Trail/U.S. Highway 60
- B2. Common Name:** Gilman Springs Road and Alessandro Boulevard
- B3. Original Use:** County Road, State Highway, U.S. Highway    **B4. Present Use:** County Road
- B5. Architectural Style:** Gilman Springs Road and Alessandro Boulevard are both two-lane asphalt-paved roads of standard design and construction. Gilman Springs Road measures 32 ft wide, Alessandro Boulevard measures 24 ft wide, and the abandoned bend measures 16 ft wide.
- B6. Construction History:** (Construction date, alterations, and date of alterations) By at least the 1890s, the towns of Beaumont and Moreno were connected by a wagon road that followed very close to the course that Gilman Springs Road, Alessandro Boulevard, and Jackrabbit Trail follows today (USGS 1901a, 1901b). The transition from this early wagon road to a County Highway occurred in the 1910s. In 1909, the California legislature provided \$18 million for construction and acquisition of a State Highways System (Caltrans 2012). This was the basis of the Legislative Route Number (LRN) system and the first large expansion of California state roads. Gaps in funding required several bond issues and a new gasoline tax to make up the difference. A provision of the Act created the California Highway Commission, who adopted the standards for road building from nation-wide studies of successes and failures. The Commission originally opted for a four-inch-thick, unreinforced concrete slab road base measuring 15 ft wide, but by October, 1920 the Commission had upgraded their standards for State Highways to a five-inch-thick, reinforced concrete slab road base measuring 16 ft wide (Lippincott 1921:19-21). As of October, 1920, Riverside County roads would measure 16 ft wide and four inches thick, depending on the use, location, and nature of the roadway (1921:26). The concrete would be made of 1-2-4 mix (one part cement, two parts sand, and four parts stone) and would be covered with an asphaltic surface (1921:26). Quarrying of sand and stone materials was usually carried out in close proximity to the road construction.

According to K.B. Stone, Resident Engineer for the magazine, *California Highways and Public Works*, the Riverside County Highway Commission was established in 1913, with W.B. Clancy as president and George M. Pearson, county surveyor, as the engineer for the Commission (Stone 1956:23). The road between Beaumont and Moreno was constructed in 1915-1916 by the newly formed Riverside County Highway Commission. The entire route between Moreno and Beaumont was referred to as the "Jack Rabbit Trail," and "for years it served as an important link between the county seat and the fast-developing desert and agricultural district to the east" (Stone 1956:23). Stone (1956:23) indicates that the road was paved in 1923-1924, and in 1931, the route became part of the State Highway by legislative act (LRN 19).

A review of John Stafford Brown's description of automobile routes to the desert from Los Angeles (Brown 1923) indicated that in 1918, an auto route from Beaumont to Moreno (along the Jackrabbit Trail) was part of a "southern route" from Los Angeles to Beaumont. This southern route was "the same as the central from Los Angeles to Ontario but at that point turns southeast to Riverside, whence it goes east through Moreno and rejoins the central route at Beaumont...It is an excellent automobile road and is the shortest of the three, the distance being 83.5 miles" (Brown 1923:194). He indicated that the central and northern routes were nearly completely paved, but failed to provide specifics on the condition of the southern route.

A map produced by the Automobile Club of Southern California around 1919 depicted the route between Moreno and Beaumont (along the Jackrabbit Trail) as a secondary route (ACSC n.d.; Figure 5). This route was part of a link between Ontario and Beaumont that served as an alternative southern bypass of the "Ocean-to-Ocean Highway." The southern route provided access to Moreno, Riverside, Wineville, and points south.

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Resource Name or # Æ-2252-1H (The Jackrabbit Trail route)

- B6. Construction History:** (continued) County road and State highway improvement projects were being carried out throughout the State of California in the mid-1920s in connection with a development boom that occurred during that decade. In 1924, a Rand McNally Auto Road Atlas depicted the Jackrabbit Trail between Moreno and Beaumont as being paved (Rand McNally 1924). The Rand McNally road atlases available for 1926 and 1927 showed no relevant changes to the route during the years 1924–1927 (Rand McNally 1924, 1926, 1927).

By 1933, the route between Beaumont and Moreno via “the Jackrabbit Trail” had been designated as a segment of the newly formed U.S. Highway 60, established as one of the earliest transcontinental routes to reach southern California from the East Coast. According to a November 26, 1933 article by Lynn Rogers, outdoor editor for the *Los Angeles Times*, U.S. Highway 60 was 85 percent completed by late 1933, with the remaining 15 percent open for travel (Rogers 1933). The new highway “offers to the touring public an all-year highway from coast to coast, where snow of winter months is almost unknown, and a cool atmosphere during the summer months, while its routing takes the tourist through the world’s most enchanted land, a veritable wonderland materialized from the pages of story-book lore” (Rogers 1933:E1). The *Los Angeles Times* featured a full front-page spread in Section E of the newspaper, with an artist’s sketches of the route across California and the United States, and pictures of tourist attractions such as Carlsbad Caverns, the Grand Canyon, Superstition Mountains, prehistoric cliff ruins in Arizona, and a street scene in Phoenix. Rogers’ article from 1933 describes the importance of transcontinental routes of that time:

Thanks to the gift of dependable and powerful automobiles by one of the greatest of industries, to the American public, transcontinental motor touring has become quite general and commonplace, so much so that the average western motorist has sped over a cross-country highway at least once, and thousands have toured a number of our great trunk routes. Motorists are becoming interested in the development of more routes. Many tourists have become sufficiently familiar with the attractions of the major and better known trunk routes that they are keen to venture over other transcontinental thoroughfares new to them. Of the four principal transcontinental highway entrances into Southern California, Highway No. 60 has been comparatively little known to motorists, and has received the least amount of travel in comparison with the other popular and familiar arteries. It was even a surprising discovery to the Times Rio Grande Scout party to see the improvement and developments that are gradually being made on this road, as it was recently charted by the Automobile Club of Southern California for the benefit of motorists who are looking for new routes to conquer. United States Highway No. 60 extends from Norfolk, Va., to Los Angeles. Through the west particularly it opens points of rich scenic beauty, of picturesque Indian reservations, of unusual vistas for motorists, and brings the traveler close to some of the most outstanding attractions of the country. Most of the route is hard-surfaced with a gravel, paved or other improved roadbed, and but a comparatively few gaps remain to be surfaced in order to provide a hard road entirely across the continent [Rogers 1933:E1].

Rogers’ road crew, sponsored by the Rio Grande Oil Company, set out from Los Angeles in the *Times*’ Reo sedan to inspect the new highway as far east as Carlsbad Caverns in southeastern New Mexico. Leaving Los Angeles, the party drove on hard-surfaced roads through Riverside, Moreno, Beaumont, and all the way to Mecca.

For a brief period from 1930 to 1933, during the years of the Great Depression, the route between Phoenix and Los Angeles, via Blythe, Indio, Beaumont, Moreno, and Riverside, was promoted as the “Sunkist Trail” (Cobb 1930; Yavapai County Chamber of Commerce 1933). The route, comprising the segment then known as “The Jack Rabbit Trail,” was advertised as the “most logical, direct commercial and scenic route to and from California and Arizona” (Yavapai County Chamber of Commerce 1933, map page). The Yavapai County Chamber of Commerce (1933, front cover) indicated that the highway was paved “all the way with exception of 14 miles of excellent gravel roadbed.”

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Resource Name or # Æ-2252-1H (The Jackrabbit Trail route)

- B6. Construction History:** (continued) Automobile road maps of the area produced by H.M. Goushá indicate that the route between Beaumont and Moreno via the Jackrabbit Trail route, designated as U.S. Highway 60 by 1933, was a “paved road (asphalt, concrete or surface treated)” in 1936 (H.M. Goushá 1936; Figure 6). The segment of U.S. Highway 60 between Riverside and Beaumont was co-signed with U.S. Highway 70 at that time.

The segment of U.S. Highway 60/70 from Beaumont following the Jackrabbit Trail route to Moreno was bypassed by the construction of a cut-off through the San Timoteo Badlands that was constructed in stages from 1935 to 1938 (Rogers 1935:F1; H.M. Goushá 1938). The purpose of this new cut-off was to produce a shorter, more direct route between Riverside and Beaumont and points east. Plans for bypassing the narrow and dangerous Jackrabbit Trail section were devised as early as 1935, as *Los Angeles Times* reporter Lynn Rogers indicated in a story from November 24 of that year:

These improvements on transcontinental U.S. Highway No. 60 were necessitated by motorist' demands for good roads. ...the old Jackrabbit Trail, variously called San Gorgonio Drive and Moreno Grade, is a slow, narrow, twisting climb now outmoded by the modern highway...” [Rogers 1935:F1].

By 1938, the new route realigned U.S Highway 60 nearly 1.5 miles to the north of the town of Moreno, providing a straighter, more direct route between Riverside and Beaumont, and was referred to on road maps as the “Riverside to Beaumont Highway” (H.M. Goushá 1938). The segment of the old “Jackrabbit Trail” across the San Timoteo Badlands retained the name Jackrabbit Trail, while the segment of road along the base of the hills was simply known as “the foothill road to Gilman Relief Hot Springs” (*Los Angeles Times* 1925:A10). The name was later shortened to Gilman Springs Road. The segment of road heading to the town of Moreno was named Alessandro Boulevard.

Around 1939, the entire length of Gilman Springs Road between Hemet and its junction with U.S. Highway 60 was designated State Route 83 (H.M. Goushá 1939). By 1941, this route was renumbered as State Route 79 (H.M. Goushá 1941; USGS 1942; Figure 7). The route remained signed as State Route 79 from 1941 through the 1950s (USGS 1953; Figure 8). Presumably, it was during this time that the entire length of Gilman Springs Road was widened to its present width of 32 ft.

U.S. Highway 60 between Los Angeles and Blythe was ultimately replaced by construction of Interstate 10, which occurred during phases between about 1964 and 1967 (Field and Nitzman 2011; H.M. Goushá 1964, 1967). During that time, Gilman Springs Road lost its designation as State Route 79, which was then routed up Lambs Canyon to Beaumont to tie into Interstate 10 (H.M. Goushá 1964, 1967). The former segment of U.S. Highway 60 from Beaumont to Los Angeles via Riverside was relegated to State Route 60 from that time forward. The segment of Jackrabbit Trail across the San Timoteo Badlands was no longer depicted on road maps after 1962, and presumably fell into disuse soon after. Since then, Gilman Springs Road has operated as part of a secondary route between Hemet and Riverside and/or Redlands.

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

**B8. Related Features:** A concrete C monument and an abandoned segment of road were recorded as elements of the historical Jackrabbit Trail.

**B9a. Architect:** Unknown      **b. Builder:** Riverside County Transportation Department/California State Highway Department

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Resource Name or # Æ-2252-1H (The Jackrabbit Trail route)

**B10. Significance:**

**Theme** Development of automobile routes and transcontinental highways during the early twentieth century

**Area** San Jacinto Valley, western Riverside County

**Period of Significance** 1910s–present

**Property Type** Highway/County road

**Applicable Criteria** None apply

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) Based on the results of research and field recording, this recorded segment of the former Jackrabbit Trail route (Æ-2252-1H) does not appear eligible for the NRHP or the CRHR. It does not appear that it is significant for any associations with important historical events or trends (NRHP criterion A/CRHR criterion 1), any direct association with persons of historical significance (B/2), for engineering merits (C/3), or for potential to provide information important to answering questions regarding early twentieth century road construction techniques (D/4).

Historical research has indicated that the former Jackrabbit Trail route originated as a late-nineteenth century wagon road between the towns of Moreno and Beaumont. This early wagon road evolved into an early twentieth century automobile road and was routed to its present alignment by the 1910s as a County road. The 15-mile-long Jackrabbit Trail route between the towns of Moreno and Beaumont may have been designated a State Highway by 1931. From 1933 to 1936, this route was briefly included as a segment of U.S. Highway 60, one of the earliest numbered transcontinental routes to reach southern California from the East Coast. By 1938, U.S. 60 had been rerouted to bypass the Jackrabbit Trail. Since that time, the former route has been broken into shorter, local roads today known as Gilman Springs Road, Alessandro Boulevard, and Jackrabbit Trail (a non-County maintained road).

California Highway Engineer, K.B. Stone indicated that during the 1910s–1930s, the route between Moreno and Beaumont, known then as “The Jack Rabbit Trail” route, served as “an important link between the county seat and the fast-developing desert and agricultural district to the east” (Stone 1956:23). However, due to substantial alterations to the original route, such as realignments, road widening, bypasses, lack of original concrete surface and signing, this route is no longer able to convey that importance under NRHP Criterion A/CRHR Criterion 1. Segments of former U.S. Highway 60 in other parts of southern California have been found eligible for the NRHP and CRHR (Chandler et al. 2011a, 2011b). This particular route’s association with U.S. Highway 60 was short lived, less than five years from about 1933–1938. During that time, it failed to achieve any recognition as an important segment of the interstate highway. In fact, it was due to its dangerous curves and indirect alignment that it was abandoned in favor of a more direct and safer route across the San Timoteo Badlands between Beaumont and Riverside.

While this recorded segment of the former Jackrabbit Trail route is associated with a pattern of events in local history: the evolution of a late nineteenth century wagon road into a County Road, a State Route, a U.S. Highway, and back to a State Route, then a County Road; this trend of events as it applies to this particular road segment did not contribute significantly to the development of the region, or to the field of road-building and engineering techniques among the County Road or State Highway systems (NRHP criterion A/CRHR criterion 1). No indication has been found that this segment of the former Jackrabbit Trail route is directly associated with the productive life of a significant historical figure (B/2). This segment of the former Jackrabbit Trail route, known today as Gilman Springs Road and Alessandro Boulevard, is of standard design and construction, and it does not display any qualities that would suggest uniqueness, or that a high degree of engineering skill was necessary in its construction (C/3). Finally, while the abandoned segment of roadway displays characteristics of road construction from the 1910s, further intensive study of its construction is unlikely to yield information that is considered important to the study of early twentieth century road-building and engineering techniques (D/4). These practices are already well documented within published literature on the subject.

In sum, within the APE the Jackrabbit Trail appears as a modern county road. It is a representative and not distinguished example of its type. Other more intact portions of the former route exist to the southeast beyond the APE. The abandoned road segment located outside the APE will not be affected by the Project.

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



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Resource Name or # Æ-2252-1H (The Jackrabbit Trail route)

**B12. References:**

ACSC (Automobile Club of Southern California)

- n.d. Map of a Portion of Southern California and Southwestern Nevada Embracing the Arid Region of Mohave Desert, Colorado Basin and Death Valley, Showing Principal, Secondary, and Connecting Lateral Roads, From Los Angeles and San Diego to Cities and Towns in this Region and the Better Known Springs, Wells, Pumping Plants and Watering Places, within the Limits of the Map. Published by the Map Service of the Automobile Club of Southern California, Los Angeles. Not dated, circa 1919.

Brown, John S.

- 1923 The Salton Sea Region, California: A Geographic, Geologic, and Hydrologic Reconnaissance with a Guide to Desert Watering Places. U.S. Geological Survey, Water-Supply Paper No. 497. Government Printing Office, Washington, D.C.

California State Highway Commission

- 1933 Chapter 767 of the Statutes of the Breed Act of 1933, State of California. Accessed through Caltrans' Transportation Library and History Center reference collection, Sacramento, California.

Caltrans (California Department of Transportation)

- 2012 Important Events in Caltrans History. Found at <http://www.dot.ca.gov/hq/paffairs/about/cthist.htm>.

Chandler, Evelyn, Robert Cunningham, Elizabeth Denniston, Cary Cotterman, William Sharp, and Roger Mason

- 2011a Cultural Resources Evaluation of 57 Resources for the Desert Sunlight Solar Farm Project, Desert Center Vicinity, Riverside County, California. Prepared by ECORP Consulting, Inc., Redlands, California. Prepared for U.S. Bureau of Land Management, Palm Springs, California.
- 2011b Department of Parks and Recreation Continuation Sheet, 33-017766 (Update), "U.S. Route 60/U.S. Route 70/Chuckwalla Valley Road." On file, Eastern Information Center, Anthropology Department, Watkins Hall, University of California, Riverside.

Cobb, Emory

- 1930 Sunkist Trail map. Published by the Arizona Mapping Service, Phoenix.

Field, Andy, and Alex Nitzman

- 2011 AARoads: Historic U.S. Highway 60. Found at: [http://www.aaroads.com/california/us-060\\_ca.html](http://www.aaroads.com/california/us-060_ca.html).

GLO (General Land Office, U.S. Department of the Interior)

- 1867 Township 3 South, Range 2 West, SBM, surveyed 1852, 1853, 1857, 1867.

H. M. Goushá Company

- 1936 Shell Official Road Map of California. Copyright by the H.M. Goushá Company, Chicago.
- 1938 Shell Road Map California. Copyright by the H.M. Goushá Company, Chicago.
- 1939 Shell Road Map California. Copyright by the H.M. Goushá Company, Chicago.
- 1941 Standard Oil Road Map California. Copyright by the H.M. Goushá Company, Chicago.
- 1964 Tidewater Oil Company California Nevada Road Map. Copyright by the H.M. Goushá Company, Chicago/San Jose.
- 1967 Shell Road Map of California. Copyright by the H.M. Goushá Company, San Jose.

Lippincott, J.B.

- 1921 Engineering Report on Condition of Southern California State Highways. Automobile Club of Southern California, Los Angeles.

*Los Angeles Times*

- 1925 "Let Contract for Road to Hot Springs." November 4, pg. A10.

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**B12. References (continued):**

Rand McNally and Company

- 1924 Commercial Atlas of America, Fifty-fifth Edition. Rand McNally Auto Trails Map, District No. 15-16 (California, Nevada, Southern Section). Part of the David Rumsey Map Collection. Found at: <http://www.davidrumsey.com>. Accessed April, 2012.
- 1926 Rand McNally Junior Road Map California Nevada. Part of the David Rumsey Map Collection. Found at: <http://www.davidrumsey.com>. Accessed April, 2012.
- 1927 Rand McNally Junior Auto Road Map California Nevada. Part of the David Rumsey Map Collection. Found at: <http://www.davidrumsey.com>. Accessed April, 2012.

Rogers, Lynn J.

- 1933 "Coast to Coast Highway Offers All Year Travel. Many of America's Most Beautiful Scenic Attractions Found Along Transcontinental Route 60" in *Los Angeles Times*, November 26, pp. E1-2.
- 1935 "New Modern Highway Follows Path of Pioneer Day Covered Wagons: Desert Road Opens Views of Fantastically Flood Sculptured Canyon Walls; Much Other Work to Lure Sight-seeing Motorists" in *Los Angeles Times*, November 24, pp. F1-2.

Stone, K.B.

- 1956 "Exit Bottleneck: New Highway through Badlands in Riverside County Completed" in *California Highways and Public Works*, March/April, pp. 22-24.

USGS (U.S. Geological Survey)

- 1901a Elsinore, Calif. 30' (1:125,000 scale) topographic quadrangle. Surveyed in 1897-1898.
- 1901b San Jacinto, Calif. 30' (1:125,000 scale) topographic quadrangle. Surveyed in 1897-1898.
- 1942 Perris, Calif. 15' (1:62,500 scale) topographic quadrangle. Aerial photographs taken 1939. Road data 1942.
- 1953 El Casco, Calif. 7.5' (1:24,000 scale) topographic quadrangle. Aerial photographs 1951, 1953.

Yavapai County Chamber of Commerce

- 1933 The Sunkist Trail, Every Mile A Picture. Drawn by George M. Burgett, Prescott, Arizona.

**B13. Remarks:**

**B14. Evaluator:** Josh Smallwood

**Date of Evaluation:** May 9, 2012

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See site map on page 21.



**Figure 1. A segment of Gilman Springs Road in the Project APE (photograph taken May 9, 2012, view to the northwest).**



Figure 2. A segment of Alessandro Boulevard in the Project APE (photograph taken May 9, 2012, view to the west).





**Figure 3. Abandoned segment of road found along Gilman Springs Road near the junction of Alessandro Boulevard (left-hand side of photograph; photograph taken May 9, 2012, view to the southeast). Note this segment measures 16 ft wide and is a 4-inch-thick concrete slab with a thin covering of gravel. This segment of road bed was once a curve at the juncture of Gilman Springs Road and Alessandro Boulevard that was abandoned by at least 1941.**





Figure 4. A concrete C monument found along the abandoned curve (photograph taken May 9, 2012, view to the northeast). Note this monument was likely placed at this location in the 1910s.





Figure 5. An automobile route had been established between the towns of Beaumont and Moreno, via Jackrabbit Trail, Gilman Springs Road, and Alessandro Boulevard by around 1919. (ACSC n.d.).



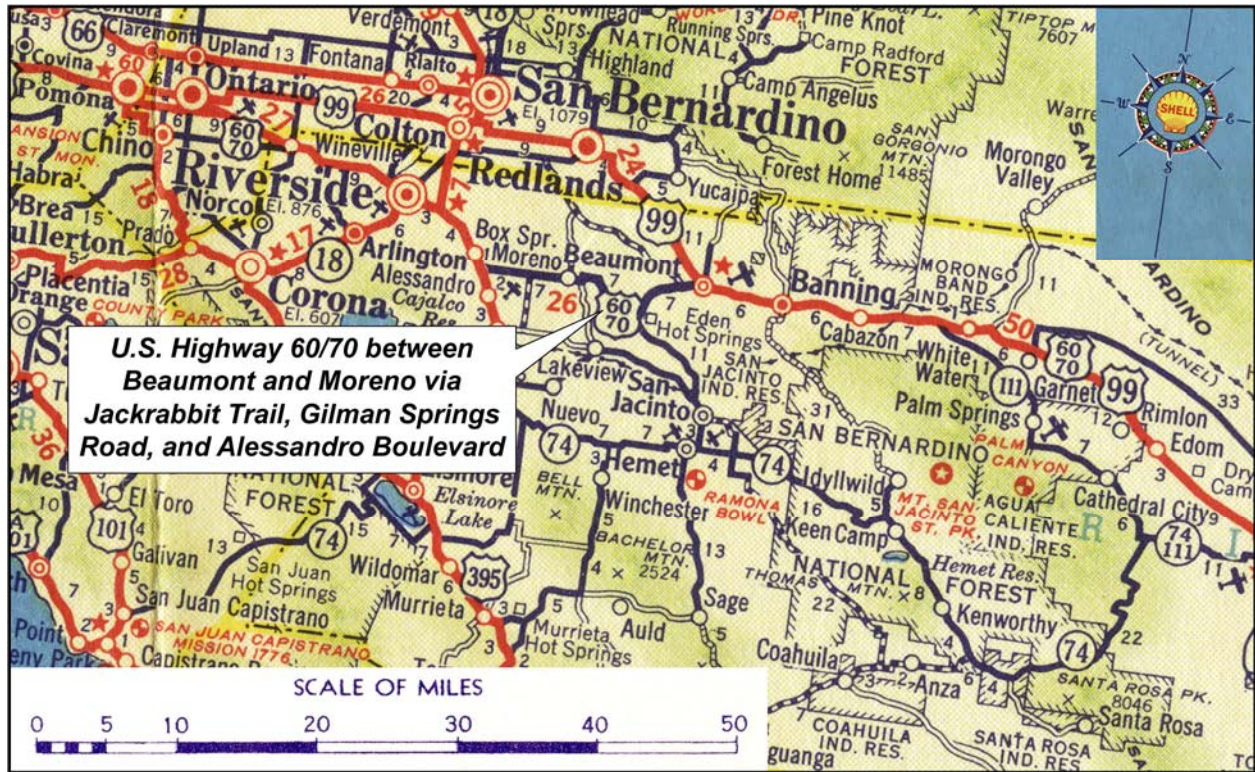


Figure 6. Gilman Springs Road, Alessandro Boulevard, and Jackrabbit Trail depicted as a segment of U.S. Highway 60/70 in 1936 (H.M. Goushá 1936).



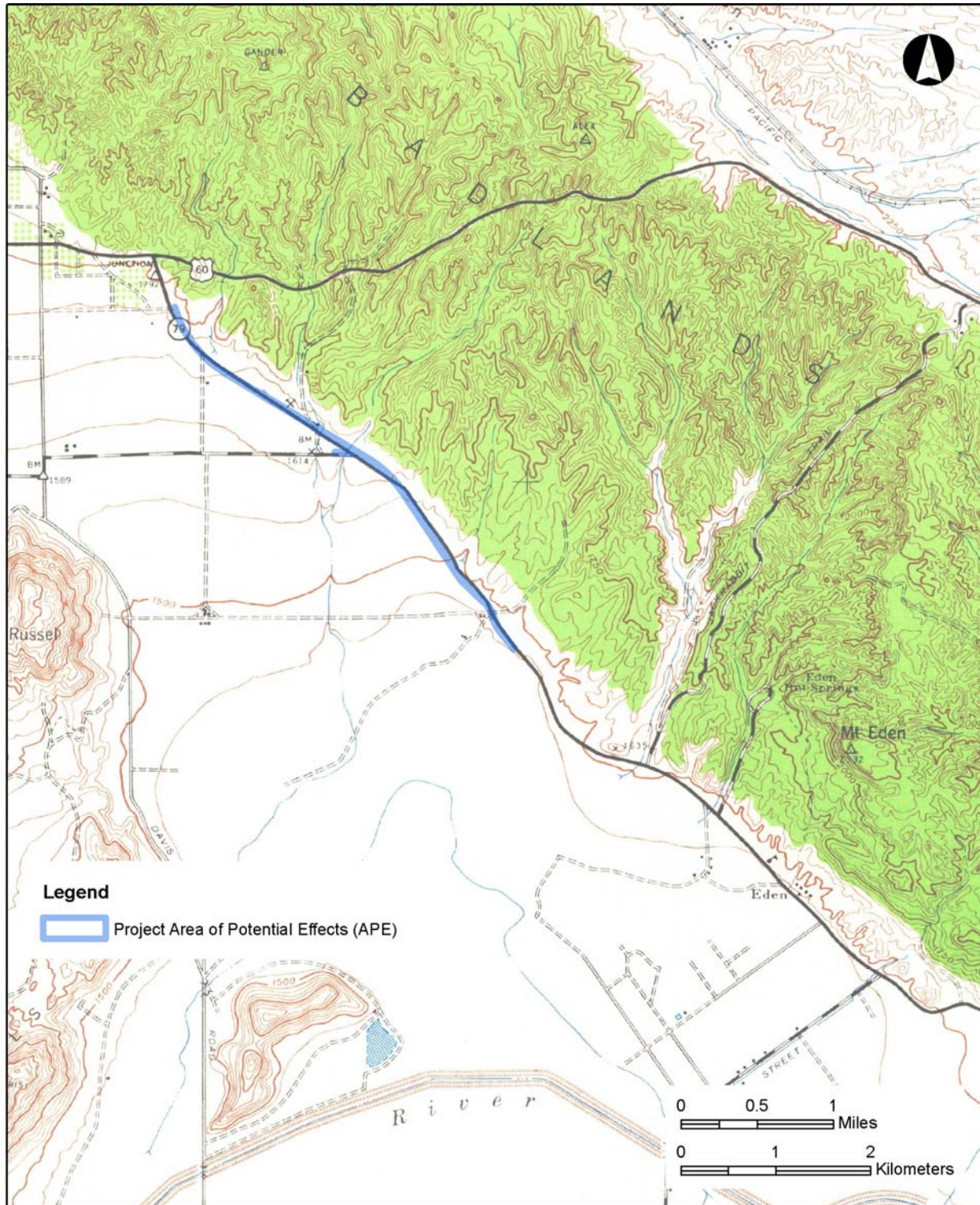


Figure 7. A segment of Gilman Springs Road, Alessandro Boulevard, and Jackrabbit Trail depicted on a map from 1942 (USGS 1942). Note the alignments of U.S. 60 and SR 79 at that time.



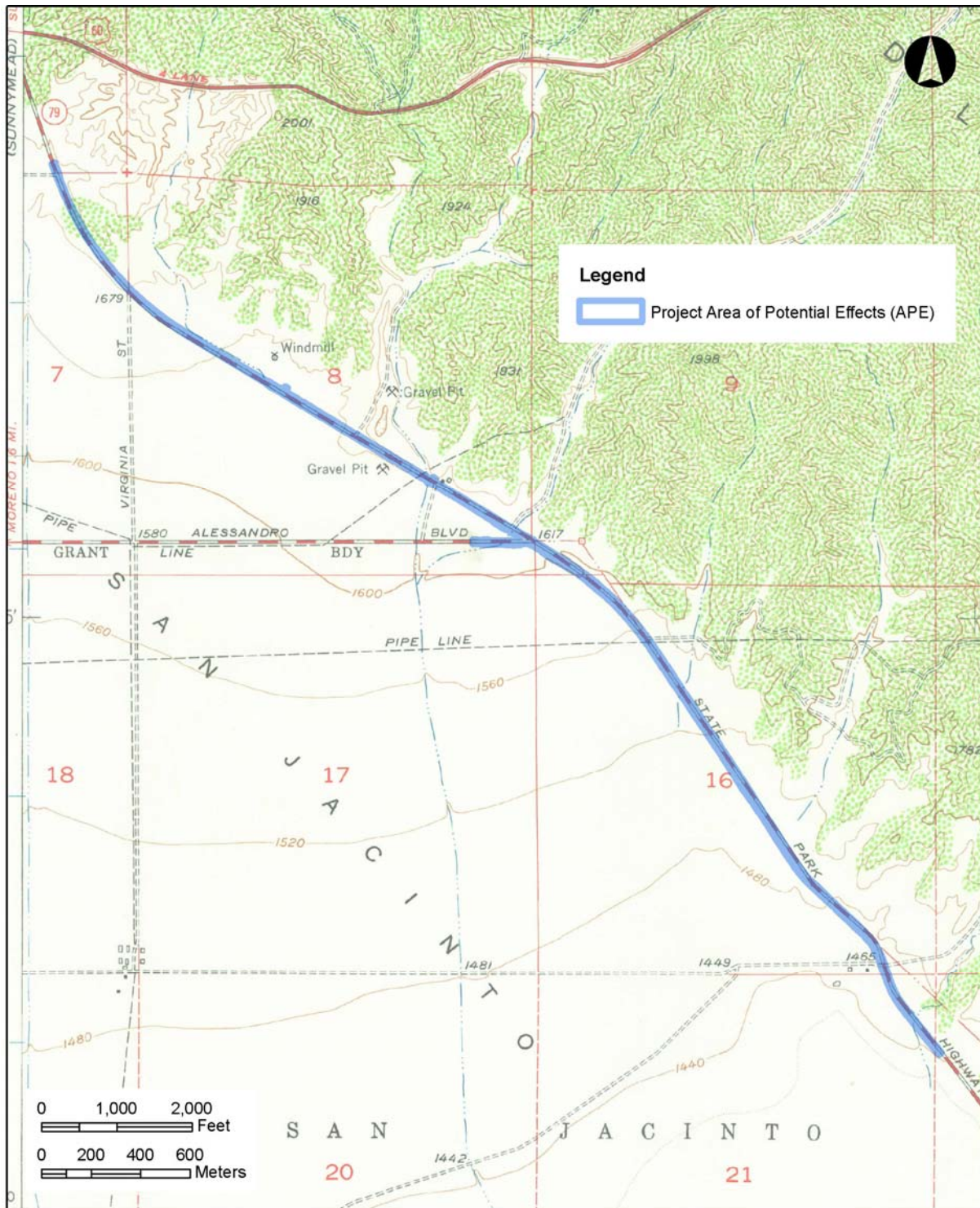
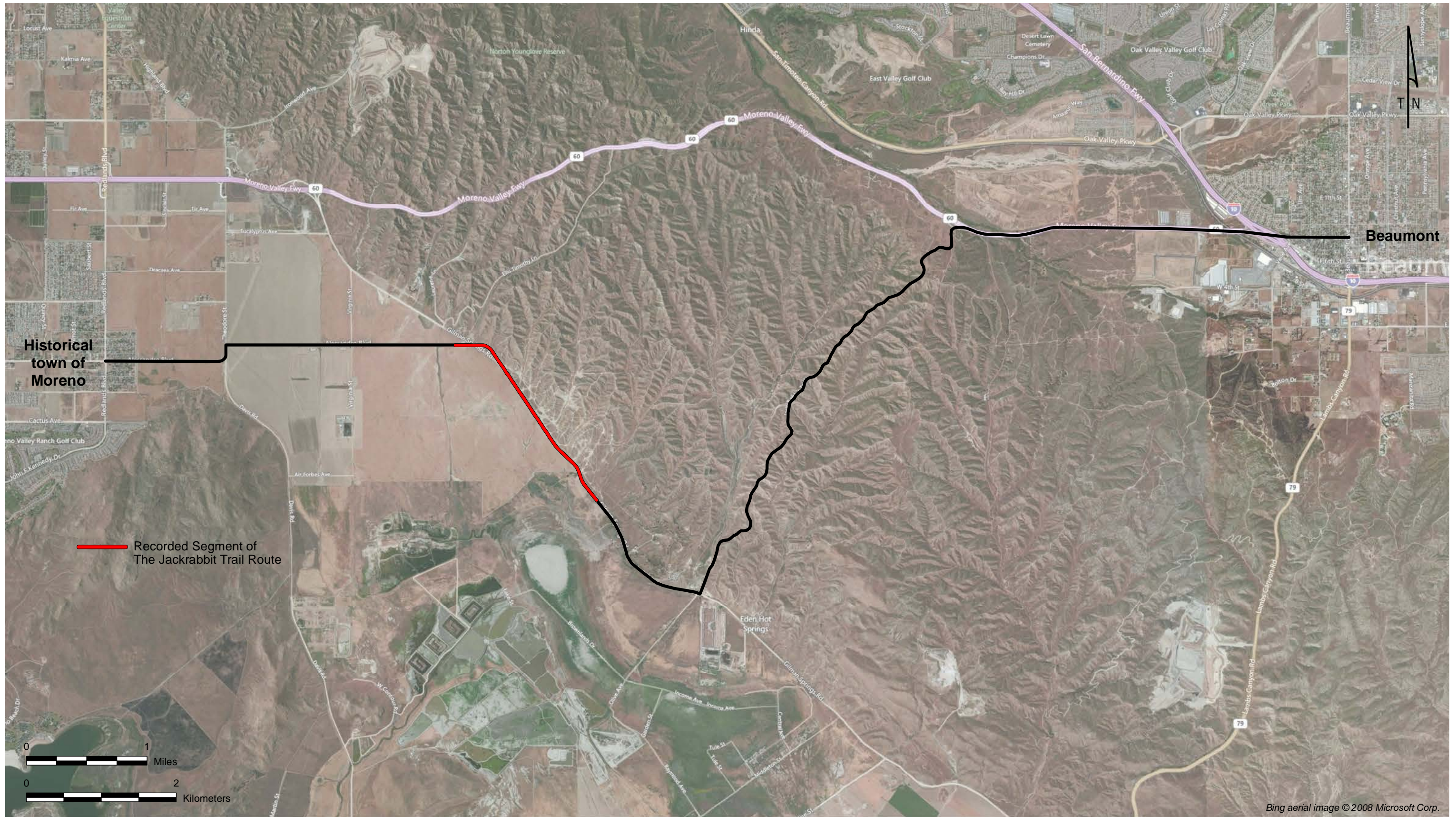


Figure 8. Gilman Springs Road depicted as a segment of State Route 79 in 1951–1953 (USGS 1953).



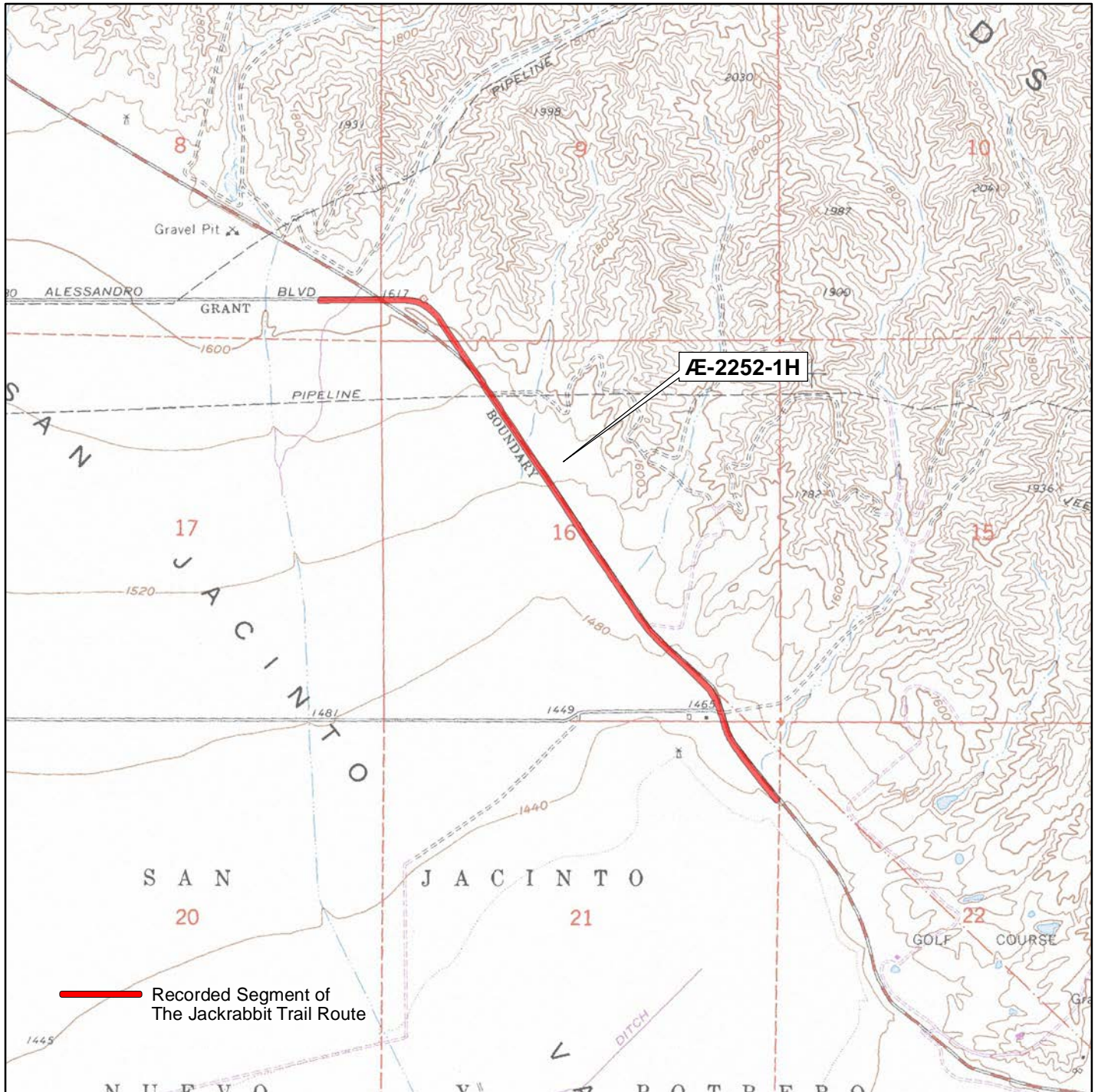




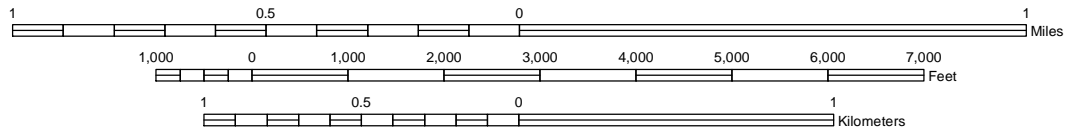


Bing aerial image © 2008 Microsoft Corp.





SCALE 1:24,000



TRUE NORTH



State of California--The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # 33-021096  
HRI #  
Trinomial  
NRHP Status Code 6Z  
Other Listings

Page 1 of 19  
Review Code  
Resource Name or # Æ-2252-2H (Gilman Springs Road)

P1. Other Identifier: Gilman Springs Road, a former segment of State Route 79

P2. Location:

a. County Riverside

Not for Publication  Unrestricted

b. USGS 7.5' Quad El Casco, Calif.

Date 1967, photo-revised 1979

T3S; R2W; traversing northwest-to-southeast, crossing portions of Sections 6-9, 16, and 21; S.B.B.M.

Elevation: Ranging from approx. 1,447 feet (SE end) to 1,631 feet (NW end) above mean sea level

c. Address Gilman Springs Road/Alessandro Boulevard City None Zip

d. UTM: (Give more than one for large and/or linear resources) Zone 11;

Northwest end: 489,310 mE / 3,753,896 mN

Southeast end: 492,085 mE / 3,751,157 mN

UTM Derivation:  USGS Quad  GPS; Google Earth NAD 1983

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) This resource includes a segment of Gilman Springs Road within the Project APE, as well as associated road features found immediately adjacent to Gilman Springs Road. The primary element of the resource, a 2.44-mile-long segment of Gilman Springs Road located at the junction of Alessandro Boulevard, is situated in the northwestern portion of the San Jacinto Valley south of State Route 60.

P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This resource comprises a segment of the existing road, two culverts, and two gravel borrow pits associated with the construction and use of Gilman Springs Road as part of former State Route 79. Gilman Springs Road is part of an automobile road system that has developed over time since at least the 1890s. The route between the towns of Moreno and San Jacinto/Hemet began as a wagon road. It then developed as a County Road [Route 194], a State Highway [LRN 19], and then State Route 79. For a brief period, it was a segment of a transcontinental route (U.S. Highway 60) that stretched from Los Angeles to Virginia via the towns of Moreno and Beaumont, known as "The Jackrabbit Trail."

This segment of Gilman Springs Road is a 32-ft-wide asphalt-paved two-lane roadway with a yellow center stripe and white edge striping and dirt shoulders of varying width (Figure 1). The segment within the Project APE measures 12,900 ft long extending 4,080 ft northwest of Alessandro Boulevard and 8,820 ft southeast of Alessandro Boulevard.

Historical research has indicated that Gilman Springs Road originated as a late-nineteenth century wagon road between the towns of Moreno and San Jacinto, situated at opposite ends of the San Jacinto and Moreno Valleys. This early wagon road evolved into an early twentieth century automobile road, which was routed to its present alignment by the 1910s as a County Road. The 15-mile-long route between the towns of Moreno and Beaumont via Jackrabbit Trail, Gilman Springs Road, and Alessandro Boulevard was designated a State Highway around 1931. From 1933 to 1936, this route was briefly included as a segment of U.S. Highway 60, one of the earliest transcontinental routes from the East Coast to southern California. By 1938, U.S. 60 had been completely rerouted to bypass these roads, and by 1941, Gilman Springs Road was designated as State Route 79. The road was presumably widened to 32 ft by 1941 to accommodate traffic along the new State Route. By the late 1960s, Gilman Springs Road had lost its designation as State Route 79 and was relegated to a County Road.

The segment of Gilman Springs Road within the Project APE is situated in a predominantly rural area, crossing agricultural and undeveloped land, much the way it has since the 1940s. Striping, paint, and reflectors have undoubtedly been re-applied to the roadway over the years. However, based on the information gathered through historical background research, and the current design, construction, materials, and overall appearance of the road, it does retain sufficient historical character to be recorded as a historic-period road system. In addition, a number of associated historic-age features were observed along Gilman Springs Road, both within and outside of the Project APE, as discussed below. All of these features are associated with the historical road system, and therefore, were recorded as elements of the resource.

**P3a. Description:** (continued) Two drainage culverts were observed along this segment of Gilman Springs Road that have concrete headers stamped with dates of 1936 (Figures 2 and 3; see site map for locations). These two culverts measure 40 ft in length, extending the entire width of the road pavement (32 ft) and both four-ft shoulders at their location, and they appear to be intact with no apparent alterations. These two culverts were constructed in 1936, but the roadway may not have been expanded to its present width until around 1941 after it had been designated State Route 79. Both culverts are concrete-box types constructed of board-formed, poured concrete. One of the culverts (Culvert A) has openings that measure 84 inches wide and 72 inches tall, with a 22 inch tall header, while the second culvert (Culvert B) exhibits openings that measure 48 inches wide and 40 inches tall, with an 11 inch tall header. The headers above the openings have beveled edges characteristic of early twentieth century concrete construction. Stepped concrete sidewalls project outward from the culvert openings.

Two large gravel pits straddle Gilman Springs Road 2,375 ft northwest of the intersection of Alessandro Boulevard (see site map). These gravel pits are likely associated with the construction and/or widening of Gilman Springs Road during the 1940s. Based on Lippincott's Engineering Report of 1921 (Lippincott 1921), it was common practice to borrow gravel and sand for road construction from a nearby source along the route. The two gravel pits are depicted on a 1953 USGS map, while only the northern pit is depicted on a 1942 USGS map (USGS 1942, 1953). The northern gravel borrow pit (Pit "A"; Figure 4) is situated along a natural drainage course and measures approximately 824 ft long, 492 ft wide, and varies from about 4 to 10 ft deep. The southern gravel borrow pit (Pit "B"; Figure 5) measures approximately 740 ft long, 390 ft wide, and 16 ft deep. Based on aerial imagery and USGS topographic maps, the northern gravel pit was once full of water and served as a small pond with an overflow at the southeastern edge that drained into a natural drainage to the southeast.

**P3b. Resource Attributes:** (List attributes and codes) HP37. Highway

**P4. Resources Present:**  Building  Structure  Object  Site  District  Element of District  Other:

**P5a. Photograph or Drawing** (Photograph required for buildings, structures, and objects.) See attached Continuation sheets for photographs

**P5b. Description of Photo:** (view, date, accession #) Photographs taken on April 25, and May 9, 2012.

**P6. Date Constructed/Age of Sources:**  Prehistoric  Historic  Both  
The two culverts date to 1936, and the existing roadway dates to around 1936-1941.

**P7. Owner and Address:** Riverside County Transportation Department

**P8. Recorded by:** (Name, affiliation, and address): Josh Smallwood, Applied EarthWorks, Inc., 3292 E. Florida Avenue, Suite A, Hemet, CA 92544

**P9. Date Recorded:** May 9, 2012

**P10. Survey Type:** Intensive and reconnaissance level

**P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Historical Resources Evaluation Report (HREER) for Gilman Springs Road Shoulder Widening and Realignment Project, Riverside County, California, HSIPL-5956(204).* Josh Smallwood, Applied EarthWorks, Inc. (2012), Hemet, CA.

**Attachments:**  None  Location Map  Site 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:



**BUILDING, STRUCTURE, OBJECT RECORD**

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NRHP Status Code 6Z

Resource Name or # AE-2252-2H (Gilman Springs Road)

- B1. Historic Name:** "The foothill road to Gilman Relief Hot Springs"/Sunkist Trail/U.S. Highway 60/State Route 79  
**B2. Common Name:** Gilman Springs Road  
**B3. Original Use:** County Road, State Highway, U.S. Highway    **B4. Present Use:** County Road

**B5. Architectural Style:** Gilman Springs Road is a two-lane asphalt-paved road of standard design and construction. It measures 32 ft wide.

**B6. Construction History:** (Construction date, alterations, and date of alterations) By at least the 1890s, the towns of San Jacinto and Moreno, situated at opposite ends of the San Jacinto-Moreno Valley region, were connected by a wagon road that followed very close to the edge of the San Timoteo Badlands similar to the course that Gilman Springs Road follows today (USGS 1901a, 1901b). The transition from this early wagon road to a County Highway occurred in the 1910s. In 1909, the California legislature provided \$18 million for construction and acquisition of a State Highways System (Caltrans 2012). This was the basis of the Legislative Route Number (LRN) system and the first large expansion of California state roads. Gaps in funding required several bond issues and a new gasoline tax to make up the difference. A provision of the Act created the California Highway Commission, who adopted the standards for road building from nation-wide studies of successes and failures. The Commission originally opted for a four-inch-thick, unreinforced concrete slab road base measuring 15 ft wide, but by October, 1920 the Commission had upgraded their standards for State Highways to a five-inch-thick, reinforced concrete slab road base measuring 16 ft wide (Lippincott 1921:19–21). As of October, 1920, Riverside County roads were to measure 16 ft wide and four inches thick, depending on the use, location, and nature of the roadway (1921:26). The concrete would be made of 1-2-4 mix (one part cement, two parts sand, and four parts stone) and would be covered with an asphaltic surface (1921:26). Quarrying of sand and stone materials was usually carried out in close proximity to the road construction.

According to K.B. Stone, Resident Engineer for the magazine, *California Highways and Public Works*, the Riverside County Highway Commission was established in 1913, with W.B. Clancy as president and George M. Pearson, county surveyor, as the engineer for the Commission (Stone 1956:23). The road between Beaumont and Moreno, referred to as the "Jack Rabbit Trail," was constructed in 1915–1916 by the newly formed Riverside County Highway Commission. Stone (1956:23) indicates that "for years it served as an important link between the county seat and the fast-developing desert and agricultural district to the east" (Stone 1956:23). The road was paved in 1923–1924, and in 1931, the route became part of the State Highway (LRN 19) by legislative act. The 1933 Breed Act section for Riverside County describes Gilman Springs Road as "Route 194: Hemet to Route 19 near Moreno" (California Department of Public Works 1933). The proposal explains that the "Foothill Road" (Gilman Springs Road) from San Jacinto to the Moreno Grade (Jackrabbit Trail) was County Route 194. It connected with State Route 19 (the portion of Gilman Springs Road in the APE) to the town of Moreno.

A review of John Stafford Brown's description of automobile routes to the desert from Los Angeles (Brown 1923) indicated that in 1918, an auto route that followed Jackrabbit Trail, Gilman Springs Road, and Alessandro Boulevard from Beaumont to Moreno was part of a "southern route" from Los Angeles to Beaumont. This southern route was "the same as the central from Los Angeles to Ontario but at that point turns southeast to Riverside, whence it goes east through Moreno and rejoins the central route at Beaumont...It is an excellent automobile road and is the shortest of the three, the distance being 83.5 miles" (Brown 1923:194). He indicated that the central and northern routes were nearly completely paved, but failed to provide specifics on the condition of the southern route.

A map produced by the Automobile Club of Southern California around 1919 depicted the route between Moreno and Beaumont via Jackrabbit Trail, Gilman Springs Road, and Alessandro Boulevard as a secondary route (ACSC n.d.; Figure 6). This route was part of a link between Ontario and Beaumont that served as an alternative southern bypass of the "Ocean-to-Ocean Highway." The southern route provided access to Moreno, Riverside, Wineville, and points south. The northwestern extension of Gilman Springs Road beyond Alessandro Boulevard served merely as a local road that connected with other local roads in the vicinity.



**BUILDING, STRUCTURE, OBJECT RECORD**

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NRHP Status Code 6Z

Resource Name or # Æ-2252-2H (Gilman Springs Road)

- B6. **Construction History:** (continued) County road and State highway improvement projects were being carried out throughout the State of California in the mid-1920s in connection with a development boom that occurred during that decade. In 1924, a Rand McNally Auto Road Atlas depicted the segment of Gilman Springs Road between Moreno and Hemet as being paved (Rand McNally 1924). By 1925, the road was simply known as "the foothill road to Gilman Relief Hot Springs" (*Los Angeles Times* 1925:A10). The Rand McNally road atlases available for 1926 and 1927 showed no relevant changes to the route during the years 1924-1927 (Rand McNally 1924, 1926, 1927).

By 1933, the route between Beaumont and Moreno via Jackrabbit Trail, Gilman Springs Road, and Alessandro Boulevard, had been designated as a segment of the newly formed U.S. Highway 60, established as one of the earliest transcontinental routes to reach southern California from the East Coast. According to a November 26, 1933 article by Lynn Rogers, outdoor editor for the *Los Angeles Times*, U.S. Highway 60 was 85 percent completed by late 1933, with the remaining 15 percent open for travel (Rogers 1933). The new highway "offers to the touring public an all-year highway from coast to coast, where snow of winter months is almost unknown, and a cool atmosphere during the summer months, while its routing takes the tourist through the world's most enchanted land, a veritable wonderland materialized from the pages of story-book lore" (Rogers 1933:E1). The *Los Angeles Times* featured a full front-page spread in Section E of the newspaper, with an artist's sketches of the route across California and the United States, and pictures of tourist attractions such as Carlsbad Caverns, the Grand Canyon, Superstition Mountains, prehistoric cliff ruins in Arizona, and a street scene in Phoenix. Rogers' article from 1933 describes the importance of transcontinental routes of that time:

Thanks to the gift of dependable and powerful automobiles by one of the greatest of industries, to the American public, transcontinental motor touring has become quite general and commonplace, so much so that the average western motorist has sped over a cross-country highway at least once, and thousands have toured a number of our great trunk routes. Motorists are becoming interested in the development of more routes. Many tourists have become sufficiently familiar with the attractions of the major and better known trunk routes that they are keen to venture over other transcontinental thoroughfares new to them. Of the four principal transcontinental highway entrances into Southern California, Highway No. 60 has been comparatively little known to motorists, and has received the least amount of travel in comparison with the other popular and familiar arteries. It was even a surprising discovery to the Times Rio Grande Scout party to see the improvement and developments that are gradually being made on this road, as it was recently charted by the Automobile Club of Southern California for the benefit of motorists who are looking for new routes to conquer. United States Highway No. 60 extends from Norfolk, Va., to Los Angeles. Through the west particularly it opens points of rich scenic beauty, of picturesque Indian reservations, of unusual vistas for motorists, and brings the traveler close to some of the most outstanding attractions of the country. Most of the route is hard-surfaced with a gravel, paved or other improved roadbed, and but a comparatively few gaps remain to be surfaced in order to provide a hard road entirely across the continent [Rogers 1933:E1].

Rogers' road crew, sponsored by the Rio Grande Oil Company, set out from Los Angeles in the *Times'* Reo sedan to inspect the new highway as far east as Carlsbad Caverns in southeastern New Mexico. Leaving Los Angeles, the party drove on hard-surfaced roads through Riverside, Moreno, Beaumont, and all the way to Mecca.

For a brief period from 1930 to 1933, during the years of the Great Depression, the route between Phoenix and Los Angeles, via Blythe, Indio, Beaumont, Moreno, and Riverside, was promoted as the "Sunkist Trail" (Cobb 1930; Yavapai County Chamber of Commerce 1933). The route, comprising the segment of Gilman Springs Road in the APE, then known as "The Jack Rabbit Trail", was advertised as the "most logical, direct commercial and scenic route to and from California and Arizona" (Yavapai County Chamber of Commerce 1933, map page). The Yavapai County Chamber of Commerce (1933, front cover) indicated that the highway was paved "all the way with exception of 14 miles of excellent gravel roadbed."



**BUILDING, STRUCTURE, OBJECT RECORD**

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NRHP Status Code 6Z

Resource Name or # Æ-2252-2H (Gilman Springs Road)

- B6. Construction History:** (continued) Automobile road maps of the area produced by H.M. Goushá indicate that the route between Beaumont and Moreno via Jackrabbit Trail, Gilman Springs Road, and Alessandro Boulevard, designated as U.S. Highway 60 by 1933, was a "paved road (asphalt, concrete or surface treated)" in 1936 (H.M. Goushá 1936; Figure 7). The segment of U.S. Highway 60 between Riverside and Beaumont was co-signed with U.S. Highway 70 at that time.

The segment of U.S. Highway 60/70 from Beaumont following Jackrabbit Trail, Gilman Springs Road, and Alessandro Boulevard to Moreno was bypassed by the construction of a cut-off through the San Timoteo Badlands that was constructed in stages from 1935 to 1938 (Rogers 1935:F1; H.M. Goushá 1938). The purpose of this new cut-off was to produce a shorter, more direct route between Riverside and Beaumont and points east. Plans for bypassing the narrow and dangerous Jackrabbit Trail section were devised as early as 1935, as *Los Angeles Times* reporter Lynn Rogers indicated in a story from November 24 of that year:

These improvements on transcontinental U.S. Highway No. 60 were necessitated by motorist' demands for good roads. ...the old Jackrabbit Trail, variously called San Gorgonio Drive and Moreno Grade, is a slow, narrow, twisting climb now outmoded by the modern highway..." [Rogers 1935:F1].

By 1938, the new route realigned U.S Highway 60 nearly 1.5 miles to the north of the town of Moreno, providing a straighter, more direct route between Riverside and Beaumont, and was referred to on road maps as the "Riverside to Beaumont Highway" (H.M. Goushá 1938). The northwestern extension of Gilman Springs Road north of Alessandro Boulevard had been rerouted and severed at the U.S. 60 junction. North of U.S. 60, portions of the former road became known as Locust Avenue, which fed into both Redlands Boulevard and Reche Canyon Road.

Around 1939, after the rerouting of this segment of U.S. Highway 60 in 1935-1938, the entire length of Gilman Springs Road between Hemet and its junction with U.S. Highway 60 was designated State Route 83 (H.M. Goushá 1939). By 1941, this route was renumbered as State Route 79 (H.M. Goushá 1941; USGS 1942; Figure 8). The route remained signed as State Route 79 from 1941 through the 1950s. Presumably, it was during this time that the entire length of Gilman Springs Road was widened to its present width of 32 ft. Two "gravel pits" depicted on historic maps from the 1940s and 1950s (Figures 8 and 9; USGS 1942, 1953) along this segment of Gilman Springs Road near the junction of Alessandro Boulevard may attest to the construction that occurred for the widening project during those decades. Despite extensive research, no information on the exact date of the widening project could be found.

U.S. Highway 60 between Los Angeles and Blythe was ultimately replaced by construction of Interstate 10, which occurred during phases between about 1964 and 1967 (Field and Nitzman 2011; H.M. Goushá 1964, 1967). During that time, Gilman Springs Road lost its designation as State Route 79, which was then routed up Lambs Canyon to Beaumont to tie into Interstate 10 (H.M. Goushá 1964, 1967). The former segment of U.S. Highway 60 from Beaumont to Los Angeles via Riverside was relegated to State Route 60 from that time forward. Since then, Gilman Springs Road has operated as part of a secondary route between Hemet and Riverside and/or Redlands.

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

- B8. Related Features:** In addition to the primary roadways, a number of associated historic-age features were observed along Gilman Springs Road, both within and outside of the Project APE, as discussed in the sections above. These features include two culverts and two borrow pits. All of these features are associated with the historical road system, and therefore, were recorded as elements of the resource.

**B9a. Architect:** Unknown      **b. Builder:** Riverside County Transportation Department/California State Highway Department

**BUILDING, STRUCTURE, OBJECT RECORD**

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NRHP Status Code 6Z

Resource Name or # Æ-2252-2H (Gilman Springs Road)

**B10. Significance:**

**Theme** Development of automobile routes and transcontinental highways during the early twentieth century

**Area** San Jacinto Valley, western Riverside County **Period of Significance** 1910s–present

**Property Type** Highway/County road

**Applicable Criteria** None apply

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) Based on the results of research and field recording, this recorded segment of Gilman Springs Road/State Route 79 (Æ-2252-2H) does not appear eligible for the NRHP or the CRHR. It does not appear that it is significant for any associations with important historical events or trends (NRHP criterion A/CRHR criterion 1), for any direct association with persons of historical significance (B/2), for engineering merits (C/3), or for potential to provide information important to answering questions regarding early twentieth century road construction techniques (D/4).

Historical research has indicated that Gilman Springs Road originated as a late-nineteenth century wagon road between the towns of Moreno and San Jacinto, situated at opposite ends of the San Jacinto and Moreno Valleys. This early wagon road evolved into an early twentieth century automobile road, which was routed to its present alignment by the 1910s as a County road. The 15-mile-long “Jackrabbit Trail” route between the towns of Moreno and Beaumont may have been designated a State Highway by 1931. From 1933 to 1936, this route was briefly included as a segment of U.S. Highway 60, one of the earliest numbered transcontinental routes to reach southern California from the East Coast. By 1938, U.S. 60 had been rerouted to bypass the Jackrabbit Trail route. By 1941, Gilman Springs Road was designated as State Route 79. The road was presumably widened to 32 ft by 1941 to accommodate traffic along the new State Route. By the late 1960s, Gilman Springs Road had lost its designation as State Route 79 and was relegated to a County Road. Since that time, the former route has been broken into shorter, local roads today known as Gilman Springs Road, Alessandro Boulevard, and Jackrabbit Trail (a non-County maintained road).

While this recorded segment of Gilman Springs Road is associated with a pattern of events in local history: the evolution of a late nineteenth-century wagon road into a County Road, a State Route, a U.S. Highway, and back to a State Route, then a County Road; this trend of events as it applies to this particular road segment did not contribute significantly to the development of the region, or to the field of road-building and engineering techniques among the County Road or State Highway systems (NRHP criterion A/CRHR criterion 1). No indication has been found that this segment of Gilman Springs Road is directly associated with the productive life of a significant historical figure (B/2).

This segment of Gilman Springs Road is of standard design and construction, and it does not display any qualities that would suggest uniqueness or a high degree of engineering skill was necessary in its construction. Finally, further intensive study of its construction is unlikely to yield information that is considered important to the study of early twentieth century road-building and engineering techniques. These practices are already well documented within published literature on the subject.

In sum, within the APE Gilman Springs Road appears as a modern county road. It is a representative and not distinguished example of its type, appearing similar to numerous other two-lane roads and highways in the area. The culverts are of common design to the period of their construction, and several constructed during the late 1930s–1940s are known to exist elsewhere in the vicinity.

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



**BUILDING, STRUCTURE, OBJECT RECORD**

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NRHP Status Code 6Z

Resource Name or # Æ-2252-2H (Gilman Springs Road)

**B12. References:**

ACSC (Automobile Club of Southern California)

- n.d. Map of a Portion of Southern California and Southwestern Nevada Embracing the Arid Region of Mohave Desert, Colorado Basin and Death Valley, Showing Principal, Secondary, and Connecting Lateral Roads, From Los Angeles and San Diego to Cities and Towns in this Region and the Better Known Springs, Wells, Pumping Plants and Watering Places, within the Limits of the Map. Published by the Map Service of the Automobile Club of Southern California, Los Angeles. Not dated, circa 1919.

Brown, John S.

- 1923 The Salton Sea Region, California: A Geographic, Geologic, and Hydrologic Reconnaissance with a Guide to Desert Watering Places. U.S. Geological Survey, Water-Supply Paper No. 497. Government Printing Office, Washington, D.C.

California State Highway Commission

- 1933 Chapter 767 of the Statutes of the Breed Act of 1933, State of California. Accessed through Caltrans' Transportation Library and History Center reference collection, Sacramento, California.

Caltrans (California Department of Transportation)

- 2012 Important Events in Caltrans History. Found at <http://www.dot.ca.gov/hq/paffairs/about/cthist.htm>.

Chandler, Evelyn, Robert Cunningham, Elizabeth Denniston, Cary Cotterman, William Sharp, and Roger Mason

- 2011a Cultural Resources Evaluation of 57 Resources for the Desert Sunlight Solar Farm Project, Desert Center Vicinity, Riverside County, California. Prepared by ECORP Consulting, Inc., Redlands, California. Prepared for U.S. Bureau of Land Management, Palm Springs, California.
- 2011b Department of Parks and Recreation Continuation Sheet, 33-017766 (Update), "U.S. Route 60/U.S. Route 70/Chuckwalla Valley Road." On file, Eastern Information Center, Anthropology Department, Watkins Hall, University of California, Riverside.

Cobb, Emory

- 1930 Sunkist Trail map. Published by the Arizona Mapping Service, Phoenix.

Field, Andy, and Alex Nitzman

- 2011 AARoads: Historic U.S. Highway 60. Found at: [http://www.aaroads.com/california/us-060\\_ca.html](http://www.aaroads.com/california/us-060_ca.html).

GLO (General Land Office, U.S. Department of the Interior)

- 1867 Township 3 South, Range 2 West, SBM, surveyed 1852, 1853, 1857, 1867.

H. M. Goushá Company

- 1936 Shell Official Road Map of California. Copyright by the H.M. Goushá Company, Chicago.
- 1938 Shell Road Map California. Copyright by the H.M. Goushá Company, Chicago.
- 1939 Shell Road Map California. Copyright by the H.M. Goushá Company, Chicago.
- 1941 Standard Oil Road Map California. Copyright by the H.M. Goushá Company, Chicago.
- 1964 Tidewater Oil Company California Nevada Road Map. Copyright by the H.M. Goushá Company, Chicago/San Jose.
- 1967 Shell Road Map of California. Copyright by the H.M. Goushá Company, San Jose.

Lippincott, J.B.

- 1921 Engineering Report on Condition of Southern California State Highways. Automobile Club of Southern California, Los Angeles.

*Los Angeles Times*

- 1925 "Let Contract for Road to Hot Springs." November 4, pg. A10.



**BUILDING, STRUCTURE, OBJECT RECORD**

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NRHP Status Code 6Z

Resource Name or # Æ-2252-2H (Gilman Springs Road)

**B12. References (continued):**

Rand McNally and Company

- 1924 Commercial Atlas of America, Fifty-fifth Edition. Rand McNally Auto Trails Map, District No. 15-16 (California, Nevada, Southern Section). Part of the David Rumsey Map Collection. Found at: <http://www.davidrumsey.com>. Accessed April, 2012.
- 1926 Rand McNally Junior Road Map California Nevada. Part of the David Rumsey Map Collection. Found at: <http://www.davidrumsey.com>. Accessed April, 2012.
- 1927 Rand McNally Junior Auto Road Map California Nevada. Part of the David Rumsey Map Collection. Found at: <http://www.davidrumsey.com>. Accessed April, 2012.

Rogers, Lynn J.

- 1933 "Coast to Coast Highway Offers All Year Travel. Many of America's Most Beautiful Scenic Attractions Found Along Transcontinental Route 60" in *Los Angeles Times*, November 26, pp. E1-2.
- 1935 "New Modern Highway Follows Path of Pioneer Day Covered Wagons: Desert Road Opens Views of Fantastically Flood Sculptured Canyon Walls; Much Other Work to Lure Sight-seeing Motorists" in *Los Angeles Times*, November 24, pp. F1-2.

Stone, K.B.

- 1956 "Exit Bottleneck: New Highway through Badlands in Riverside County Completed" in *California Highways and Public Works*, March/April, pp. 22-24.

USGS (U.S. Geological Survey)

- 1901a Elsinore, Calif. 30' (1:125,000 scale) topographic quadrangle. Surveyed in 1897-1898.
- 1901b San Jacinto, Calif. 30' (1:125,000 scale) topographic quadrangle. Surveyed in 1897-1898.
- 1942 Perris, Calif. 15' (1:62,500 scale) topographic quadrangle. Aerial photographs taken 1939. Road data 1942.
- 1953 El Casco, Calif. 7.5' (1:24,000 scale) topographic quadrangle. Aerial photographs 1951, 1953.

Yavapai County Chamber of Commerce

- 1933 The Sunkist Trail, Every Mile A Picture. Drawn by George M. Burgett, Prescott, Arizona.

**B13. Remarks:**

**B14. Evaluator:** Josh Smallwood

**Date of Evaluation:** May 9, 2012

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See site map on page 21.

Recorded by: Josh Smallwood Date May 9, 2012

Continuation  Update



Figure 1. A segment of Gilman Springs Road in the Project APE (photograph taken May 9, 2012, view to the northwest).

Recorded by: Josh Smallwood Date May 9, 2012

Continuation  Update



Figure 2. Culvert "A" found along Gilman Springs Road near Alessandro Boulevard (photograph taken April 25, 2012, view to the southwest). Note the 1936 date stamped on the header.



Recorded by: Josh Smallwood Date May 9, 2012

Continuation  Update



Figure 3. Culvert "B" found along Gilman Springs Road near Alessandro Boulevard (photograph taken April 25, 2012, view to the southwest). Note the 1936 date stamped on the concrete header.



Recorded by: Josh Smallwood Date May 9, 2012

Continuation  Update



Figure 4. Borrow pit "A" found along the northern edge of Gilman Springs Road (photograph taken May 9, 2012, view to the southeast). Note this borrow pit is relatively shallow and pre-dates the 1942 USGS map.



Figure 5. Borrow pit "B" found along the southern edge of Gilman Springs Road (photograph taken May 9, 2012, view to the southeast). Note this borrow pit is relatively deep and post-dates the 1942 USGS map.





Figure 6. An automobile route had been established between the towns of Beaumont and Moreno, via Jackrabbit Trail, Gilman Springs Road, and Alessandro Boulevard by around 1919 (ACSC n.d.).



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Date May 9, 2012

Continuation  Update

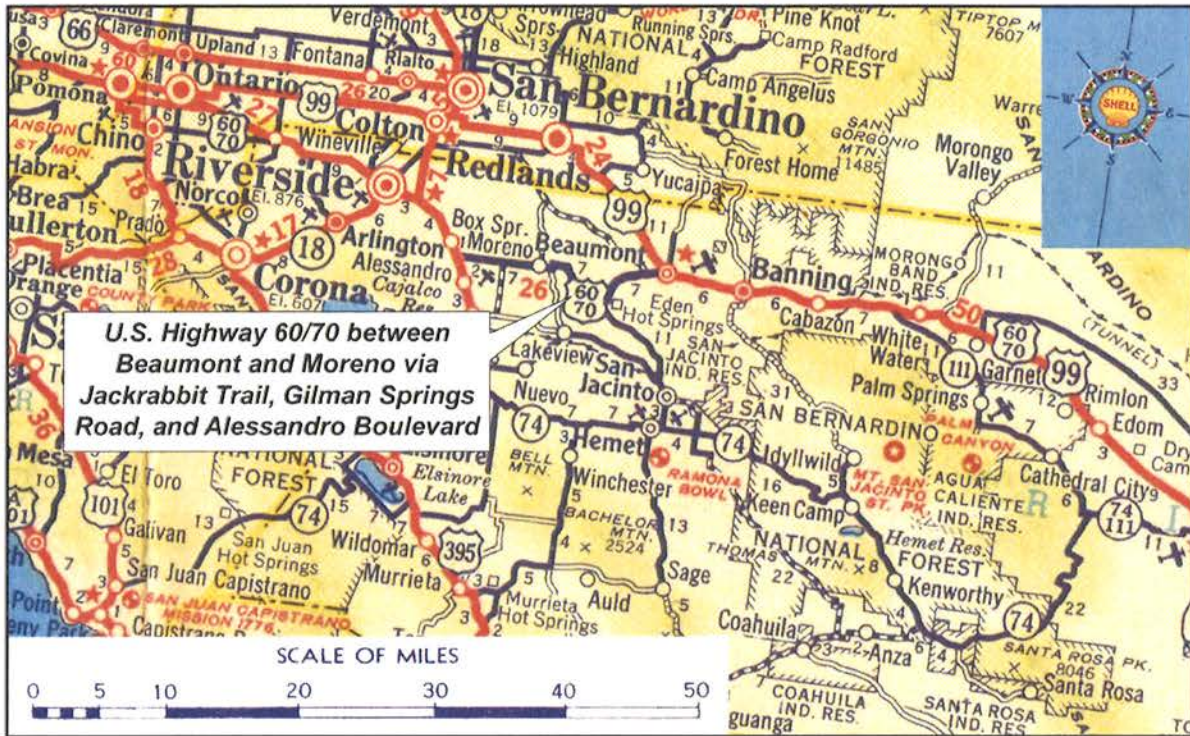
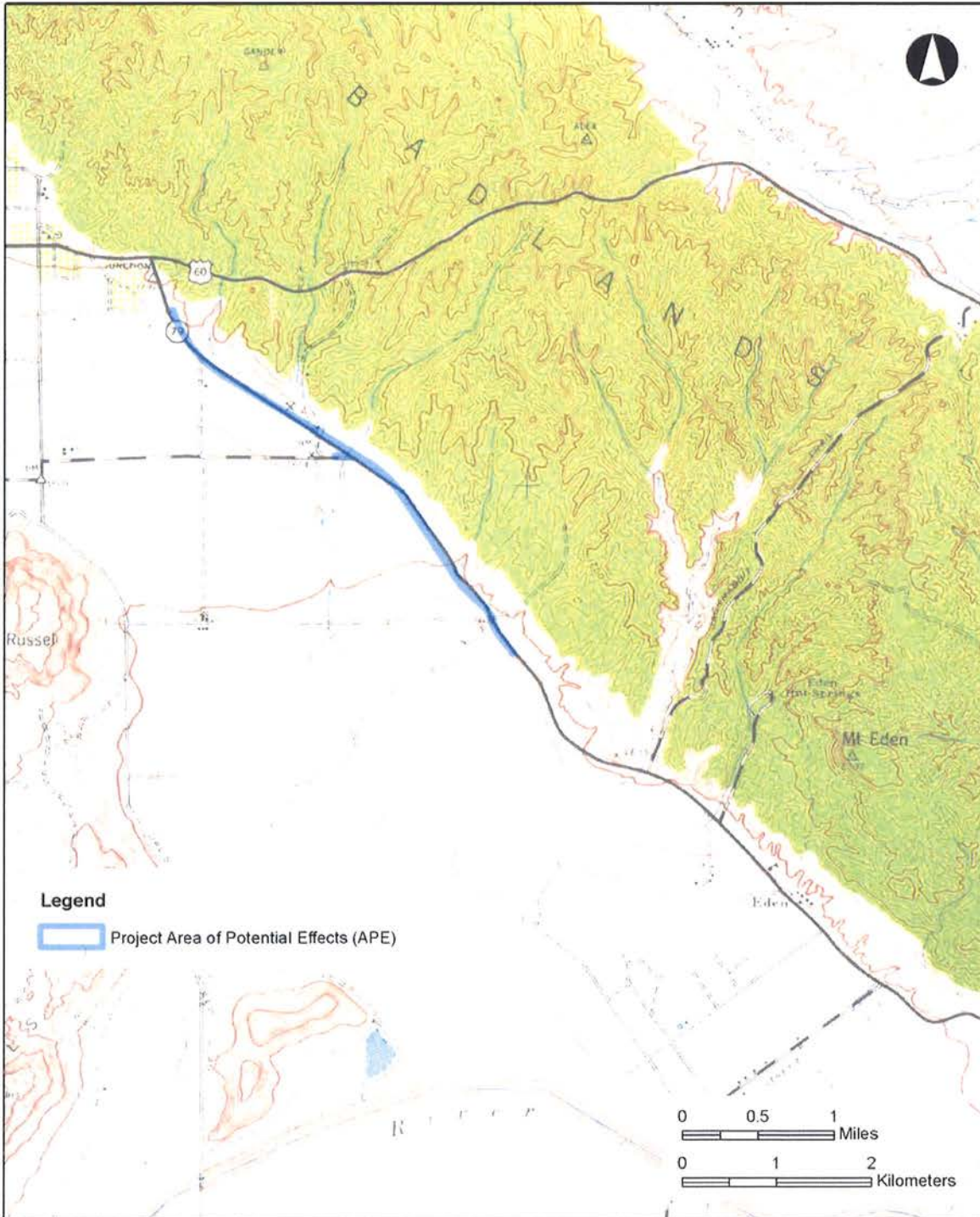


Figure 7. Gilman Springs Road and Alessandro Boulevard depicted as a segment of U.S. Highway 60/70 in 1936 (H.M. Goushá 1936).



**Figure 8. Gilman Springs Road depicted as a segment of State Route 79 in 1942 (USGS 1942). Note the location of a materials borrow pit depicted on the map by a pick-axe symbol near the junction of Alessandro Boulevard.**



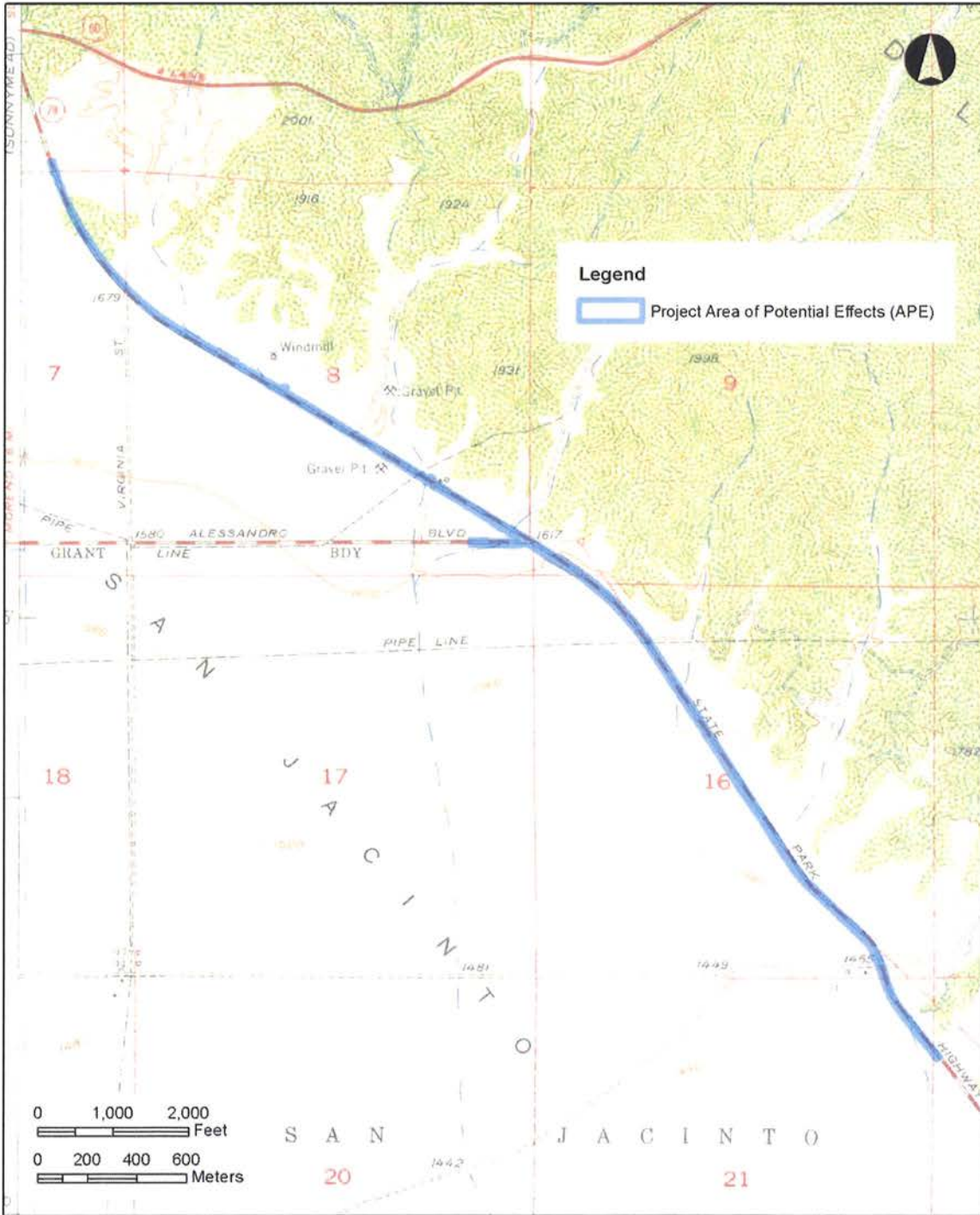
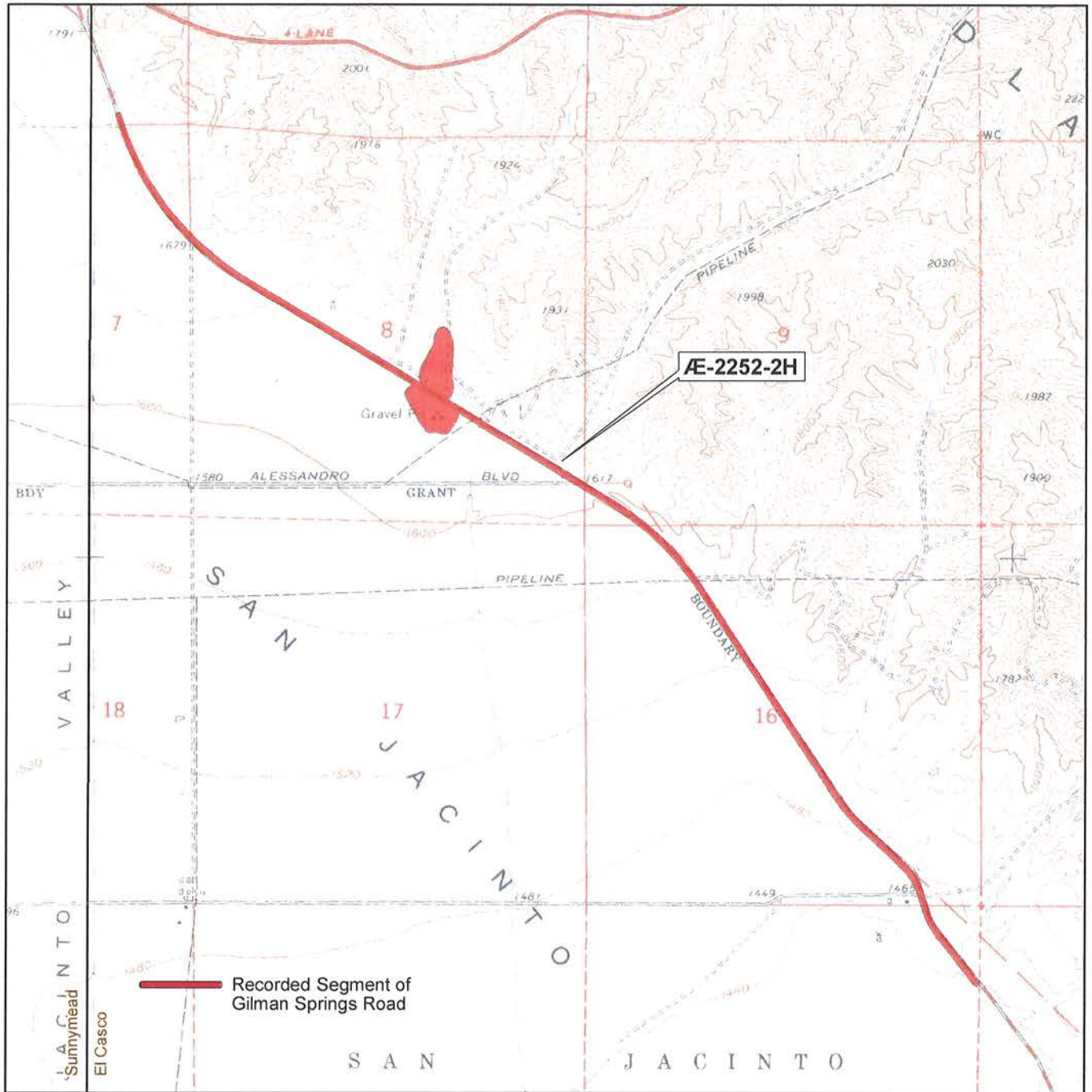


Figure 9. Gilman Springs Road depicted as a segment of State Route 79 in 1951–1953 (USGS 1953). Note there are two “gravel pits” depicted on the map near the junction of Alessandro Boulevard by this time. These were likely material borrow pits for road construction.

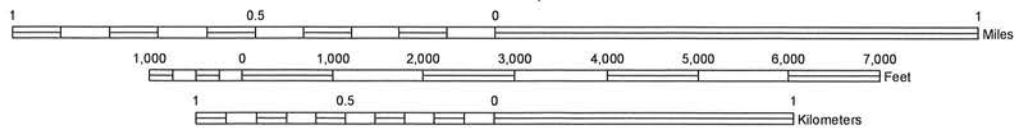








SCALE 1:24,000



TRUE NORTH