

Historic Resource Analysis Report Proposed Space Center Mira Loma Project Jurupa Valley, CA

Prepared For / Submitted To:

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November 2020

EXECUTIVE SUMMARY

This Historic Resource Analysis Report (HRAR) documents the results of a historic-era built environment survey of the proposed Space Center Mira Loma project area in Jurupa Valley, California. The survey was completed by Urbana Preservation & Planning, LLC (Urbana) to inform the regulatory review process for the proposed project. This HRAR is organized to summarize, discuss, and evaluate the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility status of historic-era built environment improvements observed within the proposed project boundaries, and to analyze the effects and recommended treatment for any historic buildings.

The Space Center Mira Loma project area encompasses approximately 105.43-acres of an industrial business park in a light industrial area east of Interstate 15 and north of East Mission Boulevard in the City of Jurupa Valley. The project area, consisting of Parcel No. 156150069, is bound by 7th Street to the South, the property line of Parcel No. 156150071 to the north, Space Center Court to the east, and the Union Pacific Railroad to the west. The proposed project area currently contains nine redwood storage buildings constructed in 1942 (Buildings 711, 811, 911, 721, 821, 921, 731, 831, and 931) and one concrete tilt-up storage facility constructed in 1976 (Building 1011). The warehouses building and storage facility are large buildings measuring 959 ft by 195 ft. The proposed project poses demolition of the nine redwood buildings and construction of two new logistics facilities within the project boundaries. The parcel would be divided into three separate parcels with Parcel 1 containing one concrete tilt-up logistics facility of approximately 1,379,287 square feet of floor space, Parcel 2 will contain one concrete tilt-up logistics facility of approximately 560,025 square feet of floor space, and Parcel 3 will contain the existing concrete tilt-up building which will remain in place. The project area is the former US Army Mira Loma Quartermaster Depot (QMD) developed in 1942 during WWII. More information on the site is included in Section IV.

The purpose of the HRAR is to identify whether any of the improvements observed within the project area meet the definition of a historic property pursuant to Section 106 of the National Historic Preservation Act (NHPA) and meets the definition of a historic resource pursuant to the California Environmental Quality Act (CEQA). The HRAR will also evaluate the effects the proposed project may have on those historic properties/resources. Urbana's methodological approach involved three main tasks: desk and field survey of the project area, contextual and property-specific research, and reporting. In advance of the field survey effort, Urbana prepared a desk survey to identify all historic-era improvements within the project area. Maps delineating the project and survey boundaries and demarcating the location of all historic-era improvements observed are included as **Appendix A**. Field survey activities were completed in September 2020. All buildings, structures, and site features within the project area and immediate environs were photographed for further study in this HRAR.

Urbana personnel Douglas E. Kupel, Ph.D, RPA, Senior Historian, Ashley Losco, MSHP, Associate Preservation Planner, and Alexia Landa, B.A., Historical Archaeologist prepared this HRAR. All Urbana personnel meet *The Secretary of the Interior's Professional Qualifications Standards* in the disciplines of history and architectural history. Preparer qualifications are included in **Appendix E**.

As part of this HRAR effort, no information was identified to support a positive determination of eligibility for any of the historic-era improvements within the project area under NRHP / CRHR / City of Jurupa criteria. Even though the property is significant for its association with World War II under Criterion A / 1 and for its unique military design under Criterion C / 3 of the NRHP and CRHR, the property's significance is compromised by changes in the site's integrity. The site no longer possesses integrity from its 1942 date of construction. The QMD is not eligible under Criteria B / 2 and D / 4 as the site is not associated with the lives of significant individuals and further study of the evaluated improvements would not appear to yield information that could be

regarded as important in local, regional, state, or national history. Consequently, none of the improvements evaluated appear to meet the definition of an historic property pursuant to NHPA Section 106 or a historic resource pursuant to CEQA. Urbana opines that the proposed Space Center Mira Loma project would not result in an adverse effect to an historic property, and the project would not require mitigation. However, it should be taken note that the site did play an important role in WWII activities in California and thus may be worthy of documentation through the Historic American Buildings Survey program. That would involve Level II large format photography and then compiling the written data and available historic drawings and photos into a single package.

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I. INTRODUCTION

This Historic Resource Analysis Report (HRAR) documents the results of a historic-era built environment survey of the proposed Space Center Mira Loma project area in Jurupa Valley, California. The survey was completed by Urbana Preservation & Planning, LLC (Urbana) on behalf of the owner, BRE Space Mira Loma LLC, to inform the regulatory review process for the proposed project. Covering approximately 105.43-acres in Riverside County, California, the Space Center Mira Loma, the former Mira Loma Quartermaster Depot, is bounded by 7th Street to the South, the property line of Parcel No. 156150071 to the north, Space Center Court to the east, and the Union Pacific Railroad to the west. The proposed Space Center Mira Loma project by BRE Space Mira Loma LLC, entails demolition of nine of the current buildings and construction of two concrete tilt-up logistics facilities ranging from 500,000 sqft to 1,000,000 sqft.

Methodological Approach and Report Organization

Preparation of this HRAR was guided by a definition of the historic properties issued by the National Historic Preservation Act and the definition of a historic resource by the California Environmental Quality Act (CEQA). For the purposes of this HRAR historic properties / historic resources include buildings, structures, bridges, dams, canals, aqueducts, railroads, ditches and irrigation systems, electric power conveyance facilities, and paved or unpaved roads and highways. The methodological approach entails three main tasks – desk and field survey, research, and reporting.

Desk and Field Survey

In advance of the field survey effort, Urbana prepared a desk survey to identify all historic resources in the proposed project area. Desk survey included use of current aerial imagery (obtained from Google Earth Professional), a review of historic aerial imagery ca. 1938-1975 (obtained from the United States Geological Survey Earth Explorer database, HistoricAerials.com, and UC Santa Barbara FrameFinder), Riverside County Assessor's Office Property Information System, and other real estate databases. The year-built data was derived for all observed improvements using these cited sources. The list of observed improvements was then sorted into "historic-era" (prior to 1975) and "contemporary-period" (after 1975). Maps delineating the survey boundaries, with all built environment improvement locations depicted, are included as **Appendix A**.

Field survey activities were completed in September 2020 by Urbana Personnel Ashley Losco and Alexia Landa. All buildings, structures, and site features within the parcel were photographed for further study in this HRAR. Notes were compiled on the existing conditions, architectural features, and observed modifications for use in Department of Parks and Recreation 523 Series Forms series forms (DPR forms). Supplemental observation of buildings and structures were completed as part of post-processing. Survey photos of the project area are included in the DPR Forms as **Appendix D** of this HRAR. As part of the desk and field survey activities, ten built environment improvements were observed within the project area (**Appendix B**). Nine of the ten buildings, the nine redwood warehouses, are historic-era (at least 45 years of age), and one of the buildings, the concrete tilt-up building, is contemporary-period. Maps delineating the APE, with intersecting historic-era built environment sites, are included as **Appendix A**.

Research

The Jurupa Valley area is in the Inland Empire of the Los Angeles area. As an initial aspect of the research for the project, prior cultural resources studies were examined. The project area is the former site of the US Army Mira Loma Quartermaster Depot (QMD) constructed in 1942 for the transport of supplies to US bases and ultimately

soldiers in Europe and Japan. Because the Mira Loma Quartermaster Depot was constructed by the federal government, the National Archives facility in Riverside was consulted early in the project.

Research resources utilized to inform eligibility evaluations included contextual information and imagery from the Online Archive of California, United States census records, United States Geological Survey topographic maps, the BLM Government Land Office online database, and digitized copies of local newspapers. Section IV of this HBER includes a historical narrative of the proposed project area, brief histories of the proposed project area, and contextual themes identified within the proposed project area. Specific references used in the development of the historical narrative are cited in the notes of the report. Historic images and newspaper articles found during the course of historical research are included in **Appendix C**.

Reporting

This HBER was undertaken to assist with the evaluation of historic-era built environment cultural resources in accordance with Section 106 of the National Historic Preservation Act (NHPA), CEQA, and local preservation regulations. The production of this HRAR conforms to the guidelines contained in NHPA in the evaluation of potentially historic sites. The site was also reviewed pursuant to CEQA regulations with the California State Historic Preservation Officer (SHPO) as the state lead review agency. Prepared by Urbana under contract to BCE Space Mira Loma LLC, this report is organized to summarize, discuss, and evaluate the NRHP / CRHR eligibility status of historic properties in the project area for the Space Center Mira Loma project, and to analyze the effects and recommended treatment for historic properties / historical resources within the project.

The report is divided into six sections: "I. Introduction"; "II. Preservation Planning Regulatory and Policy Framework" establishing the national, state, and local regulatory framework the project is evaluated under; "III. Proposed Project Description" describing the extent of the Space Mira Loma proposed project; "IV. Historical Overview" explaining the history of the area and the Mira Loma QMD site; "V. Survey Findings and Regulatory Conclusions"; and "VI. Works Cited". Also included with the report are Appendices with additional information.

Urbana personnel Douglas E. Kupel, Ph.D, RPA, Senior Historian, Ashley Losco, MSHP, Associate Preservation Planner and Alexia Landa, B.A., Historical Archaeologist, prepared this HBER. Ms. Landa and Ms. Losco meet *The Secretary of the Interior's Professional Qualifications Standards* in the disciplines of history and architectural history. Mr. Kupel meets *The Secretary of the Interior's Professional Qualifications Standards* in the disciplines of history and archaeology. Resumes for the Urbana team are included in **Appendix E**.

II. PRESERVATION PLANNING REGULATORY FRAMEWORK

Following is an overview of the historic preservation regulatory framework and eligibility criteria relative to future actions proposed within the Space Center Mira Loma project boundaries.

National Historic Preservation Act (NHPA) & Historic Properties

The NHPA requires federal agencies to consider the effects of proposed undertakings on historic properties. A historic property is defined as any building, site, district, structure or object that is listed in or eligible for listing in the NRHP. In order for a property to qualify for the NRHP, it must meet one of four criteria for evaluation and retain sufficient integrity to convey its significance. Pursuant to *National Register Bulletin 15*, the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

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

Two scenarios exist relative to the effects a potential undertaking may have on historic properties: 1) no historic properties are affected, or 2) historic properties are affected. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects can include the following:

- physical destruction or damage;
- neglect and deterioration;
- alterations inconsistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*;
- relocation of the property or change in the character of the property's use or setting;
- introduction of incompatible visual, atmospheric, or audible elements; and
- transfer, lease, or sale of a historic property out of federal control without adequate preservation restrictions.

A finding of no adverse effect may be issued if the effects of proposed undertaking do not meet the examples pursuant to 36 CFR Part 800.5(a)(1, 2), or if the undertaking is modified or imposed in order to avoid adverse effects.

Integrity

Integrity is defined as the ability of a property to physically convey its identified significance or historic theme with which it is associated. After a positive eligibility status has been determined, a property's integrity is reviewed pursuant to National Register Bulletin 15 to determine whether the property physically conveys its significance. According to National Register Bulletin 15 to retain historic integrity a property will always possess

several, and usually most, of the seven aspects of integrity described herein. **Location** is the place where the historic property was constructed or the place where the historic event occurred. **Design** is the combination of elements that create the form, plan, space, structure, and style of a property. **Setting** is the physical environment of a historic property. **Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time. **Association** is the direct link between an important historic event or person and a historic property.

California Environmental Quality Act (CEQA) & Historical Resources

Pursuant to the CEQA PRC § 21084.1, any project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. PRC § 5020.1(q) defines a "substantial adverse change" as demolition, destruction, relocation, or alteration such that the significance of the historical resource would be materially impaired.

Historical resources are defined as "a resource listed or eligible for listing on the California Register of Historical Resources" (CRHR) (Public Resources Code, Section 5024.1; 14 CCR 15064.5). Under CEQA Guidelines Section 15064.5(a), the term "historical resources" includes the following:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code, Section 5024.1).
- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1) including the following:
 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 2. Is associated with the lives of persons important in California's past;
 3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 4. Has yielded, or may be likely to yield, information important in prehistory or history.
- The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

Pursuant to the California Office of Historic Preservation

The California Register includes resources listed in or formally determined eligible for listing in the National Register of Historic Places, as well as some California State Landmarks and Points of Historical Interest. Properties of local significance that have been designated under a local preservation ordinance (local landmarks

or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the California Register and are presumed to be significant resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1, 14 CCR § 4850).

The California Register statute (PRC Section 5024.1) and regulations (14 CCR Section 4850 et seq.) require that at the time a local jurisdiction nominates an historic resources survey for listing in the California Register, the survey must be updated if it is more than five years old. This is to ensure that a nominated survey is as accurate as possible at the time it is listed in the California Register. However, this does not mean that resources identified in a survey that is more than five years old need not be considered “historical resources” for purposes of CEQA. Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the California Register.¹

Integrity

Integrity is the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance. Historical resources eligible for listing in the CRHR must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance.

Historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

City of Jurupa Valley Municipal Code 8.55.030. Historic Preservation Districts; Establishment Process.

- a. Any person may file a request that the historical commission study and make recommendations regarding the designation of certain areas of the city having special historical significance as historic preservation districts. All such requests shall be filed with the city manager or designee and shall be accompanied by copies of riverside county assessor's maps clearly delineating the boundaries of the area to be considered as a historic preservation district along with a statement of justification describing the historical significance of the area.
- b. The city manager or designee shall study the matter and, upon completion of the review, place the request on the regular agenda of the historical commission for its recommendation.
- c. Upon completion of its review, the historical commission shall make a recommendation on the proposal and forward it to the planning director. The historical commission shall recommend that an area be designated as a historic preservation district only if it determines that there is a factual basis to make one (1) or more of the findings listed in subsection (f) of this section.
- d. Upon receipt of a recommendation from the historical commission, the planning director shall review the matter and shall cause the proposal to be environmentally assessed, including the preparation of an environmental impact report, if required, and upon completion thereof shall set the matter for a public hearing before the planning commission.
- e. The planning commission shall hold a public hearing on the proposed historic preservation district and

shall make a recommendation to the city council as to whether the proposed district is in conformity with the purposes and criteria of the historic and prehistoric resources section of the Jurupa Valley comprehensive general plan and otherwise meets the criteria set forth in this chapter for the establishment of a district, including its recommendation regarding the findings required in subsection (f) of this section. Notice of the time and place of the public hearing before the planning commission, including a general description of the area and explanation of the matter to be considered shall be given at least ten (10) calendar days before the hearing by publication once in a newspaper of general circulation, published and circulated in the city and by posting a notice in conspicuous places located within the boundaries of the proposed historic preservation district not less than ten (10) days prior to the hearing.

- f. Upon receipt of a recommendation from the planning commission, the city clerk shall place the matter upon the regular agenda of the city council for determination by the city council as to whether it desires to hold a public hearing on the matter. If the city council determines to hold a public hearing, not less than fourteen (14) days prior to the date of the hearing, the city clerk shall mail to every property owner within the boundaries of the proposed historic preservation district, at the addresses shown on the last equalized assessment roll, a notice of hearing and shall file an affidavit in the proposed district file verifying that the mailing has been completed. All such notices shall include the time and place of the hearing, a description of the area to be included in the proposed district, an explanation of the purpose of the district, a brief description of the type of restrictions that will be applied to all property in the district, and a statement that oral and written protests to the proposed formation will be considered at the hearing. After closing the public hearing, the city council shall make its decision regarding the formation of the proposed district within a reasonable time thereafter; provided, however, a district shall be established only if the city council makes one (1) or more of the following findings regarding the area being considered:
1. The area exemplifies or reflects significant aspects of the cultural, political, economic or social history of the nation, state or city;
 2. The area is identified with historic personages or with important events in national, state or local history; or
 3. The area embodies the distinguishing characteristics of a significant architectural period which is inherently valuable for the study of architecture unique to the history of the city, state or nation.
- g. Notwithstanding the above, if the city council finds during the public hearings that protests have been made by the owners of real property within the proposed historic preservation district, the assessed value of which, as shown by the last equalized assessment roll, constitutes more than one-half ($\frac{1}{2}$) of the total assessed value of the real property within the proposed district, the proceedings shall be immediately terminated and the city council shall not, for one (1) year thereafter, commence any proceedings relating to the formation of a historic preservation district involving any portion of the real property owned by any person filing a protest.
- h. All requests to terminate, or modify the boundaries of an established historic preservation district shall be made in writing directly to the city council, stating the reasons therefor. The city council may accept or reject a request without any hearing thereon; provided, however, if a request is accepted, the matter shall then be referred to the city manager or designee for processing in the same manner as for the formation of a district. Whenever a request for modification or termination of an established district is accepted by the city council and is ultimately set for hearing before the city council, pursuant to subsection (f) of this section, every property owner within the established district shall receive notice of the hearing on the matter.²

III. PROPOSED PROJECT DESCRIPTION

The proposed Space Center Mira Loma project is located in the City of Jurupa Valley, Riverside County, California. The 105.43-acre industrial park is bounded by 7th Street to the South, the property line of Parcel No. 156150071 to the north, Space Center Court to the east, and the Union Pacific Railroad to the west. The Space Center Mira Loma project is located on a private parcel owned by BRE Space Mira Loma LLC. The site has ten built environment improvements, nine redwood warehouses (Buildings 711, 811, 911, 721, 821, 921, 731, 831, and 931) and one concrete tilt-up building (Building 1011), and seven concrete paved roads that run through the site, C Street through E Street run in a north to south orientation and 7th Street through 10th Street run in an east to west orientation.

The project involves redeveloping the 105.43 acre property through demolition of the nine redwood warehouses and the construction of two new logistics facilities. The parcel would be divided into three separate parcels with Parcel 1 containing one concrete tilt-up logistics facility of approximately 1,379,287 square feet of floor space and subsequent site improvements, Parcel 2 will contain one concrete tilt-up logistics facility of approximately 560,025 square feet of floor space and its subsequent site improvements, and Parcel 3 will contain the existing concrete tilt-up building of 178,000 square feet of floor space which will remain in place. Parcel 1 will be located where Buildings 931, 831, 731, 921, 821, and 721 currently stand, and Parcel 2 will be located where Buildings 911, 811, and 711 are currently located. C Street will be repaved as one continuous road and renamed Manitou Court.

In accordance with Section 106 of the National Historic Preservation Act (NHPA), CEQA, and local preservation regulations, Urbana conducted survey and assessment of the historic buildings within the proposed project area and the potential effects on those historic buildings.

IV. HISTORICAL OVERVIEW OF THE SURVEY CORRIDOR

The proposed project is located in Jurupa Valley, California within Riverside County. This HRAR section includes a brief historical overview of the Riverside County region, a brief history of the City of Jurupa Valley, and individual histories of the project site, the Mira Loma Quarter Master Depot.

Riverside County Region

The proposed project is in the northwest corner of Riverside County, California. Riverside County is a long, narrow county east of the Los Angeles area. It is bounded on the north by San Bernardino County and by San Diego and Imperial Counties to the south. Orange County is immediately west. The extensive area of Riverside County extends to the Colorado River and the eastern border of California. Riverside County was first inhabited by several native tribes, including the Gabrielino, Cahuilla, Serrano, Luiseño, Cupeño, Chemehuevi, and Cahuilla. It is currently home to eleven tribal nations.³

California and Riverside County were part of New Spain and settled by Europeans starting in the 16th century. Because of the inland location of Riverside County, none of the twenty-one missions of California were located there. The first Spanish expedition to the area came in 1774 when Juan Bautista de Anza reached the area from the east, seeking a land route to California. Although this link failed to develop during the Spanish era, Riverside County later provided important transportation links between California and the east through wagon roads, railroads, and highways.

California came under the jurisdiction of Mexico after a revolution against Spanish rule that began in 1810. It took more than ten years for Mexico to establish its independence. California was split into two territories, Alta and Baja California, along today's international border. The Mexican era was brief. The United States assumed control of the southwest after the war with Mexico from 1846 to 1848. One of the biggest impacts of the Mexican era was the awarding of many land grants. Mexican authorities granted all or part of fourteen land grants in Riverside County. One of these was the Rancho Jurupa. Located in today's Riverside and San Bernardino Counties, the project area was once a part of this 1838 land grant. The land grant was located on both sides of the Santa Ana River and included lands containing today's cities of Riverside and Jurupa Valley.

During the American era Riverside County served as a transportation corridor. The route from the east pioneered by the Spanish became known as the Mojave Trail. This trail followed the Mojave River where water could be obtained by travelers. In later years, a more northerly route branched off from Santa Fe through Utah and on to Los Angeles. This was known as the Old Spanish Trail. In later years, these east-west routes along the 35th parallel were favored by railroad surveyors. Railroad officials decided that the 35th parallel was the best route and surveyed a line along this parallel, going through Tehachapi Pass to Mojave, which it reached in 1878. This line would later become a route of the Southern Pacific Railroad, which passed through Waterman (later Barstow), Daggett and reached Needles on the Colorado River in 1882. There, the Southern Pacific ran into a problem: The Atlantic and Pacific (A&P) Railroad, a partial subsidiary of the Atchison Topeka & Santa Fe Railroad (AT&SF), was already building a railroad from the Midwest and New Mexico to Needles and Mojave in California.⁴

The A&P completed a railroad from Santa Fe through Arizona and reached Needles in 1884. The A&P and the Southern Pacific railroads then reached a compromise agreement permitting A&P to run through traffic from the east via Needles and Mojave through Tehachapi Pass and on to San Francisco. Later known to many as just the Santa Fe Railroad, this lease agreement allowed the A&P to use the line constructed by the Southern Pacific

through the Mojave Desert.⁵ Today, the line is currently operated by the Burlington Northern & Santa Fe Railroad (Mojave Division) as a result of a merger in 1995. Although located north of Riverside County, the Santa Fe railroad allowed for the development and exploration of a vast mining region in the desert areas of the Mojave Desert.⁶

To the south of the Santa Fe, a major railroad crossed Riverside County to reach Los Angeles via San Geronio Pass. Owned by the Southern Pacific Railroad, this route went along the 32nd parallel and followed a corridor through Arizona to Yuma and on to Los Angeles. This route spanned the Colorado River at Yuma in 1877. From Yuma, it turned north and followed the east flank of the Imperial and Coachella valleys north past the Salton Sea until it turned west and went through the San Geronio Pass to Los Angeles. The Southern Pacific railroad route passes less than three miles north of the project area.⁷

Another important railroad connection in the Riverside County area went through Colton, about ten miles east of the project site. This was the California Southern, starting from San Diego and linking up with the Santa Fe at Barstow. The A&P established Barstow as a junction point between the Needles-Mojave line, and a new line was built from Barstow up the Mojave River and south through Cajon Pass to San Bernardino. This route, built in 1885, was part of a line establishing access to Los Angeles and San Diego. Crossing the Southern Pacific line at Colton proved a major obstacle for the California Southern Railroad. After a standoff that lasted a few months, the railroad attorneys were able to work out an agreement that allowed the California Southern to link with the Southern Pacific line at Colton and continue on to the Santa Fe at Barstow.⁸

The California Southern Railroad was organized on October 12, 1880, for the purpose to construct a line between San Diego to Waterman Junction (now Barstow). Construction began in 1881 in National City in San Diego County and was completed by 1885. Upon its completion, railway traversed north to south between National City to Oceanside, then northeast through Fallbrook, Temecula, Elsinore, Perris, Riverside, Colton, the Cajon Pass, Hesperia, Victorville, and Barstow, with a number of stations along the route. The construction of the California Southern Railroad stimulated the establishment of towns and settlements along its path, particularly in the Colton and Riverside area where these railroad lines intersected.

Immediately south of the project site is the San Pedro, Los Angeles & Salt Lake Railroad (later owned by the Union Pacific). This was constructed to link San Pedro Harbor in Los Angeles with Salt Lake City and provided a more efficient route between the two transportation hubs.⁹

In 1900, William Andrews Clark acquired the Los Angeles Terminal Railway with plans to extend a railroad line northeast to Salt Lake City. The railroad was incorporated in 1901 as the San Pedro, Los Angeles & Salt Lake Railroad. Construction began in Nevada, along the existing Union Pacific (UP) grade. Clark negotiated a track rights agreement from Daggett to Riverside, California, allowing his new line to use the existing Atchison, Topeka and Santa Fe Railway route over Cajon Pass, in lieu of constructing its own tracks across the pass.¹⁰

These railroads through Riverside County opened the region for mining development in the desert eastern half of the county. The western portion of the county developed into an agricultural region along the banks of the Santa Ana River. This was spurred by the introduction of the Washington navel orange to California in 1873. It quickly became a commercial success. The town of Riverside was founded on the banks of the Santa Ana River in 1883. It emerged as center of agricultural and real estate development. In 1893 the County of Riverside was formed from parts of San Bernardino and San Diego counties.¹¹

Riverside possessed an important east-west highway: U.S. Route 60. It, too, arose from the desert and roughly paralleled today's Interstate 10 starting at Blyth in California and continuing to Indio co-signed with U.S. Route 70. From Indio it was co-signed with U.S. Route 99 through Beaumont to Riverside. The highway continued to

Pomona as U.S. Route 60. Depending on the time and the location, this highway was co-signed as 60 / 70 / 99. Today's Interstate 10 was constructed roughly equidistant from U.S. Route 60 and U.S. Route 66 from Redlands through Fontana and on to Ontario.

Now known as California Route 60 (CA 60), the portion of the road from Riverside was once known as Mission Avenue after the Mission Inn. Now referred to as Mission Boulevard in the vicinity of the project site, this road is associated with the famous hotel constructed starting in 1903 by Frank Augustus Miller. Now a National Historic Landmark, the Mission Inn is representative of the agricultural heritage of Riverside County and the importance of the Inland Empire area.

City of Jurupa Valley

The City of Jurupa Valley is a recent creation, despite the long history of the Inland Empire area. The term "Jurupa" had its origin from the languages of two of the Native American groups who called Riverside County home. The Jurupa area lies at the intersection of the territories of four different tribes: the Gabrielino, the Cahuilla, the Serrano, and the Luiseno. Research by local author and historian Kim Jarrell Johnson concluded that the root of the word (Juru) is Gabrielino and is their name for what we now know as "California Sagebrush."¹² The "pa" ending is Serrano. They used that ending to indicate a place name. Of course, the first people to record this word were the explorers and settlers from New Spain and later Mexico. Johnson reached the conclusion that Jurupa means "Place of the California Sagebrush."¹³

The place name Jurupa was applied to the Mexican era land grant awarded to Juan Bandini by Alta California Governor Juan B. Alvarado in 1838. The Jurupa land grant was later divided up into two sections. In 1843 Bandini sold the smaller portion of the grant, about 6,750 acres, to Benjamin Wilson. This portion of the land grant was transferred to Louis Robidoux in 1849 and became known as the Robidoux Ranch. Robidoux received a patent for the ranch in 1876. Juan Bandini filed a claim for the larger portion of Rancho Jurupa in 1852. The U.S. District Court confirmed his claim to the 33,819 acre ranch in 1855. In 1857 Juan Bandini sold the ranch to his son in law Abel Stearns, who had married Bandini's daughter Arcadia in 1841.

The land grant encompassed the Jurupa Valley which was lightly used as a ranching location. As transportation improved and the area began to develop, Jurupa participated in the agricultural boom along the Santa Ana River in the Riverside area. Grapes emerged as a major crop in the nearby Cucamonga Valley and winemaking quickly followed. An early leader in the viticulture was the Charles Stern and Sons company which planted a vineyard and began making wine in the 1890s. The wine was shipped out from a stop on the railroad called Stadler Station. The name of this location was later changed to Wineville.¹⁴

The name Wineville became associated with a notorious case of abduction and murder in 1928 known as the chicken coop murders. Gordon Stewart Northcutt and his mother Sarah Louise were accused of abducting and abusing four boys on Gordon Northcutt's chicken ranch in Wineville. Three graves were found on the property. Northcutt eventually confessed to murdering at least five boys, although some estimate that he may have killed as many as twenty. Northcutt was convicted of murder and sent to San Quentin prison in California. He was hanged there on October 2, 1930. Sarah Northcutt was sentenced to twelve years and later released on parole.¹⁵

Effective on November 1, 1930, the name of Wineville was officially changed to Mira Loma. The ostensible reason for the change was to acknowledge that wine was no longer the chief economic activity of the area, a result of shifting to other agricultural pursuits due to prohibition. However, the unstated reason was to leave the place name associated with the murders behind. By the mid-1930s much of the land originally planted by Stern had been replanted in apricots and peaches in recognition of the reduced demand for wine due to the national experiment. By the late 1930s, the nature of the crops had changed again to alfalfa and grapefruit.¹⁶

The Inland Empire area surrounding Riverside continued to be an agricultural area through the rest of the 1930s. Many large tracts of land remained from the earlier ranching era, most of which had continued in agricultural use. The inland location turned out to be a distinct advantage at the outset of WWII. One large military facility had already been constructed in the vicinity, March Field, during WWI. It continued to be active in the following years and a number of permanent buildings were constructed by 1934. After the attack on Pearl Harbor in 1941, March Field quickly expanded. The inland location, protected from enemy attack that might come from the Pacific, led to the establishment of many other military facilities in Riverside and San Bernardino counties, including the project area¹⁷

After Pearl Harbor, General Joseph Stilwell, commander of defense for Southern California, chose San Bernardino as his headquarters for the Southern Sector of the Western Defense Command. Stilwell selected the California Hotel for his command. Geography made the Inland Empire important. The hotel at the foot of the San Bernardino Mountains was far enough from the coast to survive an initial Japanese invasion. New military facilities sprang up everywhere in the Inland Empire: Camp Haan (Riverside National Cemetery), Camp Anza, Kaiser Steel Plant in Fontana, Mira Loma Quartermaster Depot, Base General Depot, San Bernardino Air Depot, San Bernardino Incendiary Bomb Plant, Food Machinery Co. landing craft factory, and Camp Ono (near Cal State San Bernardino) to name a few. All of these facilities were located far enough inland to protect them from any potential attack.¹⁸

WWII changed the nation in many ways, and changed California and Jurupa Valley in particular. The area shifted from an agricultural region to a center of transportation, commerce, and industry. Housing developments followed, and the population grew. Military facilities saw continued use during the Cold War.

The City of Jurupa Valley was incorporated on July 1, 2011. The primary reason for incorporation was the strong desire for enhanced police services and local control over planning and zoning issues. The City covers a 44-square mile area encompassing the communities of Jurupa Hills, Mira Loma, Glen Avon, Pedley, Indian Hills, Belltown, Sunnyslope, Crestmore Heights, and Rubidoux. The city borders San Bernardino County to the north, Riverside to the south and east, with Eastvale and San Bernardino County to the west. Portions of the Santa Ana River traverse the southern portion of the city.

Ownership and Occupancy History – Mira Loma Quartermaster Depot

During WWII, a 522-acre parcel in Mira Loma Rancho, approximately 44 miles southeast of Los Angeles, was selected as the location for what would become the Mira Loma Quartermaster (Army supply) Depot. The Mira Loma QMD was designed by the notable architectural firm of Holmes & Narver in 1942, and the site was officially activated August 15, 1942 and in full service by October of that year. Lt. Col. Charles E. Stafford assumed command November 9, 1942, coming to the Depot from the San Bernardino Branch of the Quartermaster Depot, Oakland. The Mira Loma QMD was preceded by three facilities in the area: the San Bernardino Advance Depot (staffed in March of that year by Company B of the 246th QMC), the Advanced Communications Depot, and the San Bernardino Branch of the California Quartermaster Depot, all in San Bernardino, California. The depot received and stored non-perishable items that were packed and readied for shipment. The Mira Loma QMD would supply many defense sites including: Long Beach Air Base; Fort MacArthur; Camps Haan, Callan, Roberts, and Cooke; the Japanese internment camp at Manzanar, Owens Valley; Camp Ono; the Desert Training Center; Coachella Water Works; Fort Rosecrans; and the San Bernardino Air Supply Depot.

The Los Angeles architectural firm of Holmes & Narver was founded in 1933 by James T. Holmes and D. Lee Narver. The firm built a reputation for solving large and complex technical problems. They were a perfect choice to integrate the large warehouses at the site with railroad tracks and roads to smooth transportation bottlenecks. Specialized equipment was designed to work in the buildings, and special locomotives constructed

to move the freight cars once on site. Holmes & Narver (H & N) are best known for their Cold War architecture and engineering accomplishments. The firm is one of 107 featured in the 2010 study *A Guide to Architecture and Engineering Firms of the Cold War Era* prepared by the Department of Defense Legacy Resource Management Program. H & N projects featured in the report are several buildings at the Naval Air Weapons Station in China Lake, California, Edwards Air Force Base, production facilities in Palmdale, and work on U.S. military bases in Egypt, Saudi Arabia, and Alaska. Not included in the 2010 report is any mention of their work in the Pacific Proving Grounds on Enewetak and Bikini atolls in the South Pacific they designed facilities where nuclear weapons were tested. The firm also completed testing facilities at the Las Vegas Bombing and Gunnery range in Nye County, Nevada.¹⁹

The initial commander of the facility was Lt. Col. Charles E. Stafford. He had been sent to California in January of 1942 to command the California Quartermaster Depot, an existing facility in San Bernardino. In August of 1942, the Army announced that Stafford would take command of the new Mira Loma QMD that was soon under construction. The San Bernardino branch of the would then be known as the Mira Loma Quartermaster Sub-depot. Operations would be headquartered at the existing facility for about sixty days until the new facility could be completed. Estimates that housing for 1,200 to 1,500 clerical workers would be needed. Homeowners in the Riverside area were requested to make space available for rent to these workers, whether it be a vacant house, spare room, or garage. By the time the Mira Loma QMD opened in October of 1942, Stafford had been promoted to full colonel. He began his military service in 1917 as a private.²⁰ In addition to Col. Stafford, other personnel at the facility included a fire marshal, a provost marshal, police and fire brigade, and many civilian employees.

The QMD covered an area of 527 acres. It had its own railroad sidings and small train engines constructed specifically to haul the railroad cars over 13 miles of tracks on the site. There were 12 miles of roads on the site. The main portion of the QMD consisted of nine warehouses with more than one million feet of storage space. Other buildings and sheds added another 500,000 square feet of storage space. Outside, open-air storage amounted to another 11.5 million square feet. It served as the supply depot for all military installations in Southern California and Nevada. The official flag raising took place at the QMD administration building on November 4, 1942.²¹

In the aftermath of the war, one of the most somber activities at the QMD was the preparation for distribution to the next of kin remains of military dead overseas. The nearest relatives of the war dead had three main options: have the loved one interred in a permanent military cemetery overseas, returned to the U.S. for burial in a national cemetery, or have the remains sent to a foreign country or other cemetery in the home area of the deceased. The remains for WWII dead in the southern 10 counties in California came to Mira Loma for final burial in a U.S. national cemetery or other stateside location desired by the next of kin. Major D.B. Pederson commanded this activity and oversaw the American Graves Distribution Center at Mira Loma. Col. Brisbane H. Brown was in overall control of the Depot in the immediate post-war years as QMD commanding officer. The Army closed the graves registration distribution center at Mira Loma effective March 31, 1948.²²

By 1949, the government began to dispose of buildings at the QMD. It asked for bids that included the sale and removal of buildings off the property. This began the slow reduction in the number of buildings on the land. The U.S. Army Corps of Engineers opened bids for the sale and removal of twenty buildings on November 22, 1949.²³ However, the reduction in force at the QMD was short-lived. With the advent of the Korean War in 1950, it saw new life as a supply source for units in Korea. As it did in WWII, the QMD received and stored non-perishable subsistence items that were packed and readied for shipment. These were then sent to ports for embarkation to overseas war zones.²⁴

Quartermaster duties continued at Mira Loma throughout the duration of the Korean War. After hostilities ended in 1953, supply activities gradually decreased. On January 1, 1955, the Air Force took over the QMD. Afterward, it came under the jurisdiction of Norton Air Force Base as the San Bernardino Air Material Area, part of the Mira Loma Air Force Annex. The transfer included all the 527 acres of the QMD, as well as 204 Army civilian employees who were transferred to the Air Force.²⁵

Soon known as the Mira Loma Air Force Station, the facility saw important service continuing throughout the 1950s and into the early 1960s. This was in keeping with the changing U.S. defense strategy which focused on a "flexible response" to communism. This emphasized nuclear capabilities and missiles, paired with covert operations. This strategy was a far cry from the intense focus of ground forces present in WWII. Times were changing, and in December of 1963 the Air Force announced that Mira Loma would be closed. A newspaper article at the time focused on the economic loss to the local community, which amounted to \$3 million per year. Reporter Joseph H. Firman noted: "The main feature of the site is the nine huge, identical, cream-colored warehouses, each longer than a city block, affording a total of more than a million square feet of storage space."²⁶ Firman observed that the center of activity at the site was near the main entrance where the administration offices, fire station, library poste exchange, barber shop, dining hall, and swimming pool were located. Estimates at the time placed the value of the improvements at \$24 million.²⁷

The QMD passed out of government hands in June of 1966 when it was sold to Space Center, Inc. for a price of \$3.5 million. At that time, it was being used as supplemental storage area for Norton Air Force Base. By the time of the sale 334 acres remained of the once 527-acre facility. It contained 75 buildings as well as a water system and a sewage disposal building. It had seen only sporadic use since the Air Force closed it and declared it surplus in 1963. Space Center was a Roseville, Minnesota firm that specialized in the development of industrial parks. The company planned to use the site as a business location that was close to Los Angeles and adjacent to prime transportation facilities.²⁸

Perhaps not surprisingly, continued use of the facility included the U.S. government. Most notably, in 1966 Mira Loma was selected as the location for the dismantling and destruction of Titan I and Atlas missiles. These missiles had become obsolete after the Titan II and Minuteman I missiles were deployed in 1963. While many of the obsolete missiles were distributed to museums, parks, and schools for static displays about 50 were stored at Mira Loma. These were later scrapped as part of Salt-I treaty of 1972. Mira Loma was the perfect location for this since the large amount of outside storage could be used for the process. This allowed the destruction to be visible and verifiable to Soviet spy satellites that passed overhead. Another example of government use of the Mira Loma warehouses came later in the 1970s when Amtrak used the Space Center owned buildings to repair and refurbish passenger railroad cars.²⁹

In the years since private ownership of the site began in 1966, portions of the facility have been sold and buildings removed. This was a gradual process, slowly reducing the size of the facility and the level of complexity. Essentially, this was a gradual "winding down" of the Mira Loma QMD which had started immediately after the war when the first twenty buildings were sold for relocation. It continued until 2008 when the 53-acre Space Center Industrial Center was constructed. In many ways, the current project is an extension of the gradual process.³⁰

V. HISTORIC CONTEXT STATEMENT

The use of historic contexts as a historic preservation planning tool has long been a part of the process to determine significance of historic properties. One of the earliest preservation planning guidance documents, the 1977 National Park Service publication "Guidelines for Local Surveys," contained the first outline on how to develop and apply historic contexts. This early guide was revised in 1985 as National Register Bulletin 24, "Guidelines for Local Surveys: A Basis for Preservation Planning."³¹ These documents focused on identifying the broad patterns of historical development in a community or region. As such, the emphasis was clearly on geography. Another key component was to tie the contexts to statewide planning efforts.³²

In 1983, the National Park Service provided additional information on how to develop historic contexts in the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation*. The Standards and Guidelines called historic contexts "the cornerstone of the planning process." It introduced the three-part formula for a historic context consisting of a theme, geographic area, and chronological period. According to the Standards and Guidelines, the succinct definition of a "Historic Context" is "a unit created for planning purposes that groups information about historic properties based on a shared theme, specific time period and geographical area."³³

This same three-part test for historic contexts was later enshrined in the 1997 National Register Bulletin 16A "How to Complete the National Register Registration Form." While this survey project is an inventory with the goal of identifying those properties that may be eligible for listing on the National Register, the guidelines for developing historic contexts are the same whether a property is nominated or not. Bulletin 16A states that a historic context should "Identify and provide facts about one or more themes of history to which the property relates through its historic uses, activities, associations, and physical characteristics. These facts should be organized by theme, geographical place, and period of time."³⁴ Of the three parts, determining the period of time for the historic built environment is very straight forward. The historic period is that period for which we have written records. In California, this is the period starting with the first contact between Spanish military and mission personnel with the native inhabitants of the area. It continues until the present. For the purposes of an analysis of the historic built environment, properties must be at least 45-years old to be considered for potential historic status, unless the property has exceptional significance for an association with more recent people or events.

A historic context statement is not intended to be a comprehensive history. Rather, its purpose is to highlight trends and patterns critical to the understanding of the built environment. The purpose of the context statement determines how broad or narrow the focus should be. Context statements are normally prepared in the following instances: as a first step in the development of a historic preservation program; in conjunction with historic resource surveys; reconnaissance or intensive level; to facilitate the simultaneous designation of multiple properties, thereby streamlining the process; and when sometimes required for individual landmark designation.

Moving past broad guidance, the California OHP provides specific guidance in its outline on "OHP Preferred Format for Historic Context Statements." This document notes that "a historic context statement for local government surveys typically will include several themes. OHP's preference is that the associated property types, eligibility criteria and integrity threshold section for each theme follow the particular theme."³⁵

Even more specific guidance is contained in OHP's "Instructions for Recording Historical Resources" which is a manual by the California Department of Parks and Recreation (DPR) that provides instructions for documenting historic resources using the DPR523 Series forms. Evaluation of significance takes place on the Building, Structure, and Object (BSO) record form. Required field B10 covers significance and includes a description of

"theme" which is one of the three components of a historic context. The theme is the subject or topic of historical study.³⁶

Historic Themes and Contexts

As noted above, a "theme" is one of the three components of a historic context. The theme is the subject or topic of historical study. As a result of research and consultation using historic contexts developed previously, the project team identified the following theme associated with properties identified in the HRAR: national defense during WWII and the Cold War era, 1846-1980s. This historic theme is examined below.

National Defense During WWII and the Cold War Era, 1942-1965

The Department of Defense has done an excellent job of developing historic context studies for its properties. However, many of these studies have a limited scope in terms of building type, location, or era. The most thorough context for the pre-WWII era is the four-volume report by R. Christopher Goodwin & Associates, Inc., "National Historic Context for Department of Defense Installations, 1790-1940." However, because the national defense activities in the project area were associated with WWII, there are no facilities associated with the 1995 Goodwin context. In 1997, Goodwin and Associates developed a context for WWII permanent construction defense facilities. This study is important for evaluating major military facilities that were considered "permanent" or long lasting. However, the massive expansion of military facilities during WWII was considered temporary in nature so this 1997 study is also of limited importance.³⁷

There is a wide variety of property types associated with national defense. In their study of permanent military facilities associated with WWII, Goodwin & Associates divided military property types into three broad categories: Command, Industrial, and Special Projects. Properties constructed for command activities include those that directly supported training, operations, and logistics. Examples of command properties include air fields, depots, bases, medical facilities, and training facilities. Industrial properties would include locations where war materials were produced. Examples include aircraft production, ammunition depots, explosive production works, small arms plants, and tank arsenals. Special projects were originally defined by the War Department itself and, as the name implies, were efforts that were unusual in scope or application. As defined by the War Department, special WWII projects included the Manhattan Project to build the atomic bomb and the Pentagon.³⁸

Within these three broad categories, Goodwin classified specific buildings and structures according to use. Twelve classifications are listed in the report. Examples include administration, communication, education, industrial, residential, and storage to name a few.³⁹

Quartermaster Depot Contributions during WWII and the Cold War, 1942-1965

When Germany invaded Poland in September 1939 to start WWII, the Army quartermaster situation in the western US was weak. There were only two storage points: one at San Francisco and one at its sub-branch in Seattle. There was an immediate need to develop supply centers as U.S. involvement in the conflict seemed likely. This included the need to develop supplies for overseas shipment and for supplies in the United States itself. The San Francisco General Depot was responsible for issuing supplies to the western third of the United States, Alaska, Hawaii, and the Philippines.⁴⁰

The big issue was railroad access. Railroads were poorly developed in the west compared to the east. Although San Francisco had the best rail connections and the best harbor it still was a bottleneck. Plans were quickly made to develop additional facilities at Oakland, Los Angeles and in the Salt Lake region of Utah. The first step was to develop a large port and storage facilities in Oakland. Construction started on 1,000,000 square feet of storage

space as well as dockside warehouses. This began late in 1940 and very soon by October of 1941 the warehouses began to be occupied.⁴¹

The attack on Pearl Harbor on December 7, 1941 changed everything. By February 1942, plans were made for a large warehouse at Oakland; it was soon under construction. Military officials then decided to create a new agency designated the California Quartermaster Depot in the Bay Area. Because time and space were short, officials also created advanced depots designated as sub-depots of Oakland. One sub-depot was established at Sacramento 90 miles east of San Francisco and the other at San Bernardino, 70 miles east of Los Angeles. The Sacramento sub-depot relieved the pressure on Oakland and San Francisco while the San Bernardino sub-depot allowed access to the large supply procurement area of Southern California.⁴²

One of the early tasks of the San Bernardino sub-depot was to supply troops in Southern California at the Desert Training Center in the Mojave Desert. The sub-depot was also charged with feeding and clothing Japanese Americans who were being interned in war relocation camps. The number of internees at Manzanar eventually reached more than 40,000. The rapid growth of military facilities in Southern California soon justified a larger independent quartermaster depot in the southern part of the state. The San Bernardino sub-depot was simply not up to the task. It was a branch of Oakland 500 miles away which made filling orders difficult. As a result, military planners decided to establish the Mira Loma Quartermaster Depot 44 miles east of Los Angeles.⁴³

Construction began on temporary storage facilities in the spring of 1942 and the depot at Mira Loma was activated in August 1942. The Mira Loma depot was given the responsibilities which had formally been assigned to San Bernardino. This included distributions of materials to Southern California and Nevada, as well as the Desert Training Center and internment camps.⁴⁴

Other quartermaster facilities were also constructed in the West. One was at Tracy, California. The Salt Lake region saw a large depot constructed at Ogden, Utah. Facilities were expanded in the Seattle area. Other storage facilities included the Pueblo Ordinance Depot near Pueblo, Colorado and the Navajo Ordinance Depot near Flagstaff, Arizona. The facility in Ogden eventually emerged as a regional distribution center, while the depots at Oakland, Seattle and Mira Loma became filler stations. With the surrender of Germany in May of 1945 there was a shift to the Pacific theater which caused an immediate increase in shipments through the western depots. This continued until the surrender of Japan on August 14, 1945.⁴⁵

After the war, the immediate focus of the quartermaster depots was on returning the war dead from distant battlefield graveyards to the United States or other locations preferred by the next of kin. This was a somber responsibility. Later, after the conflict in Korea broke out in 1950, the Mira Loma QMD was soon back to its old routine of supplying the troops. The facility continued this activity until 1955.

In 1955 the Air Force took over the facility. It continued to see important use for the government through the mid-1960s. By that time, the U.S. military strategy had changed and there was little need for large storage and distribution facilities such as the ones at Mira Loma. The facility was sold to a private vendor in 1965. After that time Space Center, Inc. used the buildings as locations for commercial storage and business ventures.

VI. SURVEY FINDINGS & REGULATORY CONCLUSIONS

The project area, and its immediate environs, is characterized by light industrial zoning, including warehouses, storage facilities, and distribution centers, and low-density housing to the east and south. The survey area is accessible by Space Center Court, C Street, and Iberia Street. Maps delineating the project area survey boundaries, with all built environment improvement locations depicted, are included as **Appendix A**.

Survey Findings

Within the Space Center Mira Loma industrial park, ten built environment improvements were identified. Nine of the buildings were found as historic-era improvements (dating over 45 years) and one was found from the contemporary era (under 45 years old). The nine redwood warehouses were found historic as they were constructed in 1942; while, the concrete tilt-up building was found non-historic being constructed in 1976.

Regulatory Conclusions

None of the improvements evaluated are opined eligible for the NRHP, CRHR, or as a historic district in the City of Jurupa Valley. Even though the property is significant for its association with World War II under Criterion A / 1 / 1 and for its unique military design under Criterion C / 3 / 3 of the NRHP and CRHR, the property's significance is compromised by changes in the site's integrity. The site no longer possesses integrity from its 1942 date of construction. The QMD is not eligible under Criteria B / 2 / 2 and D / 4 as the site is not associated with the lives of significant individuals and further study of the evaluated improvements would not appear to yield information that could be regarded as important in local, regional, state, or national history. Consequently, none of the improvements evaluated appear to meet the definition of an historic property pursuant to NHPA Section 106 or a historic resource pursuant to CEQA. As a result, Urbana opines that the proposed Space Center Mira Loma project would not cause an adverse effect to an historic property. In general terms, construction of the proposed project would involve demolition of the nine redwood buildings within the project area; however, none of these improvements appear eligible for listing in the NRHP / CRHR. However, the buildings played an important role during WWII and little documentation exists on the site; therefore, documentation may be needed in the form of HABS / HAER documentation of the site before it is demolished. The buildings are evaluated through the individual criteria of the NRHP, CRHR, and the City of Jurupa Valley.

NRHP / CRHR / City of Jurupa Valley Criterion A / 1 / 1: Association with events that have made a significant contribution to the broad patterns of our history.

Under Criterion A / 1 / 1, the former Mira Loma QMD is significant for its contribution to the WWII war effort. It served the larger purpose of receiving and storing non-perishable subsistence items that were packed and readied for shipment during WWII and the Korean War. These were then sent to ports for embarkation to overseas war zones. The site also acted as the American Graves Distribution Center where the remains for WWII dead in the southern 10 counties in California came to Mira Loma for final burial in a U.S. national cemetery or other stateside location desired by the next of kin. In the 1960s, the facility was utilized by the Air Force to store decommissioned Titan missiles during the Cold War. It was a key depot in the Southern California region for supplies. With that, the site lacks sufficient integrity to be found eligible under Criterion A / 1 / 1. The site originally consisted of several buildings outside of the nine redwood buildings, but they were sold, demolished, or utilized for new uses by 1966 when the site was sold to its current owner. The buildings have also been individually altered from their 1942 appearance. As such, the site possesses a low level of integrity, as discussed

below in the Integrity Analysis section. The site is no longer able to convey the feeling of an Army depot from the 1940s. Therefore, the subject property is found ineligible under Criterion A / 1.

NRHP / CRHR / City of Jurupa Valley Criterion B / 2 / 2: Association with the lives of persons significant in national, state, or local history.

The subject property, the former Mira Loma QMD, is not associated with the lives of persons significant in national, state, or local history. Therefore, the site is found ineligible under Criterion B / 2.

NRHP / CRHR / City of Jurupa Valley Criterion C / 3 / 3: Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

The nine redwood warehouses within the former Mira Loma QMD were designed in the characteristics of World War II military structures by the noted architectural firm of Holmes & Narver. The US military utilized standardized architectural plans, the Series 600, 700, and 800, to design and construct facilities in the US during WWI and WWII. These instant facilities were designed and constructed by private architect-engineer firms, which developed and adapted the standardized site plans for the specific needs of each base.⁴⁶ Unlike these buildings, the nine redwood warehouses were not from the 700 or the 800 series and were specifically designed for the Mira Loma QMD site. The nine warehouses utilized redwood, a local building material in great supply that could be easily applied to the site design. Every aspect of the original buildings was constructed from redwood including the bowstring trusses, beams, posts, and siding. The buildings are significant in their unique design outside of the 700/800 Series, but due to lack of integrity the buildings are not eligible. The site itself no longer exemplifies its original integrity from the 1940s. It is no longer able to convey the feeling of a large supply depot of several buildings on 500 acres of land.

The Mira Loma QMD was designed by the notable architectural firm of Holmes & Narver. The company was contracted by the Department of Defense and the Atomic Energy Commission to design and construct sites during World War II and the Cold War, including the Naval Air Weapons Station China Lake, the Bikini Atoll and Enewetak Atoll Nuclear Testing Sites in the Pacific Proving Grounds, and the Nevada Nuclear Test Site. While the site was designed by master architects, the site is not an exceptional representative of the work of Holmes & Narver. As the site currently stands, it is no longer able to express the workmanship of the architectural firm. Therefore, the site is found ineligible under Criterion C / 3.

NRHP / CRHR Criterion D / 4: Potential to yield information important in prehistory or history.

The site is not found eligible under Criterion D / 4 as it is unlikely to yield information important in prehistory or history.

Integrity Analysis

With the sale of most of the original 500 acres and demolition of several of the site's original buildings, the former Mira Loma QMD and its nine historic-era improvements (the nine redwood warehouses) no longer possess their original integrity from 1942. Each of the seven aspects of integrity are analyzed below.

In the 1940s, the project area and historic-era improvements were part of a larger 500-acre facility of several buildings and structures serving the purpose of moving and storing supplies for the US Army. The surrounding area in 1942 consisted of open farmlands. Today, the project area has been whittled down to 105 acres, and only the nine redwood warehouses date to the WWII era. The site is now surrounded by contemporary warehouses and commercial office parks that have changed the surrounding context of a quiet rural area to a busy industrial area. On their own, the nine historic era improvements (redwood buildings) are not able to convey the feeling of a large Army depot with hundreds of military personnel loading and moving supplies. Driving past the site, the

viewer would not know the history of the buildings. The site and buildings do not possess integrity of **feeling** or **setting**.

The buildings are in their original 1942 location and have not been moved since that time; therefore, the property retains integrity of **location**.

While the site contains some original materials, several alterations have occurred since 1942. Each building has undergone slight individual alterations, but ultimately each have been substantially altered and possess low integrity of materials. All nine redwood warehouses still retain the original redwood materials, including the redwood bowstring trusses and exterior siding, but the outside of the buildings is currently clad in corrugated metal sheets hiding all original materials from public view. Original wood doors along the east, north, and south elevations and wood handrails on the east elevations have been removed. The original windows of unknown material were either replaced by aluminum casement and fixed pane windows or completely removed and covered by wood siding and corrugated metal sheets. Other changes in materials include removal of wood curb boards formally on the loading ramps, exterior ladders to the monitors, and wood louvered vents which have either been removed or covered with the corrugated metal sheets. Most of the buildings still express the original loading door openings but the large loading doors themselves have been removed and replaced by the current roll-up or sliding metal doors. Stucco has been applied to the east elevation of the three buildings facing Space Center Court, Building Nos. 911, 811, and 711. Lastly, concrete extensions for loading / unloading trucks were added to Buildings 811, 921, 821, 931, and 831. Therefore, the buildings possess low **material** integrity.

The overall design of the buildings has not changed but slight alterations to the original design elements have occurred since 1942. All of the buildings still express one entrance on the east elevation, but the original design of a centered single door entry flanked on each side by two sash windows has been altered. Changes to the entrances include addition of extra window openings, enclosure or original openings, and replacement of windows with aluminum units. The buildings still retain the single-entry door design but the doors and handrails have been changed as well. Building No. 811 has a second single entry door located along the east elevation added some time after 1942, and Building No. 921 also has a second entrance on the west elevation added some time after 1942. On Buildings 921 and 931, a second larger loading door opening and metal sliding door were added along the west elevation and the smaller loading door opening was retained. On Building No. 911, alongside the original loading door opening on the west elevation a second loading door of the same size was constructed. Other changes in the original design include application of stucco on the east elevations of the three buildings facing Space Center Court, Building Nos. 911, 811, and 711. The stucco was extended above the original monitor hiding the original stepped roofline. Concrete extensions for loading / unloading trucks at an angle were added to Buildings 811, 921, 821, 931, and 831, changing the original design of the loading platforms. Along the north and south elevations, each building originally expressed 44 windows along the length of the building. In eight of the nine buildings, every other window was removed or covered by the corrugated metal sheets. Therefore, the buildings possess low **design** integrity.

The nine redwood buildings are associated with the noted architectural firm of Holmes & Narver who designed the buildings for the US Army. As the buildings have been altered since 1942 when they were designed by the firm, they no longer express the original workmanship associated with the firm. The corrugated metal sheets hide their original redwood design. The buildings do not retain integrity of **association** or **workmanship**.

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APPENDIX A

SURVEY AREA OVERVIEW MAP

Space Center Mira Loma Proposed Project

Historic Resource Analysis Report

Legend

 Survey Area / Project Boundary



Building No. 1011

Building No. 931

Building No. 921

Building No. 911

Buildign No. 831

Building No. 821

Building No. 811

Buidling No. 731

Building No. 721

Building No. 711

Iberia Street

Space Center Court

1000 ft



APPENDIX B

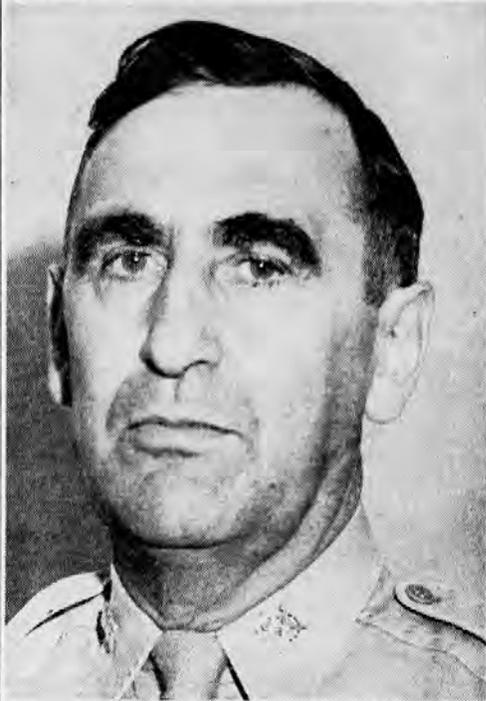
SURVEY FINDINGS SUMMARY TABLE

Building Number	Type of Construction	Date of Construction	NRHP / CRHR Status Code	Local Eligibility: City of Jurupa Valley
911	Redwood Construction	1942	6Z	Not Eligible
811	Redwood Construction	1942	6Z	Not Eligible
711	Redwood Construction	1942	6Z	Not Eligible
921	Redwood Construction	1942	6Z	Not Eligible
821	Redwood Construction	1942	6Z	Not Eligible
721	Redwood Construction	1942	6Z	Not Eligible
931	Redwood Construction	1942	6Z	Not Eligible
831	Redwood Construction	1942	6Z	Not Eligible
731	Redwood Construction	1942	6Z	Not Eligible
1011	Concrete Tilt-Up Construction	1976	N/A	N/A

APPENDIX C

HISTORIC IMAGES AND NEWSPAPER ARTICLES

STAFFORD TRANSFERRED TO BIG DEPOT AT MIRA LOMA



Lieut. Col. Charles E. Stafford, in charge of the U. S. Army California quartermaster depot north of San Bernardino, who will be commanding officer of the new depot at Mira Loma, now under construction.

Administrative Personnel of Project Near City to Take New Offices

Lieut. Col. Charles E. Stafford, since Jan. 9 of this year the commanding officer of the U. S. Army California quartermaster depot, San Bernardino branch, has been named commanding officer of the new great quartermaster depot at Mira Loma, according to a war department announcement.

Colonel Stafford is a veteran of 25 years service in the army of the United States and has seen foreign

and domestic service with the army in signal corps, the air service and the quartermaster corps.

In announcing Colonel Stafford's appointment, the war department also revealed plans for the conversion of the quartermaster depot at San Bernardino to a sub-depot operating in conjunction with the Mira Loma depot, and the transfer

(Continued on Page 19, Column 2)

Mueller Resigns as

The San Bernardino County Sun, August 13, 1942.

Source: Genealogy Bank.

Stafford Heads New U.S. Depot

(Continued from Page Eleven)

of the administrative offices now established in San Bernardino to Mira Loma.

The authorized announcement reads as follows:

"The war department quartermaster depot, now under construction at Mira Loma, California, has been activated and will be officially known as the Mira Loma quartermaster depot; and the California quartermaster depot, San Bernardino branch, now in operation in San Bernardino, will be known as the Mira Loma quartermaster sub-depot, San Bernardino. These two depots will be under the command of Lieut. Col. Charles E. Stafford, formerly the commanding officer of the California quartermaster depot, San Bernardino branch. The majority of the administrative personnel now at the Mira Loma quartermaster depot, San Bernardino branch, will move to Mira Loma when the administration building and other facilities are completed about Oct. 1.

"The Mira Loma quartermaster depot will operate as an independent war department installation and will supply all military activities in Southern California with quartermaster, engineer, medical and signal corps supplies. The complement of commissioned officers and civilian personnel, now on duty, will be greatly increased when buildings are completed in Mira Loma and supplies begin to arrive for stocking the new depot.

To give a general idea of the size of the Mira Loma quartermaster depot, all buildings now at the Mira Loma sub-depot located at San Bernardino, could be placed in one of several warehouses now under construction and nearing completion at the new Mira Loma depot.

"Administrative functions for both depots will continue to operate from the Mira Loma quartermaster sub-depot, San Bernardino, for approximately 60 days, when they will be moved to Mira Loma.

Quartermaster Depot Activated

That the Army project now under construction at Mira Loma has been activated and will be officially known as the Mira Loma Quartermaster depot, was announced today by Lt.-Col. Charles E. Stafford, commander, who recently returned from Washington, D. C.

The California Quartermaster depot, San Bernardino branch, now in operation there, will be known as Mira Loma Quartermaster sub-depot, also under Colonel Stafford's command, it was stated.

The sub-depot operating under the Mira Loma headquarters should not be confused with the Army Air Corps supply and repair depot being constructed at San Bernardino.

The majority of the administrative personnel now at the Mira Loma Quartermaster depot, San Bernardino branch, will move to Mira Loma when the administration building and other facilities are completed about October 1, Colonel Stafford said.

The Mira Loma Quartermaster depot will operate as an independent War department installation and will supply all military activities in Southern California with Quartermaster, Engineer, Medical and Signal corps supplies. The complement of commissioned officers and civilian personnel, now on duty, will be greatly increased when buildings are completed in Mira Loma and supplies begin to arrive for stocking the new depot.

To give a general idea of the size of the Mira Loma Quartermaster depot, all buildings now at the Mira Loma sub-depot, located at San Bernardino, could be placed in one of several warehouses now under construction and nearing completion at the new Mira Loma depot.

Administrative functions for both depots will continue to operate from the Mira Loma Quartermaster sub-depot, San Bernardino, for approximately 60 days, when they will be moved to Mira Loma.

A request for Riversiders to provide housing for 1200 to 1500 clerical workers at the Mira Loma Quartermaster depot recently was sent to the Riverside Chamber of Commerce by Lt. Stanton M. Elsea.

A special committee of the chamber was formed to handle the housing problem, and has laid stress on the importance of Riversiders regarding the emergency from a patriotic standpoint and making available for renting, any vacant house, spare room or garage that can be converted into living quarters.

March Field Asks For Gray Ladies

Requests from Army officials for the formation of a Red Cross hospital and recreation corps at the March Field station hospital was reported by Mrs. E. M. Bonnett, Jr., chairman of the Camp Haan corps, at the August meeting of Riverside county chapter directors yesterday at the YWCA. Mrs. Bonnett announced the appointment of Mrs. Frank C. Nye to head the March Field corps.

Membership of the corps will not exceed 14, according to Mrs. Bonnett, and although the training course will not begin before October, women interested in this Red Cross service, more familiarly known as Gray Ladies, are asked to call Mrs. Nye.

Mrs. Joe Garat, chairman of home nursing service, reported 132 certificates presented throughout the chapter during the last months. She reported two classes in home nursing now under way in Riverside, one in Hemet and one in Temecula. Mrs. Esther Sudgen, public health nurse of Elsinore, who represented the Riverside county chapter at the recent home nursing workshop in Los Angeles, gave a detailed report of her experiences there. Interest in ARC home nursing courses is greatly increasing she said and in the Pacific coast area there are now 3000 instructors for the classes.

Miss Mary Ellen Pangle, managing secretary asked that all branch chairmen send in the exact location of already established emergency stations and number of persons each branch could house and feed at such stations. This information she stated is requested by the California Highway patrol as data for the new master evacuation plan now being formed.

Preceding the regular session of directors, home service committee members from the county discussed problems at luncheon with the county home service committee chairman Mrs. W. B. Clancy pres-

Veritable Q.M. City Built Near Riverside

Three square miles a day for a period of five months for every man, woman and child in this city, will contain.

Information released by the Quartermaster corps presents a picture which staggers the imagination of a civilian, concerning the great depot which now is functioning.

Cod. Charles E. Stafford is commanding officer of the Mira Loma depot. A soldier possesses about five pounds of food a day, of which the shipping weight amounts to about six pounds, according to figures released by War Department to the public. The Army now has 4,000,000 soldiers. Therefore 24,000,000 pounds of foodstuffs must be purchased and shipped each day.

The United States Army Quartermaster corps recently celebrated its 10th birthday and is truly proud of the fact that it has built more of what it does and delivered the goods, at whatever the cost.

Frank Stewart writes in the Washington Times Herald of the Quartermaster activities on the home front. "They were the men who fed an army from a wasteful, unorganized, and uncoordinated system of trucks and cars going where they were about to fall apart. They built fish traps. They refined salt from sea water. They displayed an ingenuity probably never equaled in the history of warfare."

How Uncle Sam Handles Quartermaster Transportation



The little plant truck situated here, like the Mira Loma Quartermaster depot, will build as many as eight warehouse trailers, fully loaded, on each through the section four of the warehouse and make up 80000 or so units of the Quartermaster. The little plant truck shown here will pack a ton of groceries, like salt, fish, and other necessities, and will carry the load to the warehouse, and back, in one operation. The trucks employed at Mira Loma to use one-way traffic will work with an up to a night trailer, shown below, which will bring the load to the warehouse and unload it. The truck will finish the job by making the stacks.

Function of Q. M. Corps To See That Shoes Fit

The function of the clothing and equipment branch of the Quartermaster corps is to see that the soldiers are properly equipped with shoes, according to military officials. The proper adjustment of shoes not only means that the soldier has the right kind of shoes, but the right kind of shoes, which is a variable factor, depending on the climatic conditions.

During the summer months, including of the 10th Army, many complaints were received in the form of wearing ill-fitting shoes. This, according to military officials, is a group of civilian footwear, which is sent out into the field in massive quantities. The shoes are made by the Army Quartermaster and the Army Quartermaster.

In order to determine the extent of this trouble, and to arrive at the best method of correcting it, a group of civilian footwear, which is sent out into the field in massive quantities, is made by the Army Quartermaster and the Army Quartermaster.

In October 1941, a similar survey was made of selected men, in the form of civilian footwear, which is sent out into the field in massive quantities. The result of this survey was that civilian footwear, which is sent out into the field in massive quantities, is made by the Army Quartermaster and the Army Quartermaster.

According to Colonel Stafford, the Mira Loma Quartermaster depot, with its sub-depot, stands as a model of modern military organization. The depot is a veritable city within a city, with its own streets, its own utilities, and its own services. The depot is a veritable city within a city, with its own streets, its own utilities, and its own services.

When the depot was first established, it was a simple structure. But as the needs of the Army grew, the depot expanded. Today, it is a complex of buildings, with its own streets, its own utilities, and its own services. The depot is a veritable city within a city, with its own streets, its own utilities, and its own services.

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Farm Manpower Goes to Ask Untrained Student Help

In order to make full use of Riverside county high school students in harvesting vital crops, the agricultural extension committee of the War Manpower Commission has urged that the minimum time schedule for winter and summer harvests, as well as to provide additional training to enable the boys and girls to handle the crops more efficiently.

The War Manpower Commission, which is headed by the War Relocation Authority, is urging that the minimum time schedule for winter and summer harvests, as well as to provide additional training to enable the boys and girls to handle the crops more efficiently.

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Food Production to Occupy Conference

A county-wide conference on the subject of food production and conservation is to be held all day Thursday, October 16, at the Citrus Experiment Station, according to officials of the county food conservation committee.

The conference will be held at the Citrus Experiment Station, which is located in Riverside. The conference will be held at the Citrus Experiment Station, which is located in Riverside.

Draft Deferment Rules Tightened

Stricter application of rules governing occupational deferments, particularly for those in the agricultural industry, is being enforced by the War Relocation Authority, according to officials of the War Relocation Authority.

The War Relocation Authority is enforcing the rules more strictly. The War Relocation Authority is enforcing the rules more strictly.

Growers Urged to Harvest Food Crops

In the face of substantially increased costs for harvest labor, the California War Board of the United States Department of Agriculture is urging growers to harvest their crops as early as possible, according to officials of the War Relocation Authority.

The War Relocation Authority is urging growers to harvest their crops as early as possible. The War Relocation Authority is urging growers to harvest their crops as early as possible.

Q. M. Officials Pore Over Records

Quartermaster officials are poring over records to determine the best way to handle the increased costs for harvest labor, according to officials of the War Relocation Authority.

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Mira Loma Seeks Male Office Workers

A request for male office workers at Mira Loma has been received by the United States Civil Service Commission, according to officials of the War Relocation Authority.

The War Relocation Authority is seeking male office workers. The War Relocation Authority is seeking male office workers.

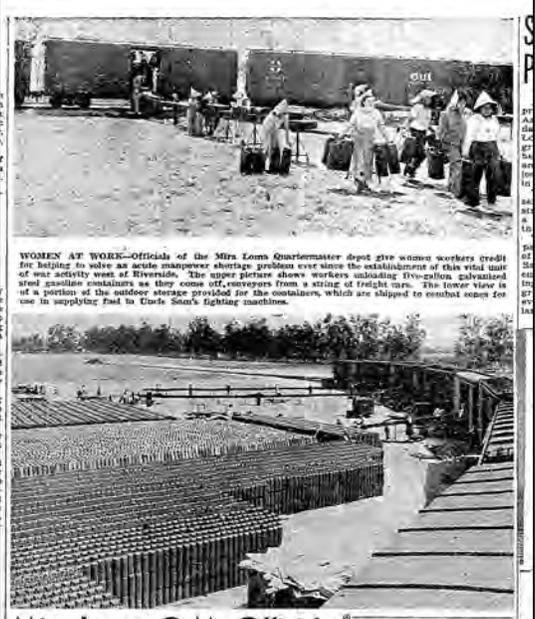
Troops Prove Ability In Desert Maneuvers

WITH THE U. S. ARMY IN THE CALIFORNIA DESERT, TROOPED troops of the 10th Army proved their ability in desert maneuvers, according to officials of the War Relocation Authority.

The War Relocation Authority is praising the troops for their ability in desert maneuvers. The War Relocation Authority is praising the troops for their ability in desert maneuvers.



Shown above, seated at the desk, is Col. Charles E. Stafford, commanding officer of the Mira Loma Quartermaster depot. Standing beside him is Lt. James C. Baker, public relations officer of the depot. Colonel Stafford is a veteran of 22 years' service. During the first World War he served in France, Italy and Germany. He was assigned as commanding officer of the Mira Loma Q.M. depot last January, at which time it was serving as an advance commissary base depot.



Mira Loma Q.M. Officials Say Women Solved Problem

By COL. HARRY M. ANDREWS and MRS. BEBEA BELVALLO

The ladies of God have provided the solution to the acute labor problem at the Mira Loma Quartermaster depot. The depot had its beginning January 19, 1942, when it was designated an Advance Communications Zone depot, with the title Lieutenant Colonel Charles E. Stafford as commanding officer, and located at San Bernardino, Calif.

It passed through various stages of evolution at San Bernardino in its operation as a branch depot of the California Quartermaster depot, until finally it was relocated at Mira Loma and redesignated the Mira Loma Quartermaster depot. The rapid change which took place (continuing to the actual occupation of the depot on October 6, 1942) was most typical of the fast action of this present war.

The depot grew from several hundred employees to several thousand in the space of a few months. Located in Southern California in a region already suffering the effects of an acute labor shortage, surrounded by such wartime activities as the Kaiser steel mill, March Field, Camp Meade, a giant Air Depot and many other military installations, the depot had to seek in gain the necessary manpower—this the ladies of women power.

The ladies who provided the necessary help in this time of desperate need came from the surrounding vicinity and other outlying territory that forms the backbone for the standard military Mira Loma Quartermaster depot.

There is nothing in the world that is not in the operation of the vast warehouse at the Mira Loma Quartermaster depot. They drive the warehouse tractors with trailer trains, operate forklifts, conveyors, hoists and hand picks. They operate hoisting machines, make boxes and steel outgoing shipments. They paint floors, service mechanical equipment, and are electricians and in various capacities in maintenance of the grounds. Organized in labor crews, they load and unload heavy and stack, pack and inspect, sort and classify clothing, assemble and disassemble commodities.

The majority of the labor crews at Mira Loma are composed of five women and a woman crew leader. These crews operate under the supervision of a woman foreman. They accept equal burden and render equal labor with the men. They accept equal duties, going shipments, act as stock selectors, storekeepers, truck drivers, guards, janitors, messengers, receiving and shipping clerks, dispatchers and transportation clerks.

North and South Dakota, Texas, Arkansas, Oklahoma, Pennsylvania, Wisconsin, Michigan, Georgia, Illinois and Kentucky are all generously represented. The women from those scattered geographical backgrounds are the products of farms, ranches, schools, villages, hospitals, fruit packing industries, offices and the modest homes of working men and small home owners.

"Making supply" appears to be the most important thing in the lives of these women. An emergency order under 100 per cent volume for overtime. Experienced former business women and conscientious laborers, marvel at the low rate of careless accidents, and the ability for production.

The women's program at Mira Loma originated on November 5, 1942. Upon that date 24 women were employed as laborers. The employment was an experiment. These women were assigned to work in the shoe bar. They were carefully

and patiently taught the rudiments of handling, stacking, setting and checking. Their efforts were so successful that the rapid employment of women was commenced.

Training suddenly became an important factor. True, many had received before, but only a few had experience in the matter of supply. The many of the women a lot of had previously been something that rolled along a track and blocked a highway. Training on the job was inaugurated whereby the women would gain practical experience on the job and then attend checkers school, furnish operators school and various other courses instigated to make trained workers.

Throughout the word process of such education and training are working together side by side for one common cause—victory—and with her as primary prerequisite, that is citizenship of the United States. Their racial backgrounds were as varied as the ages of the individuals, and a survey table of information revealed college graduates, working girls by side with women whose schooling had been limited to two or three years in the little red schoolhouse 90 years ago.

Trapped handlings were recognized, and under the supervision of the depot suggest periods of light labor were planned. Women beyond middle years and those heavy in weight were used to drive materials handling equipment. Every effort was concentrated toward physical cooperation with maximum labor.

By the month of January, 1943, 80 per cent of the Mira Loma labor consisted of women crews. The range of ages ran from 16 to 62, with women of mature years in the majority.

Soldiers of production—these women behind the guns of the front line troops—have such ability, spirit and determination that can make no books of the sort which they are playing and will play in this war.

Among the many pages being written in American history today by women in industry, there will be no more satisfactory story than the tale of the sustainment women who lifted the burden of labor at the Mira Loma Quartermaster depot and made supply.

That it was the officers at the Mira Loma Quartermaster depot say, "The ladies, God bless 'em!"

Assembly of God Holds School Commencement

Commencement services for the Assembly of God, Vacation Bible school will be held Friday evening at 7:30.

The program will consist of songs by the children and were that the boys and girls have accomplished will be on display.

The parents of the children are invited to be present to see their children in active church work. Mrs. Valerius Park and workers say they have had a very successful school this year.

The church has will pick up all the children on the regular route, starting from Strong street at 8:00 pm. Parents may also come on the bus to the commencement, it is stated.

Brinkmann Installed As 20-30 Club President

Members of the Riverside 20-30 club met at F.M.U. near Highland last night for the annual installation of officers.

Richard Brinkmann was installed as president and presented the past president's report to Ted Frost. Simon Kemp in vice president of the club and Francis Hefel and Harold Mease were added to the board of directors.

A service plaque showing the names of 30 members of the club now in the armed forces was presented to the club. About 30 members and wives were present.

Recipe

Take a couple of Victory **Add** an hour of Morn **Mix** a good mous S

BUY UNITED STATES BOND STAMPS

Mountains of Materiel Glimpsed at Mira Loma

Whipping around the corners of runways between awesome stacks of foodstuffs, clothing and other materiel ready for Army use in camps nearby or overseas, through the gigantic warehouses of the Mira Loma Quartermaster depot went a three-trailer chain of "chair cars" bearing newspaper and chamber of commerce representatives from Southern California cities on Washington's birthday.

The visitors were personally conducted on the excursion by Col. Charles E. Stafford, commanding officer of the depot, after having been served a regulation C ration lunch in the cafeteria.

Not only did Colonel Stafford, Col. Harry M. Andrews, executive officer; Lt. Col. Robert W. Reveley, director of supply; Maj. Richard T. Dugdale, depot engineer, and Capt. Jesse C. Bales, public relations, share the luncheon with the visitors, but despite a pouring rain and resultant occasional unexpected lakes on the depot grounds, chaperoned them on a tour of inspection.

Canned, dehydrated, powdered and otherwise conserved foods of every possible kind; clothing and other uniform accessories for every branch of the Army; equipment for camp "housekeeping" or for use in the field—literally thousands upon thousands of items—all these are kept in orderly fashion, ready for instant shipment as needed. An incoming stream of supplies forms the other side of the picture at Mira Loma depot—and the handling of all this tonnage takes a big staff of civilian workers, men and women.

Every possible labor-saving device is in use to expedite the huge task, and Colonel Stafford himself has invented a number of items—including a 55-gallon drum loader, a five-gallon blitz can loader; a machine in which a large number of cases of canned milk may be given the necessary "turning" in a single process, and a three-way tool which combines spade, blade and hook for safety opening bales and boxes.

Mechanical means of lifting and stacking goods include the use of highly mobile "mules," which negotiate the warehouse aisles with amazing speed, piloted by experts. One of the women drivers, Mrs. Ira Avery of Corona, was engineer for the "train" which took the group on a quick tour of the depot last Tuesday.

In the stock room where clothing and accessories are assembled for smaller requisitions, one container held every type of insignia used in the Army. Of particular interest was the Order of the Purple Heart, given to wounded heroes of the war, because of the fact that it was first awarded by George Washington to privates in the Revolutionary war and because it bears his likeness.

The visiting group included Jesse P. Edmonds, president, and Homer L. Duffy, Pomona Chamber of Commerce; Irene Appleby Harnish, and A. H. Miller, Ontario Report; Sam L. Wickersham, president Ontario Chamber of Commerce; W. H. Pattillo, and Frank H. Burney, San Bernardino Chamber of Commerce; Frank E. Moore, Redlands Facts; M. F. Sherlock, Corona Independent; W. S. Fleming, president of Riverside Chamber of Commerce; Hazel Selby, Riverside News; Mark Carroll, Riverside Enterprise, and Jessica Bird, Riverside Daily Press.

The Riverside Daily Press, July 3, 1943. Source: Genealogy Bank.

The Riverside Daily Press, February 24, 1944. Source: Genealogy Bank.

Depot in Fourth Year; Growing

The third anniversary of the Mira Loma Quartermaster depot, which started operations at its present location on October 5, 1942, finds activities in full swing with no decrease in sight, Brig.-Gen. W. R. White, commanding general, stated today.

On that date the commanding officer and full staff moved to Mira Loma from the sub-depot near San Bernardino. The first job was the supply of subsistence items to 33 camps in this area and about 60,000 Japanese at relocation centers. Troops in desert training under General Patton were also supplied by the depot.

Eventually the depot became a filler station for overseas shipments. At that time, General White became its commander. Last month the depot again assumed supply of camps in Southern California and southwestern Nevada.

Today there are 112 buildings, with fire department, police, railroad with 14 miles of track, bank, dispensary, cafeteria, miles of black-topped storage area and a box factory, as well as the necessary office buildings.

The depot also operates a petroleum division at Montebello where products are stored and steel oil drums repaired. A procurement division is located in Los Angeles and a reclassification sub-depot at Camp Haan where supplies returning from overseas are handled.

Civilian employes at the depot have maintained 100 per cent participation in payroll deductions for war bonds since October, 1943. During the height of the war effort in the Pacific, 20.61 tons per man were handled on an eight-hour day.

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The Riverside Daily Press, October 8, 1945.
Source: Genealogy Bank.

Mira Loma Graves Distribution Center Closed by Army

The Army yesterday announced the closing of American graves registration distribution center at **Mira Loma quartermaster depot**. The closing, which also includes the distribution center at Auburn, Wash., is effective March 31, and was described as an economy move.

Distribution of remains of World war II dead brought home on request of relatives in the area formerly served by the two centers now will be carried out by the San Francisco port of embarkation, Ogden, Utah, General depot, Fort Worth and San Antonio registration centers, according to a release by Associated Press.

The San Bernardino Sun, April 5, 1948.
Source: Genealogy Bank.

Air Force Takes Over Mira Loma Supply Depot

Effective Jan. 1, the former Mira Loma Quartermaster Depot, located several miles east of Ontario, became the **Mira Loma Air Force Annex** and is now under the jurisdiction of the San Bernardino Air Materiel Area. Announcement of the transfer was made by Maj. Gen. Edward W. Anderson, SBAMA commander.

The Mira Loma Quartermaster Depot under the Army Quartermaster Corps had an overseas distribution mission for subsistence, general supplies, clothing and equipage. Maj. Bryce J. Torrence has been the commanding officer.

The transfer involves an installation with approximately 527 acres of land with 1,330,000 square feet of improved open storage area.

Approximately 204 Army civilian employes are also being transferred to Air Force rolls. Most of these are being retained at Mira Loma.

At present a majority of the warehouse space is occupied by fuel tanks for the Sacramento Air Materiel Area. Other Air Force supplies and Air Force non-temporary household goods, are also stored there. Also in storage is some Army technical service property and some Navy property.

With the departure of Maj. Torrence, who has given valuable assistance to the Air Force during

'A GUY HAS TO KNOW

Air Base To

It was cold on the flight but warm in the control tower. Four jets and three conventional airplanes were stacked up in landing pattern somewhere in the 286 square mile control of the Air Force Flight Test Center at Edwards Air Force Base. A twin-boomed C119, and P80 and a B29 were at the west end of the main runway, trying to get into takeoff position. Two or three weird-looking test aircraft were taxiing westward through the craft parking area. A "follow me" pickup truck was trying to get into the runway.

FIRST CLASS JOB

Tower operator Emil Hertensteimer, an airman second class with a first class job, juggles microphones, speaking steadily to one and then the other, dressed in a red, white and blue flight suit and heard and understood what in anyone else's hands would have been utter chaos barking at him from the 10 high-frequency receivers on the control tower console. He whipped up a pair of binoculars and checked the landing gear on one of the jets as the pilot banked into the final approach, told the B29 pilot to hold by, and allowed a B25 to enter the landing pattern.

This is a typical scene at the Air Force Flight Test Center, one of 10 centers of the Air Research and Development Command, where pilot-scientists, civilian technicians and airmen like Hertensteimer work to maintain the quality and superiority of USAF aircraft and allied materiel.

The AFFTC's main base control tower is operated by personnel

The San Bernardino Sun, January 8, 1955.

Source: Genealogy Bank.

Becomes Air Force Station

QUARTERMASTER DEPOT AT MIRA LOMA HAS NEW NAME

Mira Loma Air Force Station is the recently assigned name for the former Mira Loma Quartermaster Depot, located equidistant between Riverside and Ontario.

Now an important Air Force installation, the station was formerly under the jurisdiction of the U.S. Army. It was activated as a Quartermaster Depot in August of 1942 with its original mission to distribute quartermaster supplies to posts, camps and stations located in Southern California, Southeastern Nevada and Western Arizona areas. During the years as a Quartermaster Depot, the peak in workload came in the years 1944 and 1945 when over 2,500 personnel were employed.

EMPLOYS 303
In December 1954, the depot was inactivated and transferred to the Department of the Air Force, becoming part of the San Bernardino Air Materiel Area. The first allotment of personnel was 196, which took care of all remaining quartermaster personnel who had not already transferred to other installations. The station now employs 303, with prospects of having to increase their strength with the increase of workload which appears imminent.

The warehousing facilities of the station are superior, even though the warehouses are considered in a "temporary" category. There have a life expectancy of 30 years, are of good construction, and have been maintained in the past under the Army and the Air Force in a better than standard condition. There are nine major warehouses, each with a little over 172,000 gross square feet of warehouse space. The reservation consists of 527 acres of land and has two wells serving ample water supply.

Nab Suspects in \$10-\$1 Bill Trick

CHULA VISTA — Police said two Riverside County men were in jail Tuesday because bartenders complained of being victims of a \$10-\$1 bill trick. The pair, bonded on charges of

There is easy access to the station by road. U.S. Highways 78 and 99, and Highway 60 upon which the installation is situated.

GOOD RAIL SERVICE
Main line tracks of the Union Pacific Railroad bound the station on the south. A spur track of the Southern Pacific Railroad runs along the east boundary, with the Santa Fe Railroad passing three miles south of the station. Internal trackage is 13 miles long and serves each warehouse as well as many open storage areas.

The station is accessible to the Long Beach Port by rail and truck and the Ontario International Airport lies four miles west of the installation.

The mission of the station is to perform receipt, storage, accounting and shipping functions for the Air Force, as well as for other government agencies under cross-servicing agreements. The station also handles the storage of household goods for both Air Force and Army personnel in a given area of several states on the Western Coast.

YEARS OF SERVICE
Maj. Jules M. Povala, USAF, is commander of Mira Loma Air Force Station. Maj. Povala entered the service late in 1942 and was commissioned in the Signal Corps in 1943. During World War II he took part in the Marianas and Ryukyus Campaigns and was involved in the preparation at Okinawa to invade Japan when the conflict was ended.

His staff assignments included duty with Headquarters, FEAF, and more recently, Headquarters, Alaskan Air Command, where he served as chief, aircraft division, of the office of deputy materiel. He also served a lengthy tour at San Antonio Air Materiel Area, Kelly Air Force Base, San Antonio, Tex.

Steven F. Capasso, administrative officer for the station, transferred from the Quartermaster Corps in January 1955. Previous to his civilian assignment at the depot, Capasso served in a military capacity in various assignments. Capasso took part in the North African, Sicilian and Italian campaigns and service on Anzio Beach during World War II. Duty assignments for Capasso



MIRA LOMA AIR FORCE STATION—Located between Ontario and Riverside, is an important Air Force installation, engaged in the receipt, storage, accounting and shipping in connection with material stored by the Air Force. It is a part of the San Bernardino Air Materiel Area.



ALUMINUM INGOTS are stored at the Mira Loma Air Force Station. The ingots, weighing 800 to 1,000 lbs. each, are for future use by the Air Force.

Rush Tea Held by Woodmen Circle

RIALTO — Members of Zeta Alpha Chapter, Tau Phi Lambda Society, Laurel Grove 86, Supreme Forest Woodmen Circle,

were Mrs. Johnnie Lynn, Ann Young, Joyce Gardner, Bobbie Cowan, Carol Smith, Nelda White and Lucrece Young.

The first United States troops to reach France in World War I landed May 26, 1917.

LOVE BY AIR
WORCESTER, Mass. — High school senior Roger Salmonsen, 17, uses homing pigeons to communicate with his girl friend, who lives in another city and has no phone.

COLTON

The San Bernardino Sun, April 27, 1956.

Source: UC Riverside California Newspaper Digital Collection.

Tight-Knit Community of 740 At Mira Loma Losing Homes, Area Losing \$3 Million Yearly

By **JOSEPH H. FIRMAN**
P-B Staff Writer

MIRA LOMA—Government economy this week brought orders for the closing of sprawling Mira Loma Air Force Station, and the scattering of the tightly knit community of 740 military and civilian workers.

More important, it will take from the area an annual payroll of more than \$3 million.

528 Acres of Warehouses

Mira Loma, located 15 miles east of Pomona on Highway 60, is 528 acres of warehouses storing everything from tiny electronic parts to airplane wings.

The station was established in 1942 as an Army Quartermaster Depot. It was taken over by the Air Force in 1955, and is operated as an auxiliary station to the San Bernardino Air Material Area, through Norton Air Force Base.

Along its broad, clean treeless streets are acres of sandy land piled high with crates, canisters, boxes, pipe and lumber.

The main feature of the site is the nine huge, identical, cream-colored warehouses, each longer than a city block, affording a total of more than a million square feet of storage space.

13 Miles of Railroad Track

The station has more than 13 miles of railroad track, including sidings on both sides of each warehouse. It can accommodate 600 box cars at one time.

The center of activities is a cluster of buildings amid the eucalyptus trees and small firs near the main entrance. Here are the administration offices, fire station, li-

brary, post exchange, barber shop, dining hall, and a large swimming pool for staff members and their families.

The station also houses, as tenants, the Western Contract Management Region, which supervises some 10,000 Air Force contracts in 13 Western states; a Strategic Air Command communications installation; an Air Reserve Training Center; a flight safety program of the University of Southern California; warehouses for Civil and Defense Mobilization, including several 200-bed field hospitals; and other organizations.

Estimated Value \$24 Million

The estimated value of the land, buildings, and equipment at Mira Loma is about \$24 million. Because the order to terminate operations came through only three days ago, no plans have been released for the disposal of the site.

The directive from Secretary of Defense Robert S. McNamara said that all the personnel would be taken care of—transferred to other locations or trained for new jobs.

But the end of the station as home for the employes will come as a wrench.

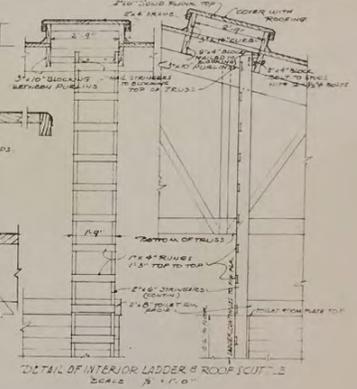
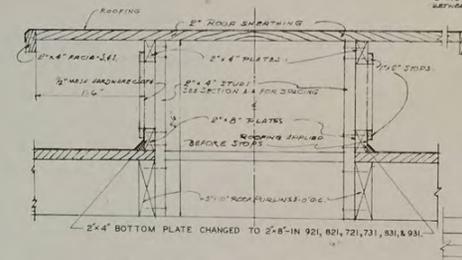
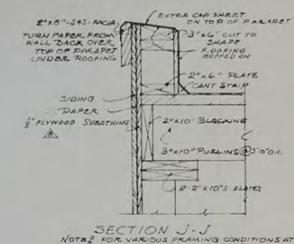
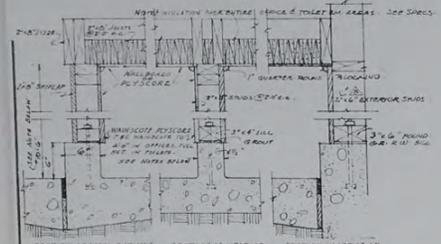
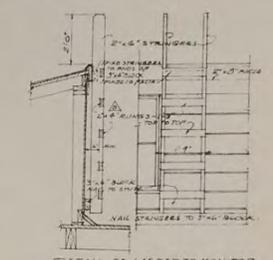
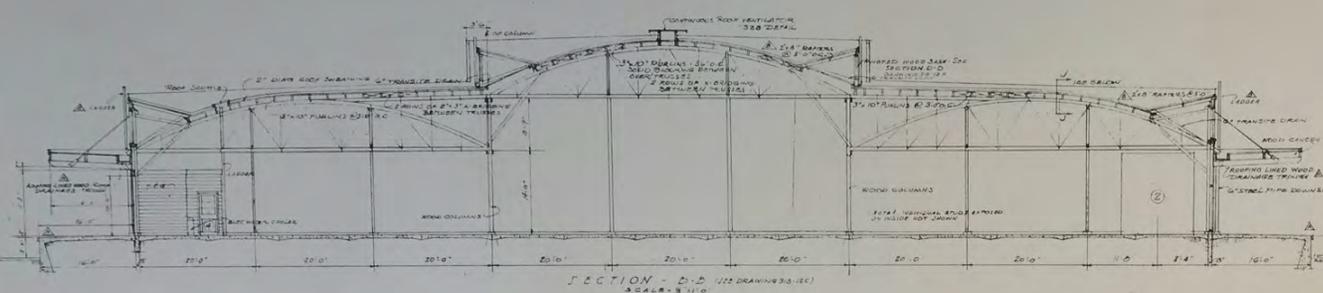
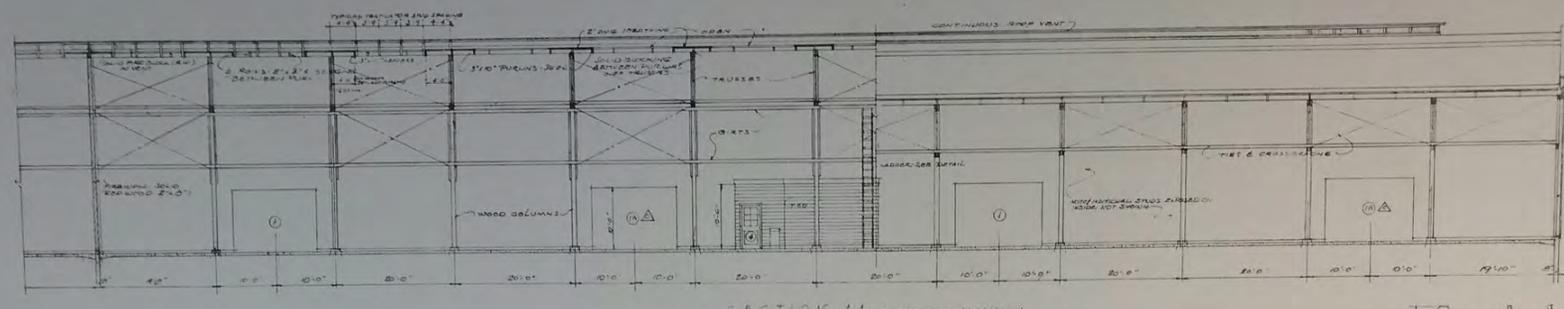
Like A Small Community

"We're like a small community where everyone knows each other," said Lt. Col. Richard H. Decker, Mira Loma's commanding officer. "Several of the people have been here since the station opened under the Army in 1942."

He said that no specific orders had been received for the dispersion of his group, but that it would be done gradually. The directive said it was to be completed by Dec. 31, 1964.

The Progress-Bulletin, December 15, 1963.

Source: Genealogy Bank.



LOWERED CHECKER STATION AND TOILET BLDG. CEILINGS, TO 9 FT. IN ALL BUILDINGS OFFICE TO REMAIN 10'6" AS PER PLAN.
CHANGE T & G SIDING TO 1x8 SHIP LAP
CHANGE WALLBOARD & WAINSCOTE TO PLYSCORE ON 831 & 931, CHECKER STATION, TOILET BLDG. AND OFFICE.

RECORD DRAWING - AS CONSTRUCTED
POSTED BY: [Signature] DATE: 8-7-28
POSTED BY: [Signature] DATE: [Blank]

HOLMES & HARVER
ARCHITECT-ENGINEER
409 N. SPRING ST.
LOS ANGELES - CALIFORNIA
DRAWING 318-12E

REV. NO.	DATE	REVISION	REV. CHK.	APP.
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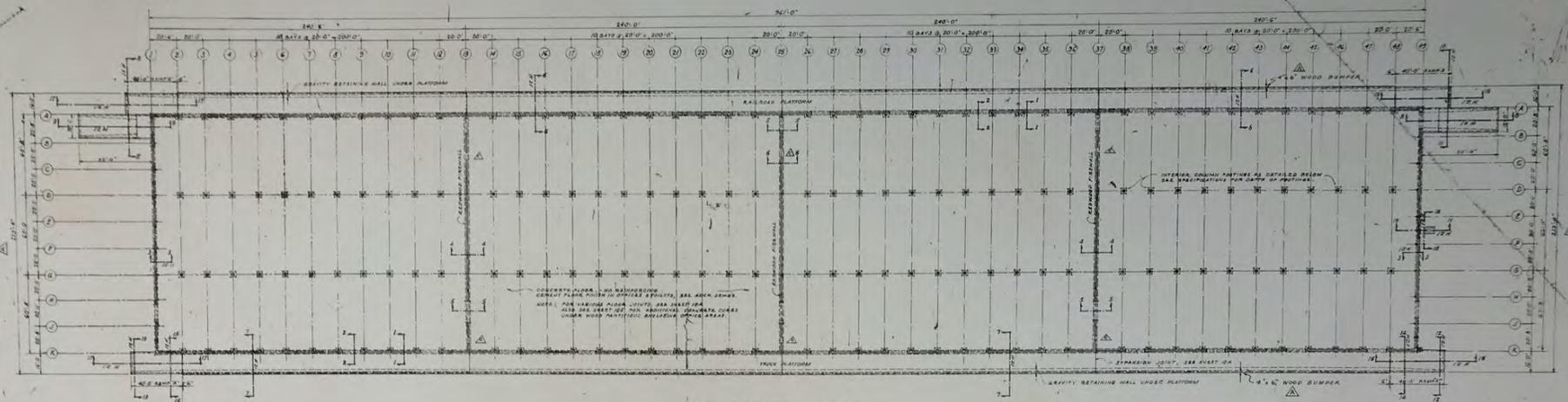
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QUARTERMASTER BRANCH DEPOT
MIRA LOMA, CALIFORNIA

WAREHOUSE
BLDG. SECTIONS & MISCL. DETAILS

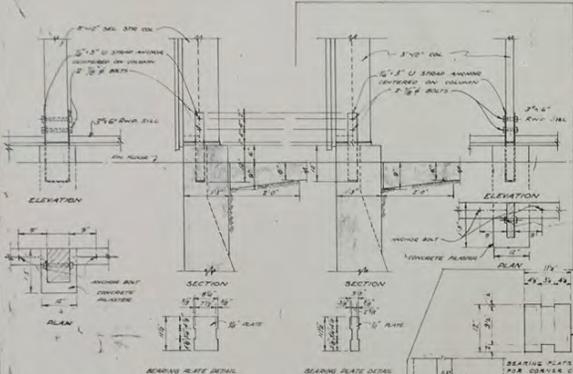
SCALE: AS SHOWN IN SHEETS SHEET NO. 121
GRAPHIC SCALE
U. S. ENGINEER OFFICE, LOS ANGELES, CALIF. MAY 1942

SUBMITTED BY: [Signature] APPROVED BY: [Signature]
DATE: 5-11-28 DATE: 5-11-28

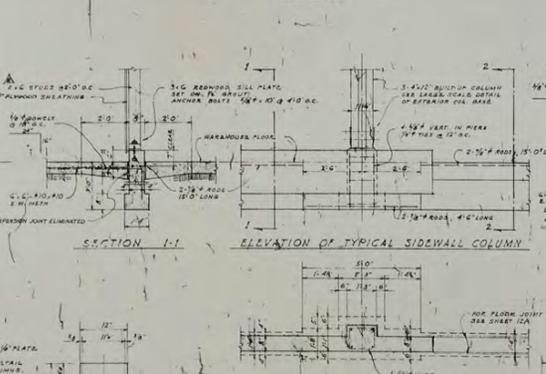
Original Site Plans for the Mira Loma Quartermaster Depot, 1942. Source: BCE Space Mira Loma, LLC.



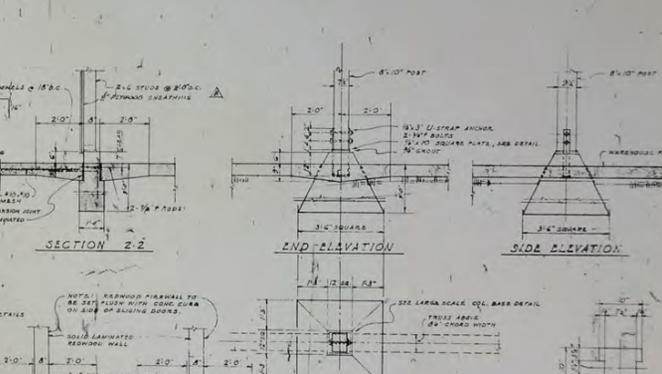
FOUNDATION PLAN
SCALE 3/8" = 1'-0"



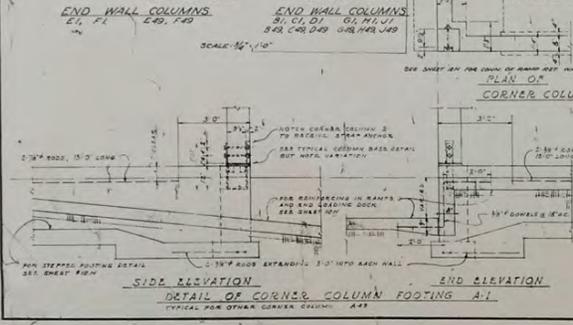
END WALL COLUMNS
ELEV. & SECTION
SCALE: 1/2" = 1'-0"



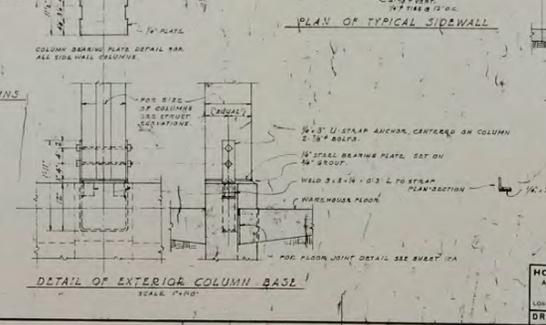
PLAN OF TYPICAL SIDEWALL



DETAILS OF INTERIOR COLUMN FOOTINGS



DETAIL OF CORNER COLUMN FOOTING A-1
TYPICAL FOR OTHER CORNER COLUMNS



DETAIL OF EXTERIOR COLUMN BASE
SCALE: 3/8" = 1'-0"



DETAILS OF FIRE WALLS

RECORD DRAWING - AS CONSTRUCTED
 CONTRACT NO. 8337 M.R. DATE: 4-9-42, S&A
 POSTED BY: DATE:
 POSTED BY: DATE:

REV.	DATE	REVISION	REV.	CHK.	APP.
1	8/12/42	LOADING PLATFORM DIMENSIONS CHANGED	CHE	WVA	WVA
2	9/12/42	STANDARD DIMENSIONS CORRECTED	WVA	WVA	WVA
3	10/1/42	FIRE ACCESS DOOR OPENINGS FOR FIRE WALLS	WVA	WVA	WVA
4	12/1/42	CORNER BEARING AS CONSTRUCTED	WVA	WVA	WVA

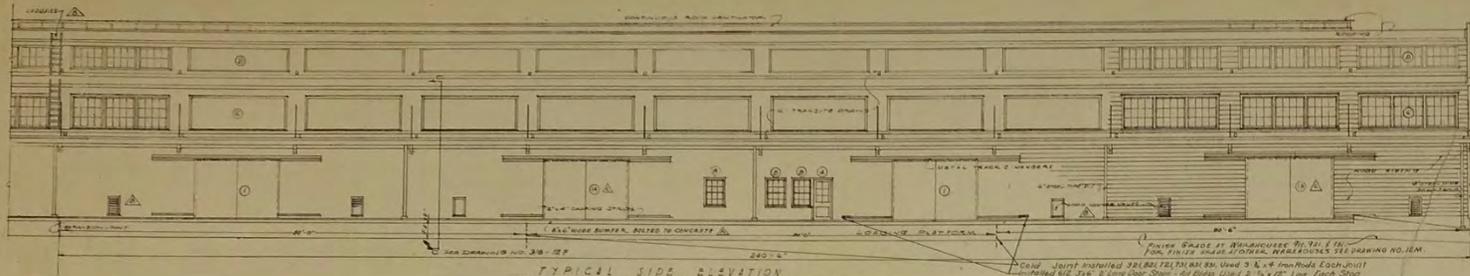
MILITARY CONSTRUCTION
QUARTERMASTER BRANCH DEPOT
 MIRA LOMA, CALIFORNIA
WAREHOUSE
FOUNDATION PLAN & DETAILS

SCALE: AS SHOWN IN SHEETS
 GRAPHIC SCALE: FEET
 U. S. ENGINEER OFFICE, LOS ANGELES, CALIF., MAY, 1942
 SUBMITTED BY: [Signature]
 APPROVED BY: [Signature]

HOLMES & HARNER
 ARCHITECT-ENGINEER
 815 S. SPRING ST.
 LOS ANGELES 12, CALIFORNIA
 DRAWING 318-12C

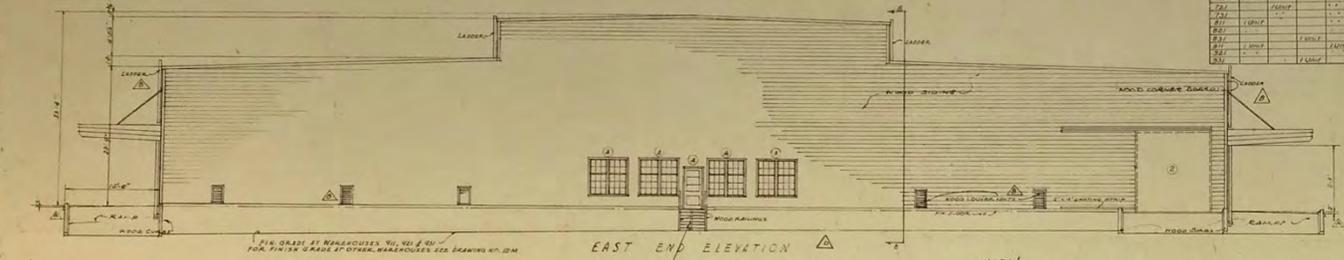
FILE NO. 336/157
 DRAWN P.M.H.
 TRACED P.R.
 CHECKED P.R.
 TO ACCOMPANY CONTRACT NO. DA-N-504-ENG-1207-ENG DATED 5-11-42

Original Foundation Plans for the Mira Loma Quartermaster Depot, 1942.
 Source: BCE Space Mira Loma, LLC.

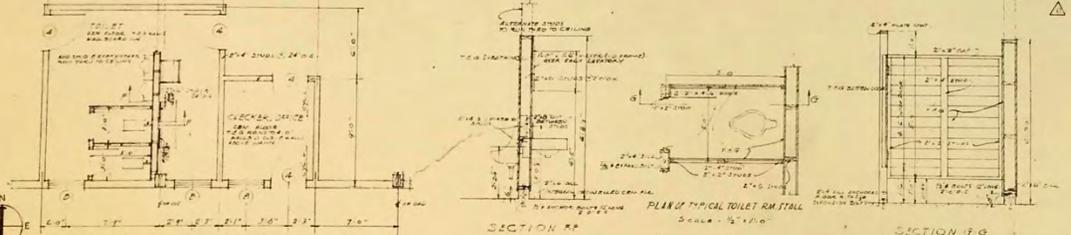
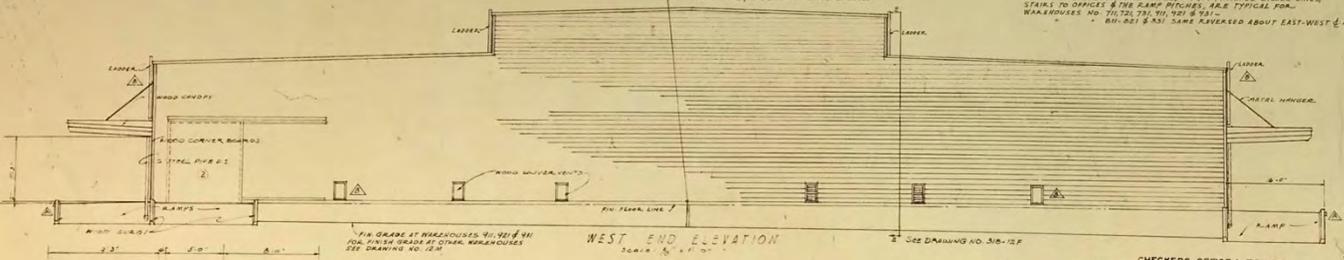


OFFICE IN UNIT NO. 1

ROOM	EXTERIOR	INTERIOR	FINISH	CONSTRUCTION
101	WOOD	WOOD	WOOD	WOOD
102	WOOD	WOOD	WOOD	WOOD
103	WOOD	WOOD	WOOD	WOOD
104	WOOD	WOOD	WOOD	WOOD
105	WOOD	WOOD	WOOD	WOOD
106	WOOD	WOOD	WOOD	WOOD
107	WOOD	WOOD	WOOD	WOOD
108	WOOD	WOOD	WOOD	WOOD
109	WOOD	WOOD	WOOD	WOOD
110	WOOD	WOOD	WOOD	WOOD

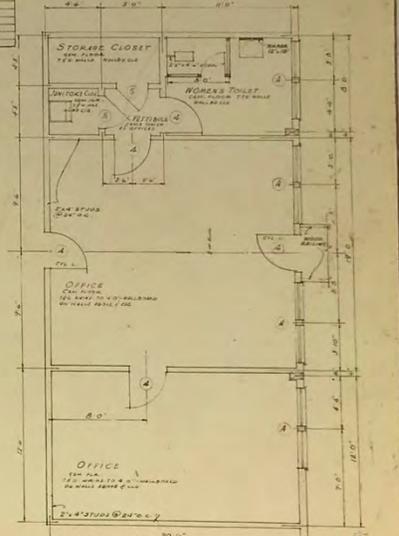


NOTE! THESE END ELEVATIONS EXCEPT FOR FINISHED GRADE LINES, STAIRS TO CHANGERS & RAMP RICHES, ARE TYPICAL FROM WAREHOUSES NO. 711, 721, 731, 741, 751 & 761. BUILDING 8 HAS SAME REVERSED ABOUT EAST-WEST AXIS.



CHECKERS OFFICE & TOILET

ROOM	EXTERIOR	INTERIOR	FINISH	CONSTRUCTION
101	WOOD	WOOD	WOOD	WOOD
102	WOOD	WOOD	WOOD	WOOD
103	WOOD	WOOD	WOOD	WOOD
104	WOOD	WOOD	WOOD	WOOD
105	WOOD	WOOD	WOOD	WOOD
106	WOOD	WOOD	WOOD	WOOD
107	WOOD	WOOD	WOOD	WOOD
108	WOOD	WOOD	WOOD	WOOD
109	WOOD	WOOD	WOOD	WOOD
110	WOOD	WOOD	WOOD	WOOD



OFFICES IN UNIT NO. 1 OF WAREHOUSES
 NOTE! WAREHOUSES #711-721-731-741-751 AS SHOWN #711-721-731 REVERSED ABOUT EAST-WEST AXIS OF BLDG.

REV.	DATE	REVISION	REV.	CHK.	APP.
1	4/10/42	LOADING PLATFORM BURNER CHANGED	JWA	JWA	JWA
2	5/13/42	LOADING LOCATIONS CHANGED	JWA	JWA	JWA
3	10/1/42	CHANGE DIA. OF DOOR TO 14' 0"	JWA	JWA	JWA
4	8-21	REVISION OF CONSTRUCTION	JWA	JWA	JWA

MILITARY CONSTRUCTION
QUARTERMASTER BRANCH DEPOT
 MIRA LOMA, CALIFORNIA

WAREHOUSE
 ELEVATIONS - OFFICE & TOILET DET.

SCALE: AS SHOWN IN SHEETS SHEET NO. 1
 GRAPHIC SCALE: FEET
 U. S. ENGINEER OFFICE LOS ANGELES, CALIF., MAY, 1942

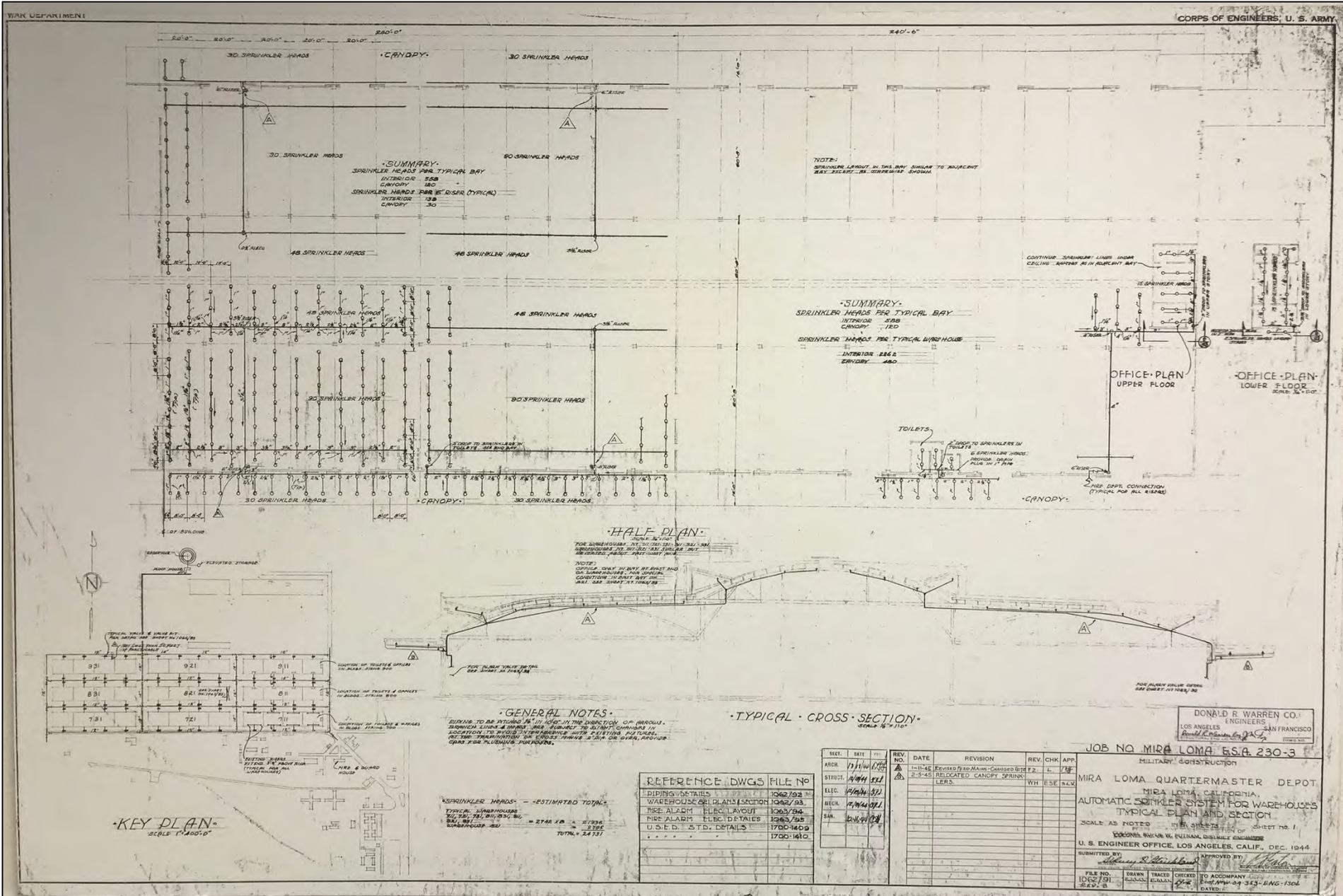
SUBMITTED BY: J. B. NARVER
 APPROVED BY: J. B. NARVER
 FILE NO. 556/66
 DRAWN: J. B. NARVER
 CHECKED: J. B. NARVER
 TRACED: J. B. NARVER
 REVISION: #

MOLMES & NARVER
 ARCHITECT-ENGINEERS
 439 S. SPRING ST.
 LOS ANGELES, CALIFORNIA
 DRAWING 318-12

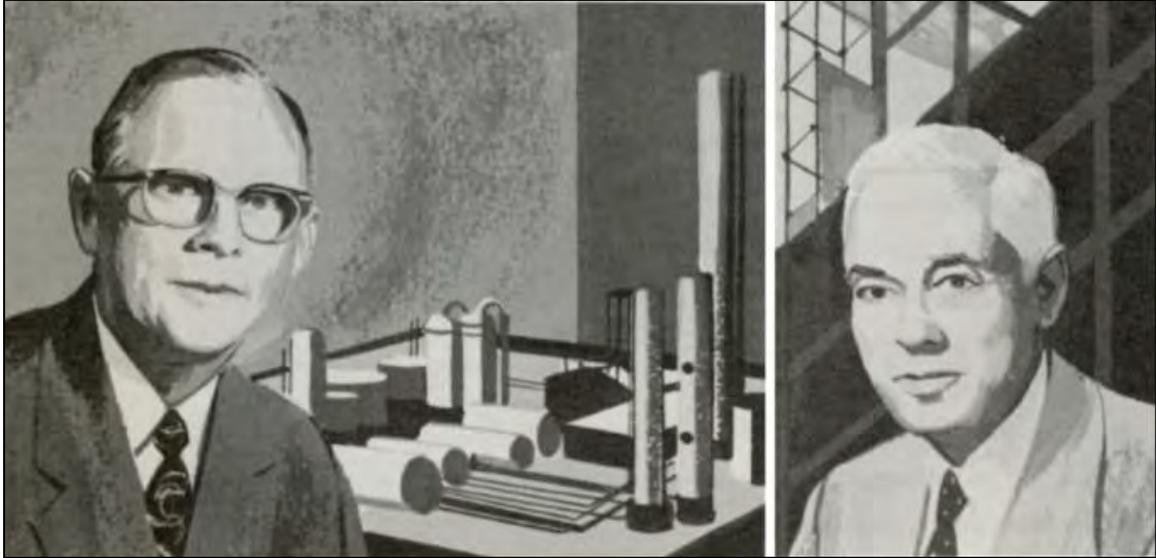
RECORD DRAWING - AS CONSTRUCTED
 MOVED BY: J. B. NARVER
 DATE: 8-9-43
 POSTED BY: J. B. NARVER
 DATE: 8-9-43

S-7117-B

Original Elevations Plans for the Mira Loma Quartermaster Depot, 1942.
 Source: BCE Space Mira Loma, LLC.



Original Sprinkler Plans for the Mira Loma Quartermaster Depot, 1942.
 Source: BCE Space Mira Loma, LLC.



James T. Holmes (left) and D. Lee Narver (right) illustrated in a corporate brochure from 1958.
Source: Matthew Law, "Holmes & Narver, Inc.: Nuclear Test Site Contractor: Helping America Stay Prepared in the Cold War". Summer 2014, 15.



Loading gas cans at Mira Loma Quartermaster Depot.
Source: Alvin P. Stauffer, "Quartermaster Depot Storage and Distribution Operations, Q. M. C. Historical Studies No. 18". Washington, D.C.: Historical Section Office of the Quartermaster General, 1948, 119.



Amtrack seats stored at the Mira Loma site .
Source: National Archives.

APPENDIX D

DPR 523 SERIES FORMS

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

Primary # _____
HRI # _____
Trinomial: _____
NRHP Status Code: 6Z
Other Listings: _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 85 *Resource Name or #: (Assigned by recorder) Mira Loma Quartermaster Depot

P1. Other Identifier: Space Center Mira Loma

*P2. Location: Not for Publication Unrestricted

*a. County: Riverside County *b. USGS 7.5' Quad: Gusati Date: 2018 T ; R of ; of Sec ; B.M.

c. Address: 3401 Etiwanda Avenue City: Jurupa Valley Zip: 91752

d. UTM: (Give more than one for large and/or linear resources) Zone: __, __mE / __mN

e. **Other Locational Data:** The Space Center Mira Loma property, formally the Mira Loma Quartermaster Depot, located at 3401 Etiwanda Avenue is an industrial business park of 105.43 acres in Riverside County and the City of Jurupa Valley. The property, consisting of Parcel No. 156150069, is bound by 7th Street to the South, the property line of Parcel No. 156150071 to the north, Space Center Court to the east, and the Union Pacific Railroad to the west. The property is accessible by three entrances: two off of C Street and one off of Space Center Court. Seven concrete paved roads run through the site, C Street through E Street run in a north to south orientation and 7th Street through 10th Street which run in an east to west orientation.

*P3a. **Description:** The Space Center Mira Loma site is a storage facility property with ten warehouse buildings: nine redwood warehouses (Buildings Nos. 911, 811, 711, 921, 821, 721, 931, 831, and 731) and one concrete tilt-up logistics building (Building No. 1011). The nine redwood buildings sit in three rows and three columns in an east to west orientation, and the concrete tilt-up building sits north of the third column closest to Space Center Court at the eastern end of the property. The redwood buildings are identical in appearance with some individual modifications since the ca. 1941 to 1942 date of construction. The far western portion of the property is used for trucking and container storage. **See continuation sheet for additional Description.**

*P3b. **Resource Attributes:** (List attributes and codes) (HP8) Industrial building

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

P5b. Description of Photo: View southwest of the east elevation of Building No. 721.



*P6. **Date Constructed/Age and Source:**

Historic 1941-1942, 1976; Riverside County Assessor's Online Information

*P7. **Owner and Address:**

BRE Space Mira Loma, LLC.

3401 Etiwanda Avenue

Jurupa Valley, CA 91752

*P8. **Recorded by:** Urbana Preservation & Planning, LLC, www.urbanapreservation.com

*P9. **Date Recorded:** November 2020

*P10. **Survey Type:** NRHP / CEQA Review

*P11. **Report Citation:** Urbana Preservation & Planning, LLC, Historical Property Survey Report Proposed Space Center Mira Loma Project, November 2020. *Attachments: NONE

Location 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

*Resource Name or # (Assigned by recorder) Mira Loma Quartermaster Depot *NRHP Status Code 6Z

Page 2 of 85

B1. Historic Name: Mira Loma Quartermaster Depot B2. Common Name: Space Center Mira Loma, 3401 Etiwanda Ave.

B3. Original Use: Military / Defense B4. Present Use: Industrial Building

*B5. Architectural Style: World War II Storage Facility

*B6. Construction History: The Mira Loma Quartermaster Depot, now the Space Center Mira Loma industrial business park, was constructed between 1941 and 1942 by the United States Army during World War II. The nine redwood buildings were constructed during this period. The concrete tilt-up building was constructed in 1976. The buildings have been individually altered at unidentified dates including addition corrugated metal sheets along the exterior elevations, application of stucco on the east elevations of Buildings 911, 811, and 711, removal of original doors and windows, and replacement of original loading doors with metal sliding and roll-up doors.

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

*B8. Related Features: N/A B9a. Architect: Holmes and Narver b. Builder: Unknown

*B10. Significance: Theme N/A Area Riverside County

Period of Significance 1941-1945 Property Type N/A Applicable Criteria N/A

While the Mira Loma Quartermaster Depot played an important role as a supply depot in California during World War II, the property and its nine historic-era improvements are found ineligible under all Criteria of the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR). The property is associated with World War II, but it is not associated with specific events during World War II that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States (NRHP / CRHR Criterion A / 1). The property is not associated with the lives of persons important to California or national history (NRHP / CRHR Criterion B / 2). The nine redwood warehouses do not embody the distinctive characteristics of a type, period, region, or method of construction, and even though the buildings were designed by the notable architects of Holmes and Narver, the buildings are not an exceptional example of their work (NRHP / CRHR Criterion C / 3). The property has not yielded, nor has the potential to yield, information important to the prehistory or history of the local area, California, or the nation (NRHP / CRHR Criterion D / 4). The Mira Loma Quartermaster Depot also does not possess a sufficient amount of integrity to be found eligible: the property is within its 1941 location but the setting around the site has changed from rural to light industrial and the building is no longer able to convey the feeling of an US Army WWII depot; original materials such as the redwood bowstring trusses and exterior setting are still extant but several materials have been removed and new materials such as corrugated metals sheets added; the overall design of the buildings has not changed but slight alterations to the original design elements have occurred since 1941; and with the changes in materials, setting, feeling and design, the building no longer expresses the original workmanship of the architects Holmes and Narver and is no longer associated with the firm. See continuation sheet for additional Significance.

B.11 Additional Resource Attributes: (List attributes and codes)

N/A

*B12. References: Urbana Preservation & Planning, LLC, Historical Property Survey Report Proposed Space Center Mira Loma Project, November 2020.

B13. Remarks:

*B14. Evaluator: Ashley Losco and Douglas Kupel; Urbana Preservation & Planning, LLC

*Date of Evaluation: November 2020

Property location is depicted on DPR 523J Location Map (page 3 of this DPR set).

(This space reserved for official comments.)



Page 4 of 85 *Resource Name or # (Assigned by recorder): Mira Loma Quartermaster Depot
*Recorded by: Ashley Losco, MSHP and Douglas Kupel, RPA; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update

***P3A: Description (continued):**

Nine Redwood Warehouses

Historically, the nine redwood warehouses (Building Nos. 911, 811, 711, 921, 821, 721, 931, 831, and 731) were of exposed redwood construction, from the shiplap siding to the interior bowstring trusses and beams to the exterior awning overhangs above the concrete loading docks. Today, the redwood siding is covered on the exterior by corrugated metal sheets. The 178.2 ft by 962.7 ft buildings are rectilinear in plan and sit above the ground on concrete foundations. Each building has a monitor with operable or fixed pane windows. The east elevations have entrances to office spaces in each respective building. The west elevations have at least one to two large openings for loading supplies. The north and south elevations have concrete loading platforms and large door openings for moving palettes of commercial products. The nine buildings have been individually modified from the 1941-1942 appearance. The buildings are described individually below.

Building No. 911

Building No. 911 faces Space Center Court along with Buildings 811 and 711. Building No. 911 sits at the far northeast corner of the property bounded by Space Center Court to the east, 10th Street to the north, 9th Street to the south, and C Street to the east. Rather than the corrugated metal cladding, the east elevation is covered in stucco. The stucco extends north above the stepped roofline created by the monitor creating a parapet. The stucco is painted white with a blue painted feature around the entrance. Like all nine of the redwood buildings, the entrance is on the east elevation. It is centered on the north elevation with a wood paneled door and either wood or concrete steps. Flanking the entrance on each side are two aluminum framed fixed pane windows with wood framing. On the second floor above the entrance are two fixed pane wood or aluminum windows. On the north side of the east elevation is a large loading opening with a metal roll-up door and a concrete ramp for loading and unloading supplies.

The west elevation of Building No. 911 expresses the original monitor roofline and metal corrugated sheet siding added at an unknown date. There are two large loading openings with concrete ramps for loading and unloading supplies. One of the openings is at the far north end of the elevation and has a metal roll-up door, and the second opening has a metal sliding door with the metal track on the exterior. There are two aluminum fixed pane windows centered on the elevation.

The north and south elevations have concrete loading platforms with approximately 13 large loading openings with metal roll-up doors. A redwood framed awning clad in metal siding extends out over the loading platforms. Above the awnings are aluminum fixed pane windows paired in three's with approximately 24 windows spanning the length of the north and south elevations. The original monitor windows have been enclosed and covered in the metal siding.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



View northwest of the east and south elevations of Building No. 911 showing the stucco siding and parapet.



View northeast of the south elevation showing the concrete loading platforms, large openings and awning overhangs.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



View west of east elevation showing the entrance flanked by replacement fixed pane windows.



View west of east elevation showing visible indentations in stucco from former openings.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



View northeast of the west and south elevations of Building No. 911.



View northeast of the west elevation showing two loading door openings and loading ramps.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



View northeast of the south elevation loading platform.



View southeast of the west and north elevations.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC

*Date: November 2020

Continuation

Update



View southeast of the west elevation.



View east of the north elevation.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update

Building No. 811

Building No. 811 sits directly south of Building 911 along Space Center Court. It is bound by Space Center Court to the east, 9th Street to the north, 8th Street to the south, and C Street to the west. The east elevation is clad in stucco siding which extends north above the stepped roofline created by the monitor and creating a parapet. The stucco is painted white with a blue painted feature around the entrance. Similar to all nine of the redwood buildings, the entrance is on the east elevation. The entrance is centered on the elevation with a flush wood door, concrete steps, and metal handrails. The door is flanked one each side by two sets of paired aluminum double-hung units with wood framing painted blue. Above the entrance on the second floor are three paired aluminum sash windows with wood framing. At the south end of the east elevation is a large opening with a metal roll-up door and a concrete ramp for loading and unloading supplies. At the far north end of the elevation is another flush wood door with blue-painted framing, concrete steps, and one metal handrail.

The west elevation expresses the original monitor roofline and metal corrugated sheet siding added at an unknown date. At the far south end of the elevation is a large loading opening with a metal roll-up door and concrete ramp for unloading and loading supplies. There are two aluminum fixed pane windows centered on the elevation.

The north and south elevations have concrete loading platforms with approximately 13 large openings with metal roll-up doors. A redwood framed awning clad in metal siding extends out over the loading platforms. Above the awnings are aluminum fixed pane windows paired in three's with approximately 24 windows spanning the length of the north and south elevations. The original monitor windows have been enclosed and covered in the metal siding.



View northwest of the east and south elevations of Building No. 811 showing stucco siding and parapet.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



View northwest of the east elevation showing the large loading door and stucco siding.



View northwest of the south elevation showing loading door openings and awing cover.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



View west of the east elevation showing entrance and sash windows.



View southwest of the east and north elevations.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



View southwest of the north elevation showing concrete loading docks.



Detail of indentations on east elevations of covered window openings.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



View northeast of the west and south elevations of Building No. 811.



View east of the south elevation showing concrete loading dock and metal doors.

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

Primary # _____
HRI # _____
Trinomial: _____

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



View northeast of the west elevation showing monitor and metal loading door and concrete ramp.



View southeast of the west and north elevations.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



View southeast of the north elevation.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update

Building No. 711

Building No. 711 sits at the far southeast corner of the property south of Building No. 811. The building is bound by 8th Street to the north, 7th Street to the south, Space Center Court to the east, and C Street to the west. The east elevation faces Space Center Court and is clad in stucco siding which extends north above the stepped roofline created by the monitor creating a parapet. The stucco is painted white with a faint, blue painted feature around the entrance. Similar to all nine of the redwood buildings, the entrance is on the east elevation. The entrance is centered on the east elevation with a glass door and metal framing, concrete steps, and metal handrails. The entrance is flanked by paired aluminum fixed pane windows with wood framing, two north of the entrance and three south of the entrance. At the far north end of the elevation is sliding metal loading door with the track on the exterior of the building and a concrete ramp.

The west elevation expresses the original monitor roofline and metal corrugated sheet siding added at an unknown date. At the far north end of the elevation is a large loading opening with a metal roll-up door and concrete ramp for unloading and loading supplies. There are two aluminum fixed pane windows centered on the elevation.

The north and south elevations have concrete loading platforms with approximately 13 large openings with metal roll-up doors for moving large pallets. A redwood framed awning clad in metal siding extends out over the loading platforms. Above the awnings are aluminum fixed pane and casement windows paired in three's with approximately 44 windows spanning the length of the north and south elevations. Within the monitor are aluminum fixed pane windows.

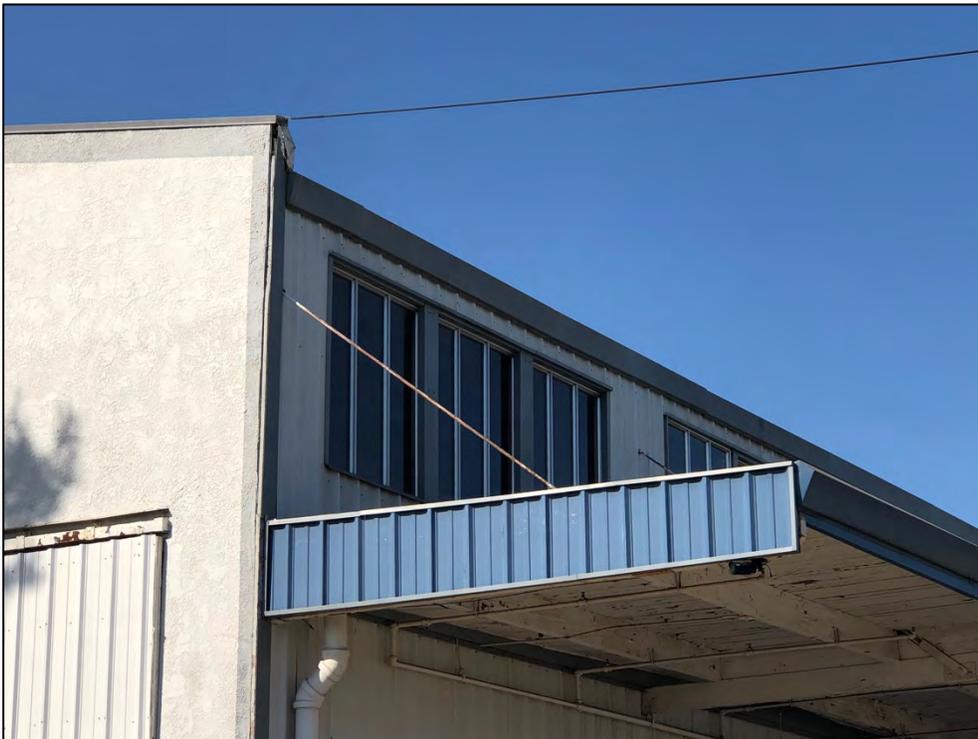


View southwest of the east and north elevations of Building No. 711.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



View west of 8th Street between Buildings 711 and 811.



Detail of redwood and corrugated metal awning and casement windows on the north and south elevations.

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

Primary # _____
HRI # _____
Trinomial: _____

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



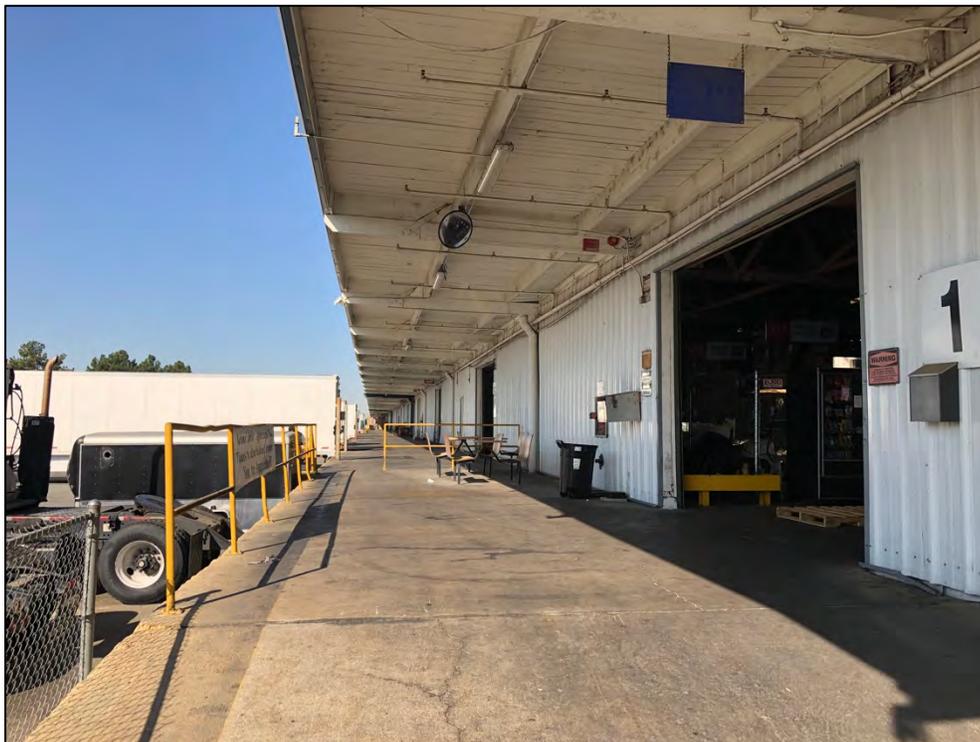
View northwest of the east elevation showing the stucco siding and fixed pane windows.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update

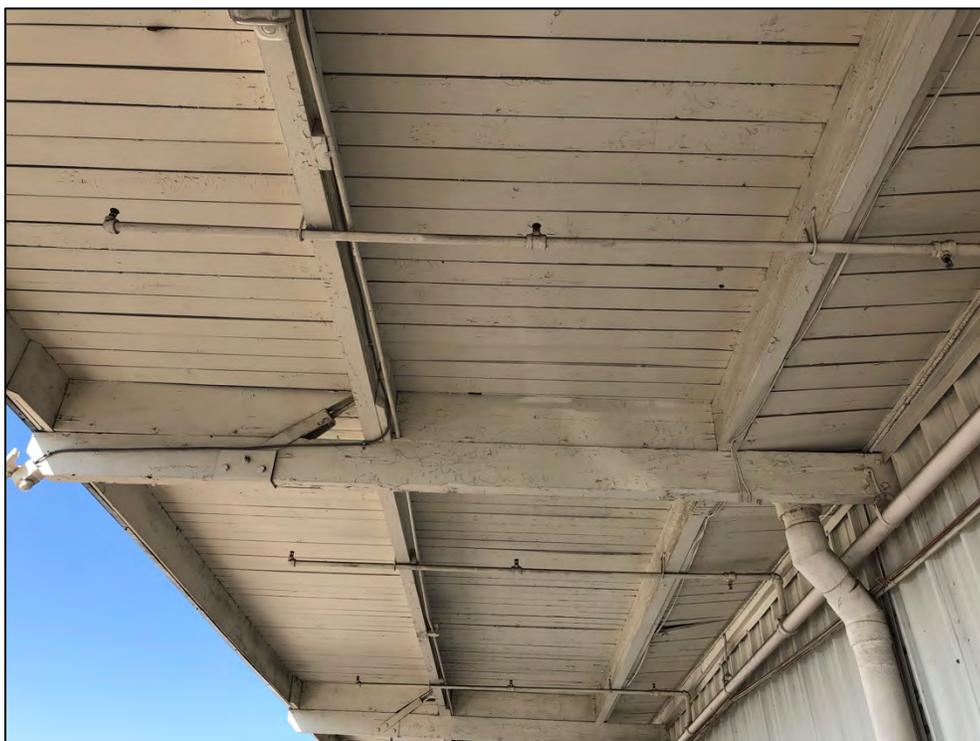


View west of the south elevation showing the concrete ramp and awning.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



View west of the south elevation concrete loading platform, loading openings, and metal siding.



Detail of redwood awing over the loading platforms.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



Detail of the original redwood shiplap siding underneath the corrugated metal sheets.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



Detail of the original redwood shiplap siding and water hose connection.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



Detail of original lighting attached to the awnings.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update



Detail of the roll-up metal loading doors seen on each of the nine redwood buildings.



View northeast of the west elevation of Building No. 711.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
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View northeast of the west and south elevations.



View southeast of the north and west elevations showing a large loading door on the west elevation.

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*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC
*Date: November 2020 Continuation Update

Building No. 921

Building No. 921 sits in the top row and middle column of the property near the northern property line. The building is bounded by 10th Street to the north, 9th Street to the south, C Street to the east, and D Street to the west. All four elevations are clad in the corrugated metal siding painted white. On the east elevation, a blue metal design is painted around the entrance similar to the blue painted stucco sections on Buildings 911, 811, and 711. The entrance is centered on the east elevation with a wood paneled door, concrete steps, and metal handrails. The door is flanked on each side by two sets of paired aluminum double-hung sash windows. Above the entrance are two sets of paired windows: one with aluminum vertical sliding sash units and one with aluminum double-hung units. At the far north end of the elevation is roll-up metal loading door and a concrete ramp.

The west elevation has a second entrance to a separate office space. The entrance is set closer to the south end of the elevation and has a single-entry with a wood door and a head-height pane of glass, concrete steps, and metal handrails. South of the entrance are two narrow fixed pane units, and north of the door are three narrow fixed pane units. The west elevation also expresses two large openings for loading supplies: one towards the center of the elevation with two metal sliding doors and the metal track on the outside of the building, and the second at the far north end with a metal roll-up door and concrete ramp. Centered on the west elevation are two aluminum fixed pane windows.

The north and south elevations have concrete loading platforms with approximately 13 large openings with metal roll-up doors. A redwood framed awning clad in metal siding extends out over the loading platforms. Above the awnings are aluminum fixed pane windows paired in three's with approximately 24 windows spanning the length of the north and south elevations. The monitor has aluminum fixed pane windows.



View southwest of the east and north elevations of Building No. 921.

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View southwest of the east elevation showing the loading door and entrance to interior offices.



View southwest of the north elevation showing aluminum fixed pane windows and loading platform.

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View west of the east elevation showing the entrance and paired sash windows.



View northwest of the east and south elevations.

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View northwest of the south elevation.



View northeast of the west and south elevations of Building No. 921.

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View northeast of the west elevation showing an entrance to interior offices and two loading doors.



View east of the south elevation loading platform.

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View east of the second entrance on the west elevation.



View east of the large loading door addition with two metal sliding doors.

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Building No. 821

Building No. 821 is at the center of the property and at the center of the three rows and columns of buildings. The building is bound by 9th Street to the north, 8th Street to the south, C Street to the east, and D Street to the west. Building No. 821 is the maintenance shop for the Space Center Mira Loma property. The east elevation expresses the original monitor roofline. Centered along the east elevation is the entrance with a flush wood door, wood hand railings, and concrete steps. The door is flanked by two aluminum vertical sliding sash units to the north and one aluminum vertical sliding sash unit to the south. Above the entrance at the second floor are two aluminum fixed pane windows. At the south end of the east elevation is a large loading opening with a metal roll-up door and a concrete ramp for unloading and loading supplies.

The west elevation expresses the original monitor roofline and metal corrugated sheet siding added at an unidentified date. At the far south end of the elevation is a large loading opening with a metal roll-up door and concrete ramp for unloading and loading supplies. There are two aluminum fixed pane windows centered on the elevation

The north and south elevations have concrete loading platforms with approximately 13 large openings with metal roll-up doors. A redwood framed awning clad in metal siding extends out over the loading platforms. Above the awnings are aluminum fixed pane windows paired in three's with approximately 24 windows spanning the length of the north and south elevations. The monitor has aluminum fixed pane windows.



View northwest of the east elevation of Building No. 821.

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View northwest of the south elevation showing the concrete loading platform and redwood awnings clad in metal.



Detail of the entrance and Space Center Mira Loma sign on the east elevation.

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Detail of concrete steps to a former entrance.



View southwest of the east and north elevations.

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View southwest of the east elevation showing the entrance and windows.



View west of the north elevation concrete loading platform.

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View northeast of the west elevation of Building No. 821. showing the loading door and ramp.



View northeast of the south elevation concrete loading platform.

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View southeast of the east elevation.



View southeast of the north elevation concrete loading platform and redwood awning clad in metal.

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Building No. 721

Building No. 721 sits in the middle column, last row of buildings near the southern entrance and property line. The building is bound by C Street to the east, D Street to the west, 8th Street to the north, and 7th Street to the south. Centered on the east elevation, the entrance contains a wood door with a head-height pane of glass, wood hand railings, and concrete steps. The door is flanked by two fixed pane vinyl windows to the south and a fixed pane vinyl window and aluminum vertical sliding sash to the north. Above the entrance at the second floor are two aluminum fixed pane windows. At the north end of the elevation is large loading opening with a metal roll-up door and a concrete ramp for loading and unloading supplies.

The west elevation expresses the original monitor roofline and metal corrugated sheet siding added at an unidentified date. At the far north end of the elevation is a large loading door with a metal roll-up door and concrete ramp for unloading and loading supplies. There are two aluminum fixed pane windows centered on the elevation

The north and south elevations have concrete loading platforms with approximately 13 large openings with metal roll-up doors. A redwood framed awning clad in metal siding extends out over the loading platforms. Above the awnings are aluminum fixed pane and casement windows paired in three's with approximately 24 windows spanning the length of the north and south elevations. The monitor has aluminum fixed pane windows.



View northwest of the east elevation of Building No. 721.

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View northwest of the east and south elevations.

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View west of the south elevation loading platform.

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Detail of the redwood awning with metal sheathing.



Detail of the concrete foundation each building sits on.

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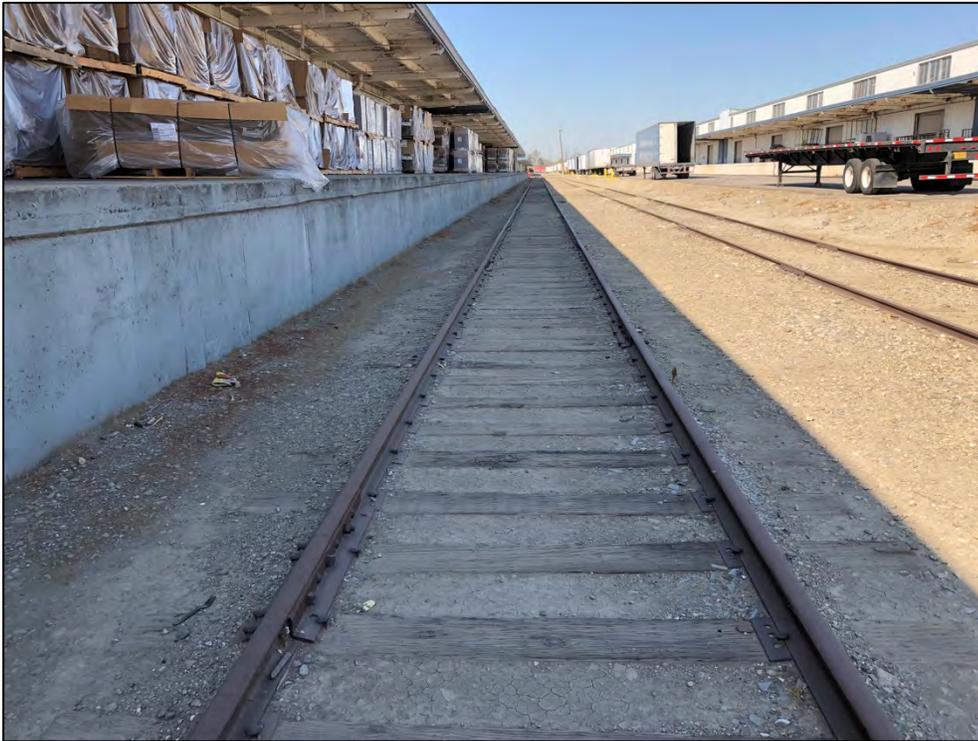


View southwest of the east elevation.



View west of the south elevation.

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Detail of the former railroad tracks that delivered supplies through the Union Pacific Railroad west of the property.



View southeast of the west elevation.

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View east of the south elevation and railroad tracks.

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View northeast of the west and south elevations.



View east of the south elevation.

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Building No. 931

Building No. 931 is located at the far northwest corner of the property near the northern property line. It sits within the first row and the last column of buildings. The building is bound by D Street to the east, E Street to the west, 10th Street to the north, and 9th Street to the south. Like most of the nine redwood buildings, the east elevation of Building No. 931 is clad in corrugated metal siding and expresses the stepped roofline created by the monitor. Centered on the east elevation is the entrance to the interior office spaces. The entrance has a wood paneled door, concrete steps, and wood hand railings. The door is flanked on each side by two sets of paired aluminum double-hung sash windows. Above the entrance at the second floor are two paired aluminum fixed pane windows. At the far north end of the elevation is large loading opening with a metal roll-up door and a concrete ramp for loading and unloading supplies.

The west elevation has two large openings for loading and unloading supplies. One of the openings, added some time after 1941, is centered along the elevation with a concrete ramp and either a metal roll-up door or two metal sliding doors. Two aluminum fixed pane windows are located above the opening. The second opening is at the far north end of the elevation with a metal roll-up door and a concrete ramp for unloading and loading supplies. An aluminum vertical sliding sash unit is at the far south end of the elevation. Rather than terminating at the edge of the west elevation similar to the other buildings, the south elevation concrete loading platform extends west past the west elevation and does not have a ramp like the other buildings.

The north and south elevations have concrete loading platforms with approximately 13 large openings with metal roll-up doors. A redwood framed awning clad in metal siding extends out over the loading platforms. Above the awnings are aluminum fixed pane and casement windows paired in three's with approximately 24 windows spanning the length of the north and south elevations. The monitor has aluminum fixed pane windows.



View southwest of the east and north elevations of Building No. 931.

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View southwest of the east elevation showing large loading door and monitor windows.



View southwest of the north elevation concrete loading platform and redwood awning clad in metal.

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View northwest of the east and south elevations.



View northwest of the east elevation showing the entrance and second floor windows.

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View northwest of the south elevation concrete loading platform and loading door openings.



Detail of east elevation entrance and aluminum sash windows.

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View northeast of the west and south elevations of Building No. 931.



View northeast of the west elevation showing the south elevation platform extended past the building.

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View east of the south elevation loading platform.



View east of the west elevation showing one of the large openings for loading and unloading materials.

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View southeast of the west and north elevations.



View southeast of the north elevation loading platform.

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View southwest of container storage area.

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Building No. 831

Building No. 831 sits at the western side of the property within the last column and second row of buildings. The building is bound by D Street to the east, E Street to the west, 9th Street to the north, and 8th Street to the south. The east elevation expresses the original monitor roofline. Centered on the east elevation, the entrance is a single-entry wood paneled door with a screen door and concrete steps. Flanking the entrance on each side are two sets of paired fixed pane windows. The entrance and the windows directly adjacent to the door are covered by a shed porch roof supported by wood posts and horizontal board pony walls. Above the shed roof are two sets of paired aluminum fixed pane windows. At the far south end of the elevation is a large loading opening with a metal roll-up door and a concrete ramp for loading and unloading supplies.

The west elevation expresses the original monitor roofline and metal corrugated sheet siding added at an unidentified date. At the far north end of the elevation is a large loading opening with a metal roll-up door and concrete ramp for unloading and loading supplies. There are two aluminum fixed pane windows centered on the elevation.

The north and south elevations have concrete loading platforms with approximately 13 large openings with metal roll-up doors. A redwood framed awning clad in metal siding extends out over the loading platforms. Above the awnings are aluminum fixed pane and casement windows paired in three's with approximately 24 windows spanning the length of the north and south elevations. The monitor has aluminum fixed pane windows.



View southwest of the east and north elevations of Building No. 831.

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View southwest of the east elevation.



View west of the north elevation loading platform.

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View west of the east elevation entrance covered by a shed roof.



Detail of the concrete loading platform which an extension added at an unknown date.

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View southeast of the west and north elevations of Building No. 831.



View southeast of the west elevation.

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View southeast of the north elevation.

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Building No. 731

Building 731 sits at the far southwest corner of the property near the southern property line and the trucking and container storage area at the western edge of the property. The building is bound by D Street to the east, E Street to the west, 8th Street to the north, and 7th Street to the south. It is the last building in the third row and third column of buildings. The east elevation, similar to six of the nine buildings, is clad in corrugated metal sheets and expresses the stepped roofline created by the monitor. The entrance to the interior office spaces is centered on the east elevation with a flush wood door, metal handrails, and concrete steps. On each side of the door are two fixed pane vinyl windows with decorative vinyl muntins. Above the entrance on the second floor are two fixed pane vinyl windows with decorative vinyl muntins similar to the units on the first floor. At the far north end of the elevation is a large loading opening with a metal roll-up door and a concrete ramp for loading and unloading supplies.

The west elevation expresses the original monitor roofline and metal corrugated sheet siding added at an unidentified date. At the far north end of the elevation is a large loading opening with a metal roll-up door and concrete ramp for unloading and loading supplies. There are two aluminum fixed pane windows centered on the elevation

The north and south elevations have concrete loading platforms with approximately 13 large openings with metal roll-up doors. A redwood framed awning clad in metal siding extends out over the loading platforms. Above the awnings are aluminum fixed pane and casement windows paired in three's with approximately 24 windows spanning the length of the north and south elevations. The monitor has aluminum fixed pane windows.



View northwest of the east and south elevations of Building No. 731.

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View west of the south elevation loading platform.



View northwest of the east elevation entrance.

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View southwest of the east and north elevations.



View southwest of the east elevation loading door and ramp.

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View west of the north elevation loading platform and railroad tracks.



View west of the north elevation loading platform and redwood awning.

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View northeast of the west and south elevations.



View east of the south elevation.

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View southeast of the west and north elevations.



View east of the north elevation loading platform and railroad tracks.

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View west of the railroad tracks and container storage area at the western end of the property.



View northwest of the storage area at the western end of the property.

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View west of the storage area and the Union Pacific Railroad at the left side of the photo.



Detail of street signs most likely dating to the 1941 date of construction.

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Concrete Tilt-Up Building No. 1011

The tenth building on the Space Center Mira Loma property is a concrete tilt-up building, Building No. 1011. The building sits at the far northeast corner of the property north of the nine redwood warehouses. The building is bound by Space Center Court to the east, C Street to the west, 10th Street to the south, and the property line of Parcel No. 156150071 to the north. The building is of concrete tilt-up construction: the walls are pre-cast concrete sections tilted or craned into place after they have dried. The building is rectilinear in plan and sits on a concrete foundation above the ground. Throughout the exterior of the building, the concrete is painted white along the roofline and foundation but not painted and exposed in the middle. There are simple decorative pilasters painted gray every few feet along each elevation.

The building has two identical entrances on the east and west elevations. The entrances are centered along the elevations and set back slightly into the building. Curtain walls surround the double-entry glass doors. On each side of the entrance within the concrete structure are fixed pane windows framed by concrete indentations. At the far south end of the elevation is a large opening with a metal roll-up door and concrete ramp for loading supplies. On the north and south elevations there are large metal roll-up loading doors flush with the elevation and no concrete platforms.



View northwest of the south and east elevations of the concrete tilt-up building, No. 1011.

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View northwest of the east elevation showing the exposed concrete exterior.



View northwest of the south elevation showing loading door openings and decorative concrete pilasters.

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View northwest of the east elevation showing the curtain wall entrance.



View southwest of the east and north elevations.

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View southwest of the east elevation.



View southwest of the north elevation.

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View northeast of the west and south elevations.



View east of the south elevation loading doors.

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View southeast of the west and north elevations taken from C Street.



View southeast of the west elevation entrance and parking lot taken from C Street.

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View east of the north elevation loading doors.

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***B10. Significance (continued):**

The proposed project is located in Jurupa Valley, California within Riverside County. This HRAR section includes a brief historical overview of the Riverside County region, a brief history of the City of Jurupa Valley, and individual histories of the project site, the Mira Loma Quarter Master Depot.

Riverside County Region

The proposed project is in the northwest corner of Riverside County, California. Riverside County is a long, narrow county east of the Los Angeles area. It is bounded on the north by San Bernardino County and by San Diego and Imperial Counties to the south. Orange County is immediately west. The extensive area of Riverside County extends to the Colorado River and the eastern border of California. Riverside County was first inhabited by several native tribes, including the Gabrielino, Cahuilla, Serrano, Luiseño, Cupeño, Chemehuevi, and Cahuilla. It is currently home to eleven tribal nations.¹

California and Riverside County were part of New Spain and settled by Europeans starting in the 16th century. Because of the inland location of Riverside County, none of the twenty-one missions of California were located there. The first Spanish expedition to the area came in 1774 when Juan Bautista de Anza reached the area from the east, seeking a land route to California. Although this link failed to develop during the Spanish era, Riverside County later provided important transportation links between California and the east through wagon roads, railroads, and highways.

California came under the jurisdiction of Mexico after a revolution against Spanish rule that began in 1810. It took more than ten years for Mexico to establish its independence. California was split into two territories, Alta and Baja California, along today's international border. The Mexican era was brief. The United States assumed control of the southwest after the war with Mexico from 1846 to 1848. One of the biggest impacts of the Mexican era was the awarding of many land grants. Mexican authorities granted all or part of fourteen land grants in Riverside County. One of these was the Rancho Jurupa. Located in today's Riverside and San Bernardino Counties, the project area was once a part of this 1838 land grant. The land grant was located on both sides of the Santa Ana River and included lands containing today's cities of Riverside and Jurupa Valley.

During the American era Riverside County served as a transportation corridor. The route from the east pioneered by the Spanish became known as the Mojave Trail. This trail followed the Mojave River where water could be obtained by travelers. In later years, a more northerly route branched off from Santa Fe through Utah and on to Los Angeles. This was known as the Old Spanish Trail. In later years, these east-west routes along the 35th parallel were favored by railroad surveyors. Railroad officials decided that the 35th parallel was the best route and surveyed a line along this parallel, going through Tehachapi Pass to Mojave, which it reached in 1878. This line would later become a route of the Southern Pacific Railroad, which passed through Waterman (later Barstow), Daggett and reached Needles on the Colorado River in 1882. There, the Southern Pacific ran into a problem: The Atlantic and Pacific (A&P) Railroad, a partial subsidiary of the Atchison Topeka & Santa Fe Railroad (AT&SF), was already building a railroad from the Midwest and New Mexico to Needles and Mojave in California.²

The A&P completed a railroad from Santa Fe through Arizona and reached Needles in 1884. The A&P and the Southern Pacific railroads then reached a compromise agreement permitting A&P to run through traffic from the east via Needles and Mojave through Tehachapi Pass and on to San Francisco. Later known to many as just the Santa Fe Railroad, this lease agreement allowed the A&P to use the line constructed by the Southern Pacific through the Mojave Desert.³ Today, the line is currently operated by the Burlington Northern & Santa Fe Railroad (Mojave Division) as a result of a merger in 1995. Although located north of Riverside County, the Santa Fe railroad allowed for the development and exploration of a vast mining region in the desert areas of the Mojave Desert.⁴

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To the south of the Santa Fe, a major railroad crossed Riverside County to reach Los Angeles via San Geronio Pass. Owned by the Southern Pacific Railroad, this route went along the 32nd parallel and followed a corridor through Arizona to Yuma and on to Los Angeles. This route spanned the Colorado River at Yuma in 1877. From Yuma, it turned north and followed the east flank of the Imperial and Coachella valleys north past the Salton Sea until it turned west and went through the San Geronio Pass to Los Angeles. The Southern Pacific railroad route passes less than three miles north of the project area.⁵

Another important railroad connection in the Riverside County area went through Colton, about ten miles east of the project site. This was the California Southern, starting from San Diego and linking up with the Santa Fe at Barstow. The A&P established Barstow as a junction point between the Needles-Mojave line, and a new line was built from Barstow up the Mojave River and south through Cajon Pass to San Bernardino. This route, built in 1885, was part of a line establishing access to Los Angeles and San Diego. Crossing the Southern Pacific line at Colton proved a major obstacle for the California Southern Railroad. After a standoff that lasted a few months, the railroad attorneys were able to work out an agreement that allowed the California Southern to link with the Southern Pacific line at Colton and continue on to the Santa Fe at Barstow.⁶

The California Southern Railroad was organized on October 12, 1880, for the purpose to construct a line between San Diego to Waterman Junction (now Barstow). Construction began in 1881 in National City in San Diego County and was completed by 1885. Upon its completion, railway traversed north to south between National City to Oceanside, then northeast through Fallbrook, Temecula, Elsinore, Perris, Riverside, Colton, the Cajon Pass, Hesperia, Victorville, and Barstow, with a number of stations along the route. The construction of the California Southern Railroad stimulated the establishment of towns and settlements along its path, particularly in the Colton and Riverside area where these railroad lines intersected.

Immediately south of the project site is the San Pedro, Los Angeles & Salt Lake Railroad (later owned by the Union Pacific). This was constructed to link San Pedro Harbor in Los Angeles with Salt Lake City and provided a more efficient route between the two transportation hubs.⁷

In 1900, William Andrews Clark acquired the Los Angeles Terminal Railway with plans to extend a railroad line northeast to Salt Lake City. The railroad was incorporated in 1901 as the San Pedro, Los Angeles & Salt Lake Railroad. Construction began in Nevada, along the existing Union Pacific (UP) grade. Clark negotiated a track rights agreement from Daggett to Riverside, California, allowing his new line to use the existing Atchison, Topeka and Santa Fe Railway route over Cajon Pass, in lieu of constructing its own tracks across the pass.⁸

These railroads through Riverside County opened the region for mining development in the desert eastern half of the county. The western portion of the county developed into an agricultural region along the banks of the Santa Ana River. This was spurred by the introduction of the Washington navel orange to California in 1873. It quickly became a commercial success. The town of Riverside was founded on the banks of the Santa Ana River in 1883. It emerged as center of agricultural and real estate development. In 1893 the County of Riverside was formed from parts of San Bernardino and San Diego counties.⁹

Riverside possessed an important east-west highway: U.S. Route 60. It, too, arose from the desert and roughly paralleled today's Interstate 10 starting at Blyth in California and continuing to Indio co-signed with U.S. Route 70. From Indio it was co-signed with U.S. Route 99 through Beaumont to Riverside. The highway continued to Pomona as U.S. Route 60. Depending on the time and the location, this highway was co-signed as 60 / 70 / 99. Today's Interstate 10 was

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constructed roughly equidistant from U.S. Route 60 and U.S. Route 66 from Redlands through Fontana and on to Ontario.

Now known as California Route 60 (CA 60), the portion of the road from Riverside was once known as Mission Avenue after the Mission Inn. Now referred to as Mission Boulevard in the vicinity of the project site, this road is associated with the famous hotel constructed starting in 1903 by Frank Augustus Miller. Now a National Historic Landmark, the Mission Inn is representative of the agricultural heritage of Riverside County and the importance of the Inland Empire area.

City of Jurupa Valley

The City of Jurupa Valley is a recent creation, despite the long history of the Inland Empire area. The term "Jurupa" had its origin from the languages of two of the Native American groups who called Riverside County home. The Jurupa area lies at the intersection of the territories of four different tribes: the Gabrielino, the Cahuilla, the Serrano, and the Luiseno. Research by local author and historian Kim Jarrell Johnson concluded that the root of the word (Juru) is Gabrielino and is their name for what we now know as "California Sagebrush."¹⁰ The "pa" ending is Serrano. They used that ending to indicate a place name. Of course, the first people to record this word were the explorers and settlers from New Spain and later Mexico. Johnson reached the conclusion that Jurupa means "Place of the California Sagebrush."¹¹

The place name Jurupa was applied to the Mexican era land grant awarded to Juan Bandini by Alta California Governor Juan B. Alvarado in 1838. The Jurupa land grant was later divided up into two sections. In 1843 Bandini sold the smaller portion of the grant, about 6,750 acres, to Benjamin Wilson. This portion of the land grant was transferred to Louis Robidoux in 1849 and became known as the Robidoux Ranch. Robidoux received a patent for the ranch in 1876. Juan Bandini filed a claim for the larger portion of Rancho Jurupa in 1852. The U.S. District Court confirmed his claim to the 33,819 acre ranch in 1855. In 1857 Juan Bandini sold the ranch to his son in law Abel Stearns, who had married Bandini's daughter Arcadia in 1841.

The land grant encompassed the Jurupa Valley which was lightly used as a ranching location. As transportation improved and the area began to develop, Jurupa participated in the agricultural boom along the Santa Ana River in the Riverside area. Grapes emerged as a major crop in the nearby Cucamonga Valley and winemaking quickly followed. An early leader in the viticulture was the Charles Stern and Sons company which planted a vineyard and began making wine in the 1890s. The wine was shipped out from a stop on the railroad called Stadler Station. The name of this location was later changed to Wineville.¹²

The name Wineville became associated with a notorious case of abduction and murder in 1928 known as the chicken coop murders. Gordon Stewart Northcutt and his mother Sarah Louise were accused of abducting and abusing four boys on Gordon Northcutt's chicken ranch in Wineville. Three graves were found on the property. Northcutt eventually confessed to murdering at least five boys, although some estimate that he may have killed as many as twenty. Northcutt was convicted of murder and sent to San Quentin prison in California. He was hanged there on October 2, 1930. Sarah Northcutt was sentenced to twelve years and later released on parole.¹³

Effective on November 1, 1930, the name of Wineville was officially changed to Mira Loma. The ostensible reason for the change was to acknowledge that wine was no longer the chief economic activity of the area, a result of shifting to other agricultural pursuits due to prohibition. However, the unstated reason was to leave the place name associated with the murders behind. By the mid-1930s much of the land originally planted by Stern had been replanted in apricots and peaches in recognition of the reduced demand for wine due to the national experiment. By the late 1930s, the nature of the crops had changed again to alfalfa and grapefruit.¹⁴

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The Inland Empire area surrounding Riverside continued to be an agricultural area through the rest of the 1930s. Many large tracts of land remained from the earlier ranching era, most of which had continued in agricultural use. The inland location turned out to be a distinct advantage at the outset of WWII. One large military facility had already been constructed in the vicinity, March Field, during WWI. It continued to be active in the following years and a number of permanent buildings were constructed by 1934. After the attack on Pearl Harbor in 1941, March Field quickly expanded. The inland location, protected from enemy attack that might come from the Pacific, led to the establishment of many other military facilities in Riverside and San Bernardino counties, including the project area¹⁵

After Pearl Harbor, General Joseph Stilwell, commander of defense for Southern California, chose San Bernardino as his headquarters for the Southern Sector of the Western Defense Command. Stilwell selected the California Hotel for his command. Geography made the Inland Empire important. The hotel at the foot of the San Bernardino Mountains was far enough from the coast to survive an initial Japanese invasion. New military facilities sprang up everywhere in the Inland Empire: Camp Haan (Riverside National Cemetery), Camp Anza, Kaiser Steel Plant in Fontana, Mira Loma Quartermaster Depot, Base General Depot, San Bernardino Air Depot, San Bernardino Incendiary Bomb Plant, Food Machinery Co. landing craft factory, and Camp Ono (near Cal State San Bernardino) to name a few. All of these facilities were located far enough inland to protect them from any potential attack.¹⁶

WWII changed the nation in many ways, and changed California and Jurupa Valley in particular. The area shifted from an agricultural region to a center of transportation, commerce, and industry. Housing developments followed, and the population grew. Military facilities saw continued use during the Cold War.

The City of Jurupa Valley was incorporated on July 1, 2011. The primary reason for incorporation was the strong desire for enhanced police services and local control over planning and zoning issues. The City covers a 44-square mile area encompassing the communities of Jurupa Hills, Mira Loma, Glen Avon, Pedley, Indian Hills, Belltown, Sunnyslope, Crestmore Heights, and Rubidoux. The city borders San Bernardino County to the north, Riverside to the south and east, with Eastvale and San Bernardino County to the west. Portions of the Santa Ana River traverse the southern portion of the city.

Ownership and Occupancy History – Mira Loma Quartermaster Depot

During WWII, a 522-acre parcel in Mira Loma Rancho, approximately 44 miles southeast of Los Angeles, was selected as the location for what would become the Mira Loma Quartermaster (Army supply) Depot. The Mira Loma QMD was designed by the notable architectural firm of Holmes & Narver in 1942, and the site was officially activated August 15, 1942 and in full service by October of that year. Lt. Col. Charles E. Stafford assumed command November 9, 1942, coming to the Depot from the San Bernardino Branch of the Quartermaster Depot, Oakland. The Mira Loma QMD was preceded by three facilities in the area: the San Bernardino Advance Depot (staffed in March of that year by Company B of the 246th QMC), the Advanced Communications Depot, and the San Bernardino Branch of the California Quartermaster Depot, all in San Bernardino, California. The depot received and stored non-perishable items that were packed and readied for shipment. The Mira Loma QMD would supply many defense sites including: Long Beach Air Base; Fort MacArthur; Camps Haan, Callan, Roberts, and Cooke; the Japanese internment camp at Manzanar, Owens Valley; Camp Ono; the Desert Training Center; Coachella Water Works; Fort Rosecrans; and the San Bernardino Air Supply Depot.

The Los Angeles architectural firm of Holmes & Narver was founded in 1933 by James T. Holmes and D. Lee Narver. The firm built a reputation for solving large and complex technical problems. They were a perfect choice to integrate the large warehouses at the site with railroad tracks and roads to smooth transportation bottlenecks. Specialized equipment was designed to work in the buildings, and special locomotives constructed to move the freight cars once on site. Holmes & Narver (H & N) are best known for their Cold War architecture and engineering accomplishments. The firm is

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one of 107 featured in the 2010 study *A Guide to Architecture and Engineering Firms of the Cold War Era* prepared by the Department of Defense Legacy Resource Management Program. H & N projects featured in the report are several buildings at the Naval Air Weapons Station in China Lake, California, Edwards Air Force Base, production facilities in Palmdale, and work on U.S. military bases in Egypt, Saudi Arabia, and Alaska. Not included in the 2010 report is any mention of their work in the Pacific Proving Grounds on Enewetak and Bikini atolls in the South Pacific they designed facilities where nuclear weapons were tested. The firm also completed testing facilities at the Las Vegas Bombing and Gunnery range in Nye County, Nevada.¹⁷

The initial commander of the facility was Lt. Col. Charles E. Stafford. He had been sent to California in January of 1942 to command the California Quartermaster Depot, an existing facility in San Bernardino. In August of 1942, the Army announced that Stafford would take command of the new Mira Loma QMD that was soon under construction. The San Bernardino branch of the would then be known as the Mira Loma Quartermaster Sub-depot. Operations would be headquartered at the existing facility for about sixty days until the new facility could be completed. Estimates that housing for 1,200 to 1,500 clerical workers would be needed. Homeowners in the Riverside area were requested to make space available for rent to these workers, whether it be a vacant house, spare room, or garage. By the time the Mira Loma QMD opened in October of 1942, Stafford had been promoted to full colonel. He began his military service in 1917 as a private.¹⁸ In addition to Col. Stafford, other personnel at the facility included a fire marshal, a provost marshal, police and fire brigade, and many civilian employees.

The QMD covered an area of 527 acres. It had its own railroad sidings and small train engines constructed specifically to haul the railroad cars over 13 miles of tracks on the site. There were 12 miles of roads on the site. The main portion of the QMD consisted of nine warehouses with more than one million feet of storage space. Other buildings and sheds added another 500,000 square feet of storage space. Outside, open-air storage amounted to another 11.5 million square feet. It served as the supply depot for all military installations in Southern California and Nevada. The official flag raising took place at the QMD administration building on November 4, 1942.¹⁹

In the aftermath of the war, one of the most somber activities at the QMD was the preparation for distribution to the next of kin remains of military dead overseas. The nearest relatives of the war dead had three main options: have the loved one interred in a permanent military cemetery overseas, returned to the U.S. for burial in a national cemetery, or have the remains sent to a foreign country or other cemetery in the home area of the deceased. The remains for WWII dead in the southern 10 counties in California came to Mira Loma for final burial in a U.S. national cemetery or other stateside location desired by the next of kin. Major D.B. Pederson commanded this activity and oversaw the American Graves Distribution Center at Mira Loma. Col. Brisbane H. Brown was in overall control of the Depot in the immediate post-war years as QMD commanding officer. The Army closed the graves registration distribution center at Mira Loma effective March 31, 1948.²⁰

By 1949, the government began to dispose of buildings at the QMD. It asked for bids that included the sale and removal of buildings off the property. This began the slow reduction in the number of buildings on the land. The U.S. Army Corps of Engineers opened bids for the sale and removal of twenty building on November 22, 1949.²¹ However, the reduction in force at the QMD was short-lived. With the advent of the Korean War in 1950, it saw new life as a supply source for units in Korea. As it did in WWII, the QMD received and stored non-perishable subsistence items that were packed and readied for shipment. These were then sent to ports for embarkation to overseas war zones.²²

Quartermaster duties continued at Mira Loma throughout the duration of the Korean War. After hostilities ended in 1953, supply activities gradually decreased. On January 1, 1955, the Air Force took over the QMD. Afterward, it came under the jurisdiction of Norton Air Force Base as the San Bernardino Air Material Area, part of the Mira Loma Air Force

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Annex. The transfer included all the 527 acres of the QMD, as well as 204 Army civilian employees who were transferred to the Air Force.²³

Soon known as the Mira Loma Air Force Station, the facility saw important service continuing throughout the 1950s and into the early 1960s. This was in keeping with the changing U.S. defense strategy which focused on a "flexible response" to communism. This emphasized nuclear capabilities and missiles, paired with covert operations. This strategy was a far cry from the intense focus of ground forces present in WWII. Times were changing, and in December of 1963 the Air Force announced that Mira Loma would be closed. A newspaper article at the time focused on the economic loss to the local community, which amounted to \$3 million per year. Reporter Joseph H. Firman noted: "The main feature of the site is the nine huge, identical, cream-colored warehouses, each longer than a city block, affording a total of more than a million square feet of storage space."²⁴ Firman observed that the center of activity at the site was near the main entrance where the administration offices, fire station, library poste exchange, barber shop, dining hall, and swimming pool were located. Estimates at the time placed the value of the improvements at \$24 million.²⁵

The QMD passed out of government hands in June of 1966 when it was sold to Space Center, Inc. for a price of \$3.5 million. At that time, it was being used as supplemental storage area for Norton Air Force Base. By the time of the sale 334 acres remained of the once 527-acre facility. It contained 75 buildings as well as a water system and a sewage disposal building. It had seen only sporadic use since the Air Force closed it and declared it surplus in 1963. Space Center was a Roseville, Minnesota firm that specialized in the development of industrial parks. The company planned to use the site as a business location that was close to Los Angeles and adjacent to prime transportation facilities.²⁶

Perhaps not surprisingly, continued use of the facility included the U.S. government. Most notably, in 1966 Mira Loma was selected as the location for the dismantling and destruction of Titan I and Atlas missiles. These missiles had become obsolete after the Titan II and Minuteman I missiles were deployed in 1963. While many of the obsolete missiles were distributed to museums, parks, and schools for static displays about 50 were stored at Mira Loma. These were later scrapped as part of Salt-I treaty of 1972. Mira Loma was the perfect location for this since the large amount of outside storage could be used for the process. This allowed the destruction to be visible and verifiable to Soviet spy satellites that passed overhead. Another example of government use of the Mira Loma warehouses came later in the 1970s when Amtrak used the Space Center owned buildings to repair and refurbish passenger railroad cars.²⁷

In the years since private ownership of the site began in 1966, portions of the facility have been sold and buildings removed. This was a gradual process, slowly reducing the size of the facility and the level of complexity. Essentially, this was a gradual "winding down" of the Mira Loma QMD which had started immediately after the war when the first twenty buildings were sold for relocation. It continued until 2008 when the 53-acre Space Center Industrial Center was constructed. In many ways, the current project is an extension of the gradual process.²⁸

Survey Findings

Within the Space Center Mira Loma industrial park, ten built environment improvements were identified. Nine of the buildings were found as historic-era improvements (dating over 45 years) and one was found from the contemporary era (under 45 years old). The nine redwood warehouses were found historic as they were constructed in 1942; while, the concrete tilt-up building was found non-historic being constructed in 1976.

Regulatory Conclusions

None of the improvements evaluated are opined eligible for the NRHP, CRHR, or as a historic district in the City of Jurupa Valley. Even though the property is significant for its association with World War II under Criterion A / 1 / 1 and for its unique military design under Criterion C / 3 / 3 of the NRHP and CRHR, the property's significance is compromised by changes in the site's integrity. The site no longer possesses integrity from its 1942 date of construction. The QMD is not

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eligible under Criteria B / 2 / 2 and D / 4 as the site is not associated with the lives of significant individuals and further study of the evaluated improvements would not appear to yield information that could be regarded as important in local, regional, state, or national history. Consequently, none of the improvements evaluated appear to meet the definition of an historic property pursuant to NHPA Section 106 or a historic resource pursuant to CEQA. As a result, Urbana opines that the proposed Space Center Mira Loma project would not cause an adverse effect to an historic property. In general terms, construction of the proposed project would involve demolition of the nine redwood buildings within the project area; however, none of these improvements appear eligible for listing in the NRHP / CRHR. However, the buildings played an important role during WWII and little documentation exists on the site; therefore, documentation may be needed in the form of HABS / HAER documentation of the site before it is demolished. The buildings are evaluated through the individual criteria of the NRHP, CRHR, and the City of Jurupa Valley.

NRHP / CRHR / City of Jurupa Valley Criterion A / 1 / 1: Association with events that have made a significant contribution to the broad patterns of our history.

Under Criterion A / 1 / 1, the former Mira Loma QMD is significant for its contribution to the WWII war effort. It served the larger purpose of receiving and storing non-perishable subsistence items that were packed and readied for shipment during WWII and the Korean War. These were then sent to ports for embarkation to overseas war zones. The site also acted as the American Graves Distribution Center where the remains for WWII dead in the southern 10 counties in California came to Mira Loma for final burial in a U.S. national cemetery or other stateside location desired by the next of kin. In the 1960s, the facility was utilized by the Air Force to store decommissioned Titan missiles during the Cold War. It was a key depot in the Southern California region for supplies. With that, the site lacks sufficient integrity to be found eligible under Criterion A / 1 / 1. The site originally consisted of several buildings outside of the nine redwood buildings, but they were sold, demolished, or utilized for new uses by 1966 when the site was sold to its current owner. The buildings have also been individually altered from their 1942 appearance. As such, the site possesses a low level of integrity, as discussed below in the Integrity Analysis section. The site is no longer able to convey the feeling of an Army depot from the 1940s. Therefore, the subject property is found ineligible under Criterion A / 1.

NRHP / CRHR / City of Jurupa Valley Criterion B / 2 / 2: Association with the lives of persons significant in national, state, or local history.

The subject property, the former Mira Loma QMD, is not associated with the lives of persons significant in national, state, or local history. Therefore, the site is found ineligible under Criterion B / 2.

NRHP / CRHR / City of Jurupa Valley Criterion C / 3 / 3: Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

The nine redwood warehouses within the former Mira Loma QMD were designed in the characteristics of World War II military structures by the noted architectural firm of Holmes & Narver. The US military utilized standardized architectural plans, the Series 600, 700, and 800, to design and construct facilities in the US during WWI and WWII. These instant facilities were designed and constructed by private architect-engineer firms, which developed and adapted the standardized site plans for the specific needs of each base.²⁹ Unlike these buildings, the nine redwood warehouses were not from the 700 or the 800 series and were specifically designed for the Mira Loma QMD site. The nine warehouses utilized redwood, a local building material in great supply that could be easily applied to the site design. Every aspect of the original buildings was constructed from redwood including the bowstring trusses, beams, posts, and siding. The buildings are significant in their unique design outside of the 700/800 Series, but due to lack of integrity the buildings are not eligible. The site itself no longer exemplifies its original integrity from the 1940s. It is no longer able to convey the feeling of a large supply depot of several buildings on 500 acres of land.

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The Mira Loma QMD was designed by the notable architectural firm of Holmes & Narver. The company was contracted by the Department of Defense and the Atomic Energy Commission to design and construct sites during World War II and the Cold War, including the Naval Air Weapons Station China Lake, the Bikini Atoll and Enewetak Atoll Nuclear Testing Sites in the Pacific Proving Grounds, and the Nevada Nuclear Test Site. While the site was designed by master architects, the site is not an exceptional representative of the work of Holmes & Narver. As the site currently stands, it is no longer able to express the workmanship of the architectural firm. Therefore, the site is found ineligible under Criterion C / 3.

NRHP / CRHR Criterion D / 4: Potential to yield information important in prehistory or history.

The site is not found eligible under Criterion D / 4 as it is unlikely to yield information important in prehistory or history.

Integrity Analysis

With the sale of most of the original 500 acres and demolition of several of the site's original buildings, the former Mira Loma QMD and its nine historic-era improvements (the nine redwood warehouses) no longer possess their original integrity from 1942. Each of the seven aspects of integrity are analyzed below.

In the 1940s, the project area and historic-era improvements were part of a larger 500-acre facility of several buildings and structures serving the purpose of moving and storing supplies for the US Army. The surrounding area in 1942 consisted of open farmlands. Today, the project area has been whittled down to 105 acres, and only the nine redwood warehouses date to the WWII era. The site is now surrounded by contemporary warehouses and commercial office parks that have changed the surrounding context of a quiet rural area to a busy industrial area. On their own, the nine historic era improvements (redwood buildings) are not able to convey the feeling of a large Army depot with hundreds of military personnel loading and moving supplies. Driving past the site, the viewer would not know the history of the buildings. The site and buildings do not possess integrity of **feeling** or **setting**.

The buildings are in their original 1942 location and have not been moved since that time; therefore, the property retains integrity of **location**.

While the site contains some original materials, several alterations have occurred since 1942. Each building has undergone slight individual alterations, but ultimately each have been substantially altered and possess low integrity of materials. All nine redwood warehouses still retain the original redwood materials, including the redwood bowstring trusses and exterior siding, but the outside of the buildings is currently clad in corrugated metal sheets hiding all original materials from public view. Original wood doors along the east, north, and south elevations and wood handrails on the east elevations have been removed. The original windows of unknown material were either replaced by aluminum casement and fixed pane windows or completely removed and covered by wood siding and corrugated metal sheets. Other changes in materials include removal of wood curb boards formally on the loading ramps, exterior ladders to the monitors, and wood louvered vents which have either been removed or covered with the corrugated metal sheets. Most of the buildings still express the original loading door openings but the large loading doors themselves have been removed and replaced by the current roll-up or sliding metal doors. Stucco has been applied to the east elevation of the three buildings facing Space Center Court, Building Nos. 911, 811, and 711. Lastly, concrete extensions for loading / unloading trucks were added to Buildings 811, 921, 821, 931, and 831. Therefore, the buildings possess low **material** integrity.

The overall design of the buildings has not changed but slight alterations to the original design elements have occurred since 1942. All of the buildings still express one entrance on the east elevation, but the original design of a centered single door entry flanked on each side by two sash windows has been altered. Changes to the entrances include addition of extra window openings, enclosure or original openings, and replacement of windows with aluminum units. The buildings still retain the single-entry door design but the doors and handrails have been changed as well. Building No.

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811 has a second single entry door located along the east elevation added some time after 1942, and Building No. 921 also has a second entrance on the west elevation added some time after 1942. On Buildings 921 and 931, a second larger loading door opening and metal sliding door were added along the west elevation and the smaller loading door opening was retained. On Building No. 911, alongside the original loading door opening on the west elevation a second loading door of the same size was constructed. Other changes in the original design include application of stucco on the east elevations of the three buildings facing Space Center Court, Building Nos. 911, 811, and 711. The stucco was extended above the original monitor hiding the original stepped roofline. Concrete extensions for loading / unloading trucks at an angle were added to Buildings 811, 921, 821, 931, and 831, changing the original design of the loading platforms. Along the north and south elevations, each building originally expressed 44 windows along the length of the building. In eight of the nine buildings, every other window was removed or covered by the corrugated metal sheets. Therefore, the buildings possess low **design** integrity.

The nine redwood buildings are associated with the noted architectural firm of Holmes & Narver who designed the buildings for the US Army. As the buildings have been altered since 1942 when they were designed by the firm, they no longer express the original workmanship associated with the firm. The corrugated metal sheets hide their original redwood design. The buildings do not retain integrity of **association** or **workmanship**.

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¹⁰ For the etiology of Jurupa, see <http://jurupahistory.blogspot.com/2011/01/where-jurupa-came-from.html> For the general history of the community, see Kim Jarrell Johnson, *Jurupa* (Mount Pleasant, SC: Arcadia Publishing, 2006).

¹¹ Ibid.

¹² Ernest P. Peninou, *A History Of The Los Angeles Viticultural District Comprising The Counties Of Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara And Ventura With Grape Acreage Statistics and Directories of Grape Growers* (Santa Rosa, CA: Nomis Press, 2004), 56-59. Available electronically at http://www.waywardtendrils.com/pdfs/los_angeles.pdf See also George M. Walker and John Peragine, *Cucamonga Valley Wine: The Lost Empire of American Winemaking*, (Mount Pleasant, SC: Arcadia Publishing, 2017), 112.

¹³ Johnson, Kim Jarrell. *Wicked Jurupa Valley: Murder and Misdeeds in Rural Southern California*. Mount Pleasant, SC: Arcadia Publishing, 2012.

¹⁴ "Passing of Wineville Scheduled," *Los Angeles Times*, October 26, 1930, 65. See also "Wineville Gets Dry Name; to be Called Mira Loma," *Pomona Progress Bulletin*, October 18, 1930, p. 5

¹⁵ Stephen D. Mikesell and Stephen R. Wee, *March Field Historic District National Register of Historic Places Nomination*. Davis, CA: JRP Historical Consulting Services, 1992.

¹⁶ Richard K. De Atley, "Riverside: Remnants of World War II Remain," *Riverside Press-Enterprise*, April 3, 2014.

¹⁷ David W. Moore, Jr., Justin B. Edgington, and Emily T. Payne, *A Guide to Architecture and Engineering Firms of the Cold War Era* (Austin, TX: Hardy, Heck, Moore, Inc. for Department of Defense Legacy Resource Management Program, March 2010), 189-190; Matthew Law, "Holmes & Narver, Inc: Nuclear Test Site Contractor: Helping America Stay Prepared in the Cold War." *Archival Elements* (Summer 2014), 14-19.

¹⁸ "Quartermaster Depot Activated," *Riverside Daily Press*, August 11, 1942, 4, "Veritable QMC City Built Near Riverside," *Riverside Daily Press*, October 17, 1942, 5.

¹⁹ *Riverside Daily Press*, October 17, 1942, "Army to Raise Flag at Depot." *San Bernardino Sun*, November 4, 1942.

²⁰ "Army Prepares to Return War Dead to Their Homes," *San Bernardino Sun*, February 7, 1947, 12, "Mira Loma Distribution Center Closed by Army," *San Bernardino Sun*, April 5, 1948."

²¹ "Bids Asked for Sale of Mira Loma Buildings." *San Bernardino Sun*, November 13, 1949.

²² "Tour of Base on Mira Loma Depot Fund Drive Schedule," *San Bernardino Sun*, November 7, 1952.

²³ "Air Force Takes Over Mira Loma Supply Depot," *San Bernardino Sun*, January 8, 1955.

²⁴ Joseph H. Firman, "Air Force Station Closes," *Progress-Bulletin* (Pomona) December 15, 1963.

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

Primary # _____

HRI # _____

Trinomial: _____

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*Resource Name or # (Assigned by recorder): Mira Loma Quartermaster Depot

*Recorded by: Ashley Losco, MSHP; Urbana Preservation & Planning, LLC

*Date: November 2020

Continuation

Update

²⁵ Ibid.

²⁶ "3.5 Million Offered for Mira Loma," *San Bernardino Sun*, June 11, 1966, "Mira Loma Base Sold for \$3.5 Million," *San Bernardino Sun*, June 26, 1966.

²⁷ For the missiles, see <http://www.militarymuseum.org/MiraLomaQMD.html> . For Amtrak, see <https://www.epa.gov/history/historical-photos-and-images>

²⁸ Riverside County, *Environmental Assessment Form: Initial Study, EA 41656 Space Center Industrial Center* (Riverside, CA: Riverside County Planning Department, 2008.)

²⁹ Stephen D. Mikesell. *California Historic Military Buildings and Structures Inventory*. "Volume II: The history and Historic Resources of the Military in California, 1769-1989". Sacramento: U.S. Army Corps of Engineers, 2000. And Suzanne Keith Loechl, Samuel A. Barzil, and Susan I. Ensore, USACERL. 7-8.

APPENDIX E

PREPARER QUALIFICATIONS



Alexia Landa, BA
Historian + Archaeologist
alexia@urbanapreservation.com

Southern California
 7705 El Cajon Boulevard, #1
 La Mesa, CA 91942
 619-543-0693/P

Northern California
 248 3rd Street, #841
 Oakland, CA 94607
 510-663-7443/P

www.urbanapreservation.com

Alexia Landa is a U.S. Navy Veteran with a Bachelor of Arts in Anthropology and History from San Diego State University. She brings lab and field experience in both prehistoric and historical California archaeology. Ms. Landa has served as an Archaeological Specialist and Project Leader for California State Parks Southern Service Center. She has additionally performed archaeological monitoring activities throughout California including sites in San Luis Obispo, Malibu, Santa Barbara, San Bernardino County, and San Diego for a variety of project types including State Park facility improvements, historic building maintenance, and municipal water and sewer system repair and replacement. For Urbana, Alexia helps to supervise and complete field surveys, conduct contextual and site-specific research, author reports, and complete technical analysis for projects in Southern California and the surrounding regions. She meets *The Secretary of the Interior's Historic Preservation Professional Qualifications Standards* in the discipline of History. Ms. Landa's passion for history has led to volunteer positions with several local institutions, including the Museum of Man, the San Diego Museum of Natural History, and San Diego County Archaeological Society where she serves on the Board of Director.

PROJECT EXPERIENCE

- In-progress *Southern California Edison Company Transmission Line Rating Remediation Program, Historic-Era Built Environment Survey Report | Eldorado-Lugo-Pisgah Project, San Bernardino County, California and Clark County, Nevada*
- In-progress 2020 *Rancho Miramonte Project Historic Property Survey Report, Chino, CA*
- 2020 *City of Coronado Determination of Historic Significance, 800 1st Street, Coronado, CA*
- 2020 *City of Coronado Determination of Historic Significance, 610 10th Street, Coronado, CA*
- 2020 *Southern California Edison Company Transmission Line Rating Remediation Program, Historic-Era Built Environment Survey Report | Kern River to Los Angeles Project, Kern and Los Angeles Counties, California*
- 2019-2020 *Even Hewes Highway / Coyote Wash Bridge Historic Property Survey Report, Imperial County, California*
- 2019 *Southern California Edison Company Transmission Line Rating Remediation Program, Historic-Era Built Environment Survey Report | Control-Silver Peak Transmission Corridor, Inyo and Mono Counties, California*
- 2019 *Lindsay Substation and Bliss-Lindsay 66kV Sub-Transmission Line Historic Property Survey Report, Lindsay, CA*
- 2019 *Pedley Powerhouse Historic Property Survey Report, Norco, California*
- 2018-2020 *Southern California Edison Company Transmission Line Rating Remediation Program, Historic-Era Built Environment Survey Report | Ivanpah-Control Project, Inyo, Kern, and San Bernardino Counties, California*
- 2017-2019 *Crew Chief / Archaeological Monitor for linear trench utility excavations; prepared daily reporting, photo documentation, and artifact recordation; facilitate contractor and crew communications.*
- 2017 *Site excavation, artifact identification, screening, and lab analysis for ancient paleocoastal site at Santa Rosa Island within Channel Islands National Park*
- 2017-2020 *Archaeological Project Leader for California State Parks projects in San Diego, Imperial, Kern, Orange, Los Angeles, Ventura, Santa Barbara, San Luis Obispo Counties.*

EDUCATION

Bachelor of Arts-
 History and Anthropology
 School of Arts and Letters,
 California, State University, San Diego

PROFESSIONAL EXPERIENCE

- Historian + Archaeologist: Urbana Preservation & Planning, LLC (San Diego) 2018 – present —
- Field Archaeologist / Historian: Loveless & Linton, Inc. Cultural Preservation & Archaeology (San Diego) 2017-2019 —
- Archaeological Project Leader: California State Parks, Southern Service Center (San Diego) 2017-present —
- Field Archaeologist: PanGIS, Inc. (San Diego) 2017 —
- Field Archaeologist: Channel Islands National Parks Services (Santa Rosa) 2017

ACTIVITIES & HONORS

- San Diego County Archaeological Society Board Member, 2018-present —
- Society of California Archaeology Member, 2016-present —
- SDSU School of Arts and Letters, Dean's List —
- SDSU Anthropology Graduate Students Association Undergraduate Writing Contest, 1st Place Winner, 2016 —
- SDSU Spencer Lee Rogers Alumni Award Nominee, 2017

Ashley Losco, MSHP
Historian / Preservation Planner
ashley@urbanapreservation.com

www.urbanapreservation.com

Historian / Preservation Planner, **Ashley Losco**, holds a Master of Science in Historic Preservation from the University of Pennsylvania, and a Bachelor of Arts in History from Florida State University.

Ashley meets *The Secretary of the Interior's Historic Preservation Professional Qualifications Standards* in the disciplines of History and Architectural History. She is experienced in conducting conditions assessments, completing historic sites inventories, writing historic district nominations, and preparing Historic Structure Reports (HSR), including preparation of an HSR for the Garden Room at Taliesin West, Frank Lloyd Wright's home and school located outside of Scottsdale, Arizona. Prior to joining Urbana, Ashley worked for the City of Philadelphia Planning Commission where she performed contextual and property-specific historic research, documented existing conditions of established and potential historic districts, prepared historic site nominations, and performed quality control reviews for local nomination packages. She additionally worked for the Northeast Regional Office of the National Park Service, within the Historic Structures Research and Documentation Unit, where she completed conditions assessments for the Black Stone River Valley National Historical Park, the Gateway National Recreation Area, and the Old Slater Mill National Historic Landmark. Ms. Losco brings field survey and research experience in urban, rural, and open space settings, and in documenting cultural landscapes.

SELECT PROJECT EXPERIENCE

- In-progress *Southern California Edison Company Transmission Line Rating Remediation Program Historic-Era Built Environment Survey Report – Eldorado-Pisgah-Lugo Transmission Line Project, San Bernardino County, California and Clark County Nevada*
- In-progress *Historic Resource Research Report, 4630 Date Avenue, La Mesa, CA*
- In-progress *Historic Resource Research Report, 2956 Roosevelt Street, Carlsbad, CA*
- 2020 *Historic Resource Research Report, 5930 Division Street, San Diego, CA*
- 2020 *Southern California Edison Company Transmission Line Rating Remediation Program Historic-Era Built Environment Survey Report – Ivanpah-Control Transmission Line Project, Inyo, Kern, and San Bernardino Counties, California*
- 2020 *Historic Resource Research Report, 1020 Prospect Street – The Muse, La Jolla, CA*
- 2020 *Southern California Edison Company Transmission Line Rating Remediation Program Historic-Era Built Environment Survey Report – Kern River to Los Angeles Transmission Line Project, Kern and Los Angeles Counties, California*
- 2020 *Mills Act Application and Rehab Plan, 552 Rushville Street, La Jolla, CA*
- 2020 *Mills Act Application and Rehab Plan, 1025 Devonshire Drive, La Mesa, CA*
- 2020 *Culverwell and Taggart's Historic District Nomination Package, City of San Diego, San Diego, CA*
- 2020 *Arizona Street Tract Historic District Nomination Package, City of San Diego, San Diego, CA*
- 2020 *Limited Conditions Assessment and Historic Resource Research Report, 8445 Avenida de las Ondas, San Diego, CA*

EDUCATION

- Master of Science – Historic Preservation, School of Design, University of Pennsylvania
Graduate Thesis: *Historic Structure Report: Taliesin West Garden Room* —
- Bachelor of Arts – History, Florida State University
Museum Studies Minor

PROFESSIONAL EXPERIENCE

- Historian / Preservation Planner: Urbana Preservation & Planning, LLC (San Diego, CA) 2019-present —
- Community Planning Preservation Intern: Philadelphia City Planning Commission (Philadelphia, PA) 2018-2019 —
- Historic Structures Research and Documentation Office Intern: National Park Service Northeast Regional Office (Lowell, MA) 2018 —
- DC Small Parks Cultural Landscape Intern: University of Pennsylvania with the National Park Service (Philadelphia, PA) 2018 —
- Research Intern: University of Pennsylvania (Philadelphia, PA) 2017-2018 —
- Easements and Database Intern: Florida Trust for Historic Preservation (Tallahassee, FL) 2017

SOFTWARE PROFICIENCIES

- AutoCAD
- ArchGIS
- Adobe Creative Suite
- SketchUp

Ashley Losco, MSHP
Historian / Preservation Planner
ashley@urbanapreservation.com

www.urbanapreservation.com

2020 *Middle Ranch Pipeline Historic Resource Analysis Report, Santa Catalina Island, CA*

2020 *Determination of Historic Significance, 800 1st Street, City of Coronado, Coronado, CA*

2020 *Determination of Historic Significance, 610 10th Street, City of Coronado, Coronado, CA*

2020 *Determination of Historic Significance, 277 B Avenue, City of Coronado, Coronado, CA*

2019 *Determination of Historic Significance, 365 Glorietta Place, City of Coronado, Coronado, CA*

2019 *Determination of Historic Significance, 1325 6th Street, City of Coronado, Coronado, CA*

2019 *Determination of Historic Significance, 400 2nd Street, City of Coronado, Coronado, CA*

2019 *Historic Resource Research Report, 2561 1st Avenue, San Diego, CA*

2019 *Determination of Historic Significance, 275 J Avenue, City of Coronado, Coronado, CA*

2019 *Determination of Historic Significance, 911 F Avenue, City of Coronado, Coronado, CA*

2019 *Determination of Historic Significance, 456 Orange Avenue, City of Coronado, Coronado, CA*

2019 *Determination of Historic Significance, 468 A Avenue, City of Coronado, Coronado, CA*

2019 *Determination of Historic Significance, 924 D Avenue, City of Coronado, Coronado, CA*

2019 *Determination of Historic Significance, 790 G Avenue, City of Coronado, Coronado, CA*

2019 *Determination of Historic Significance, 241-243 F Avenue, City of Coronado, Coronado, CA*

2019 *Pedley Powerhouse Historical Resource Analysis Report, Norco, CA*

2019 *Church of God Bulletin 580 Package, San Diego, CA*

2019 *South Strawberry Mansion Historic District Nomination, Philadelphia, PA*

2018 *Conditions Assessment for McKerrow School, Detroit, MI*

2018 *Black Stone River Valley National Historical Park Conditions Assessment, National Park Service Unit (Rhode Island / Massachusetts)*

2018 *Gateway National Recreation Area Conditions Assessment, National Park Service (New York City / New Jersey)*

2018 *Slater Historic Textile Mill Window Conditions Assessment, National Park Service (Pawtucket, Rhode Island)*

2018 *Virginia Avenue Small Parks Documentation, DC Small Parks Cultural Landscape, Virginia Ave, NW, Washington, DC*

Douglas E. Kupel, Ph.D., RPA
Senior Historian / Archaeologist
doug@urbanapreservation.com

Senior Historian, **Douglas Kupel**, holds a Ph.D. in History from Arizona State University, a graduate certificate in Archaeology from the University of South Carolina, and a Bachelor of Arts in History from the University of Oregon. Doug is a cultural resources expert with a diverse background in sustainable water resources, environmental planning, and historic preservation. He meets *The Secretary of the Interior's Historic Preservation Professional Qualifications Standards* in the disciplines of History, Architectural History, and Historical Archaeology. He brings extensive experience in preparing National Register Nominations and completing cultural resource surveys and inventories for properties in California and Arizona, and additionally maintains exceptional leadership and project management skills having served as the Deputy Water Services Director and Environmental Program Manager for the City of Glendale, Arizona. In these positions Doug supervised several divisions and managed nine divisional budgets. He additionally worked for the City of Phoenix as a Water Advisor and Natural Resources Historian. Doug began his career working as an archaeological and historic sites consultant in California and Arizona, and later served as a Historian for the Arizona State Office of Historic Preservation (OHP). He is adjunct faculty at several colleges and universities in Arizona, having taught from 1996 forward. Doug serves on the Arizona OHP Historic Sites Review Committee (HSRC) and serves as the Vice President of the Phoenix Trolley Museum.

SELECT PROJECT EXPERIENCE

- 2020 *Southern California Edison Company Transmission Line Rating and Remediation Program Kern River to Los Angeles Transmission Corridor, Historic-Era Built Environment Survey Report.*
- 2020 *Southern California Edison Company Transmission Line Rating and Remediation Program Ivanpah- Control Transmission Corridor, Historic-Era Built Environment Survey Report.*
- 2019 *Southern California Edison Catalina Island Historic-Era Water System Management Program, Catalina Island, CA.*
- 2012 *Thompson Draw Historic District National Register Nomination, Payson, Arizona. Metropolis Design Group, Phoenix.*
- 2012 *De Soto Dealership National Register Nomination, Phoenix, Arizona. Metropolis Design Group, Phoenix.*
- 2011 *Sage Acres Historic District National Register Nomination, Glendale, Arizona. Metropolis Design Group, Phoenix.*
- 2011 *Historic American Building Survey Documentation of the Fort Defiance Hospital and Associated Buildings, Fort Defiance, Arizona. Metropolis Design Group, Phoenix.*
- 2010 *Sands Estates Historic District National Register Nomination, Glendale, Arizona. Metropolis Design Group, Phoenix.*
- 2007 *Historic Building Analysis of Morcomb Service Station and House, Glendale, Arizona. Metropolis Design Group, Phoenix.*
- 2007 *Myrtle Avenue Historic District National Register Nomination, Glendale, Arizona. Metropolis Design Group, Phoenix.*
- 2007 *Bunch / Perez House National Register Nomination, Glendale, Arizona. Metropolis Design Group, Phoenix.*
- 2007 *61st Avenue Historic District National Register Nomination, Glendale, Arizona. Metropolis Design Group, Phoenix.*
- 2007 *Hoghe Bunk House National Register Nomination, Glendale, Arizona. Metropolis Design Group, Phoenix.*

EDUCATION

Doctor of Philosophy – History
School of Historical, Philosophical
and Religious Studies
Arizona State University
*Dissertation Title: Urban Water in
the Arid West: Municipal Water and
Sewer Utilities in Phoenix, Arizona.*

Master of Arts – History
University of Arizona

Graduate Certificate –
Archaeology
University of South Carolina

Bachelor of Arts – History
University of Oregon, Eugene

REGISTRATIONS

Society of Professional
Archaeologists – Registered
Professional Archaeologist,
No. 10353

Organization of American
Historians
No. 48527

PUBLICATIONS

*Fuel for Growth: Water and
Arizona's Urban Environment*
University of Arizona Press, 2006

PROFESSIONAL EXPERIENCE

Senior Historian / Archaeologist:
Urbana Preservation & Planning,
LLC (San Diego, CA) 2019-present

Adjunct Faculty: Arizona State
University (Arizona) 1996 - present



URBANA PRESERVATION & PLANNING LLC

Wendy L. Tinsley Becker, RPH, AICP, Principal
Architectural Historian + Urban / Preservation Planner
wendy@urbanapreservation.com

Southern California
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La Mesa, CA 91942
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248 3rd Street, #841
Oakland, CA 94607
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www.urbanapreservation.com

Founding Principal, **Wendy L. Tinsley Becker, RPH, AICP**, brings an expert background in American history, architecture, and urban planning, with a particular emphasis on issues relating to historic preservation. Her experience includes extensive historical resources survey work, design review under *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, single-site historic property research and documentation, and practice in municipal regulatory planning and cultural resources compliance issues including code compliance, revision and review, CEQA, NEPA, and Section 106 of the National Historic Preservation Act. As a preservation-planning consultant she participates in the development and administration of local land use regulations, policies, programs and projects; prepares reports involving research and analysis of various planning issues; conducts site-specific project and design review; and facilitates project coordination between contractors, architects, developers, citizens and other stakeholders. Wendy meets the *Secretary of the Interior's Historic Preservation Professional Qualifications Standards* in the disciplines of History and Architectural History and the *draft standards* established for Historic Preservation and Land Use/Community Planning. She is included on the California Council for the Promotion of History's Register of Professional Historians and also maintains professional certification in the American Institute of Certified Planners (AICP).

Wendy is a co-author and editor of the AICP Certified Urban Designer Exam Study Guide (V1.0) released in March 2016. From 2013 forward she has provided professional training to AICP exam applicants as part of the American Planning Association California Chapter – San Diego Section annual exam training program.

Wendy has assisted municipalities, utility providers, and lead agencies in preservation planning program development and implementation efforts. She regularly consults for private and agency applicants on historical resource and historic property analysis for discretionary projects and undertakings pursuant to Section 106 of the National Historic Preservation Act and the California Environmental Quality Act, as well as Federal Rehabilitation Tax Credit proposals at National Register listed or eligible properties, which are subject to review by the State Office of Historic Preservation and the National Park Service. She was the author / facilitator and lead historic preservation consultant for the City of Chula Vista's award-winning Municipal Preservation Planning Program. She authored the Historic Preservation Element for the City of La Mesa's award winning 2011 / 2030 General Plan update process. She provides survey, architectural history, context development, programmatic agreement, and historic preservation planning consulting services for the Southern California Edison Company including preparation of a programmatic guide for the treatment of all historic-era properties in the company's 55,000 square mile service territory. She served as the lead Architectural Historian for the City and County of Honolulu High Capacity Transit Corridor Project's Kako'o (Section 106 Programmatic Agreement Program manager) consultant team. Wendy's professional analysis and determinations are reviewed for compliance and concurrence by numerous municipalities, and state and federal agencies including the California State Office of Historic Preservation, the California Public Utilities Commission, the USDA Forest Service, the Bureau of Land Management, and the National Park Service.

Her current interests include facilitating approvals for brick and mortar construction and building rehabilitation projects, and working with community-based organizations that emphasize public participation while striving for the improvement of the built environment through good urban and architectural design and associated social programs.

EDUCATION

Master of City Planning, Historic Preservation & Urban Design Concentration | California State University, San Diego

—
Bachelor of Arts – History, Public History & Urban Studies Concentration | California State University, San Diego

PROFESSIONAL REGISTRATIONS

American Institute of Certified Planners (#022838)
Register of Professional Historians (#612)

PROFESSIONAL EXPERIENCE

Founding Principal: Urbana Preservation & Planning, LLC, (San Diego & Oakland) 04/2005-present

—
Faculty + Lecturer: San Diego State University Master of City Planning Graduate program, 2012

—
Instructor: University of California, San Diego – Extension, 2006-2017

—
Architectural Historian & Preservation Planner: Architectural Resources Group (San Francisco & Los Angeles), 10/2002-04/2005

—
Architectural Historian & Preservation Planner: HRS, (San Diego) 12/2001-10/2002

—
Historian & Historic Preservation Planner: Office of Marie Burke Lia, Attorney at Law, (San Diego) 01/2000-11/2001

—
Assistant Coordinator + Researcher: SHPO/CHRIS-South Coastal Information Center, 12/1996-08/1999

PROJECT EXPERIENCE*

- 2020 *Southern California Edison Company Transmission Line Rating and Remediation Program Kern River to Los Angeles Transmission Corridor, Historic-Era Built Environment Survey Report.*
- 2020 *Southern California Edison Company Transmission Line Rating and Remediation Program Ivanpah-Control Transmission Corridor, Historic-Era Built Environment Survey Report.*
- 2020 *Historic District Nomination Package, Arizona Street Tract, Park Villas Subdivision, City of San Diego, CA.*
- 2020 *Historical Resource Analysis Report, Moiola School, Fountain Valley, CA.*
- 2020 *Historical Resource Survey, Proposed Merrill Commerce Center Specific Plan, Ontario, CA.*
- 2020 *Historic Property Survey Report, Evan Hewes Highway and Bridge Evaluation, Imperial County, CA.*
- 2019 *Historic Context and Preservation Element Historical Resource Analysis Report / Historic Property Survey Report for Southern California Edison Company Lindsay Substation and Bliss-Lindsay 66kV Sub-Transmission Line.*
- 2019 *To Kalon Vineyard / Robert Mondavi Winery Patent Litigation Expert Witness Consulting, Oakville, CA.*
- 2019 *Historical Resource Analysis Report, Vic Braden Tennis College, 23333 Ave La Caza, Coto De Caza, CA.*
- 2019 *Church of God in Christ Bulletin 580 Package.*
- 2019 *Historical Resource Analysis Report, 7407 Alvarado Road, La Mesa, CA.*
- 2019 *City of Laguna Beach Preservation Ordinance and Program Consulting.*
- 2019 *Historic Resource Research Report and Conditions Consulting, 8445 Avenida de las Ondas, La Jolla, CA.*
- 2019 *Southern California Edison Company Transmission Line Rating and Remediation Program Control-Silver Peak Transmission Corridor, Historic-Era Built Environment Survey Report.*
- 2019 *Southern California Edison Catalina Island Historic-Era Water System Management Program, Catalina Island, CA.*
- 2019 *Historical Resource Analysis Report / Historic Property Survey Report, Southern California Edison Catalina Island Wrigley Pipeline Project, Catalina Island, CA.*
- 2019 *Retroactive Historical Resource Research Report, 31st Street, San Diego, CA.*
- 2019 *Historical Resource Analysis Report / Historic Property Survey Report Southern California Edison Pedley Powerhouse Complex, Norco, California.*
- 2019 *Historical Resource Analysis Report / Historic Property Survey Report Southern California Edison Company Eastern Sierras Transmission System, Mono County and Inyo County, California.*
- 2019 *Historical Resource Research Report, 3629 Front Street, San Diego, CA.*
- 2019 *Programmatic Agreement Among the Bureau of Land Management – California, the USDA Forest Service, Pacific Southwest Region, California Utility Providers, and the California Office of Historic Preservation, Regarding the Identification, Evaluation, Management, and Exemption of Historic-Era Electrical Infrastructure Facilities in the State of California.*
- 2019 *City of San Diego Clairemont Community Plan Update, Historic Context and Preservation Element.*
- 2019 *Historic Site Report, 10446 Russell Road, La Mesa, CA.*
- 2019 *City of Coronado, As-Needed Historic Research Consulting, Coronado, CA.*
- 2019 *Historical Resource Research Report, 4250-52 Cleveland Ave, San Diego, CA.*
- 2018 *Southern California Edison Company Transmission Line Rating and Remediation Program Control-Silver Peak Transmission Corridor, Historic-Era Built Environment Survey Report – Phase 1 Desk Survey.*

BOARDS + COMMITTEES

- Chair / Immediate Past Chair:
 American Planning Association
 National Urban Design & Preservation
 Division, 04/2012-12/2016
 —
- Founder + Volunteer Executive
 Director / Ex –Officio Director: Built
 Environment Education Program
 (BEEP) San Diego, 2008-2015
 —
- Education Committee Member:
 California Preservation Foundation,
 04/2012-04/2014
 —
- Vice-Chair + Newsletter Editor: APA
 National Urban Design & Preservation
 Division, 01/2010-03/2012
 —
- Director & Education Chair: San Diego
 Architectural Foundation, 11/2008-
 2011
 —
- Appointed Public Member: City of San
 Diego Historical Resources Board
 Incentives Subcommittee, 08/2008-
 02/2010
 —
- Advisor/Member – UCSD Extension
 Advisory Group Urban Planning &
 Development Certificate Program,
 2007 forward
 —
- Founding President – Jack London
 District Association, 2005-2006

SELECT PROJECT AWARDS

- 2016 - Award of Excellence for
 Preservation Advancement - City of San
 Diego Historical Resources Board
 (recognized for Urbana's preservation
 planning study for the San Diego State
 Normal School Campus & San Diego
 City Schools Historic District).
 —
- 2014 - American Planning Association
 (APA) San Diego Chapter – Planning
 Agency Award for preparation of La
 Mesa 2030 General Plan. *Historic
 Preservation Element prepared by
 WLTB / Urbana.



- 2018 *Southern California Edison Company Transmission Line Rating and Remediation Program Control-Haiwee Transmission Corridor, Historic-Era Built Environment Survey Report – Phase 1 Desk Survey.*
- 2018 *Southern California Edison Company Transmission Line Rating and Remediation Program ICKI Transmission Corridor, Historic-Era Built Environment Survey Report – Phase 1 Desk Survey.*
- 2018 *Southern California Edison Company Transmission Line Rating and Remediation Program Eldorado-Lugo-Pisgah Transmission Corridor, Historic-Era Built Environment Survey Report – Phase 1 Desk Survey.*
- 2018 *City of San Diego Park Boulevard Residential Historic District Historic Context Statement and Nomination Package.*
- 2018 *California Department of General Services, Metropolitan State Hospital Project Historical Resource Analysis Report.*
- 2018 *City of San Juan Capistrano, River Street Marketplace Historical Resource Analysis Report.*
- 2018 *Southern California Edison Company Transmission Line Rating and Remediation Program Kern River to Los Angeles Transmission Corridor, Historic-Era Built Environment Survey Report – Phase 1 Desk Survey.*
- 2017 *Historic Site Designation Package, Wexler House 1088 Sierra Vista Avenue, La Mesa, California.*
- 2017 *Nelson-Sloan Otay Rock Plant Property, Chula Vista, California 91910.*
- 2017 *Adams Avenue, Murrieta, California, Tract Map Historical, Cultural, and Paleontological Report.*
- 2017 *4 Greenwood Common (Berkeley Landmark No. 125) Mills Act Application Package, Berkeley, CA.*
- 2017 *Historical Resource Analysis Report, 1201 S. Grand Avenue, Los Angeles, California.*
- 2017 *Design Review Analysis and Historical Resource Research Report, 4884 Marlborough Avenue, San Diego, California.*
- 2017 *Historical Resource Analysis Report / Historic Property Survey Report, SCE MacNeil Substation, Burbank, California.*
- 2017 *Peer Review Statement, 400 S. Alameda Street, Los Angeles, California.*
- 2017 *4617-4619 and 4621-4625 Park Boulevard, San Diego, California, Historical Resource Technical Report.*
- 2017 *Historical Resource Research Report, 707 17th Street, San Diego, California.*
- 2017 *5064 Lotus Street, San Diego, California, Historical Resource Technical Report.*
- 2017 *Historical Resource Technical Report, 550 Sicard Street, San Diego, California.*
- 2017 *Historic Landmark Designation Package, 9415-9425 Eldorado Lane, La Mesa, California.*
- 2017 *6035 University Avenue, San Diego, California, Historical Resource Technical Report.*
- 2016 *Expert Witness Consulting, Bernati Ticino Trust v. City of San Diego*
- 2016 *4365-4369 Ohio Street, San Diego, California, Historical Resource Technical Report.*
- 2016 *4505 Park Boulevard, San Diego California, Historical Resource Technical Report.*
- 2016 *Designation and Mills Act Rehabilitation Reporting and Consulting for the Edwin K. Hurlbert House, 2930 Chatsworth Boulevard, San Diego, CA.*
- 2016 *NHPA Section 106 Historic Property Analysis and Findings of Effect Statement for the Southern California Yeshiva High School, San Diego, CA.*

SELECT RECENT AWARDS (CONT.)

- 2013 – American Planning Association National Division Executive Committee Recipient – Division Achievement Award (*recognized for professional development webinars on historic preservation, urban design, and development topics developed on behalf of the APA Urban Design & Preservation Division*).
-
- 2012 - American Association of Environmental Professionals San Diego Chapter – *Outstanding Planning Document Award for preparation of the City of Chula Vista Historic Preservation Program & Ordinance.* *Historic Preservation Ordinance & Program prepared by WLTB / Urbana.
-
- 2012 - American Planning Association National Division Executive Committee Recipient – Education Excellence Award (*recognized for education efforts on behalf of the APA Urban Design & Preservation Division*).
-
- 2011 - American Planning Association National Division Executive Committee Recipient Branding Award (*recognized for visibility, outreach, and education efforts on behalf of the APA Urban Design & Preservation Division*).
-
- 2010 - Award of Excellence in Education - City of San Diego City Planning & Community Investment Department Historical Resources Board (*recognized for the Built Environment Education Program developed for the San Diego Architectural Foundation / BEEP San Diego*).
-
- 2009 - San Diego Public Library Foundation / Friends of the San Diego Public Library 2008-2009 Chapter Volunteer Award, University Heights Branch (*recognized for preservation planning work at the historic San Diego State Normal College campus*).

- 2016 *Peak Valley Solar Farm CEQA Cultural Resources Analysis (Historical Resources, Cultural Resources, and Paleontological Resources), San Bernardino County, CA.*
- September 2016 *City of Oceanside / Caltrans, Coast Highway (Hill Street) Bridge over the San Luis Rey River Replacement Project Historical Resources Evaluation Report, Oceanside, CA.*
- August 2016 *Historical Resource Technical Report – 715 Muirlands Vista Way, La Jolla, CA.*
- June 2016 *Class III Cultural Resources Inventory / NRHP Eligibility Determination, SCE Eldorado 500kV Transmission System, California, Arizona, Nevada.*
- June 2016 *Casa de las Flores Property Carriage House / Garage Building, Historical Resource Analysis Report, Chula Vista, CA.*
- May 2016 *Historic American Engineering Record (HAER) No. CA-167-O – Southern California Edison Company Big Creek Hydroelectric System Vincent 220kV Transmission Line, Kern, Fresno, and Los Angeles Counties.*
- May 2016 *San Diego Gas & Electric Company Eastern Division Property Eligibility Review Memo, El Cajon, CA.*
- March 2016 *Historical Resource Review - 1347-1349 Locust Street, Walnut Creek, CA.*
- March 2016 *City of La Mesa Collier Park NHPA Section 106 Review, La Mesa, CA.*
- March 2016 *Redwood Solar Farm 4 CEQA Cultural Resources Analysis (Historical Resources, Cultural Resources, and Paleontological Resources), Kern County, CA.*
- March 2016 *City of La Mesa Vista La Mesa Park NHPA Section 106 Review, La Mesa, CA.*
- February 2016 *City of Chula Vista Third Avenue Community Character + Business Improvement Guidelines.*
- February 2016 *City of San Diego HRB No. 461 / Anderson House, San Diego County Historic Site Designation and Mills Act Rehabilitation Consulting, 3841 Sweetwater Road, Bonita, CA.*
- January 2016 *Historic American Landscapes Survey (HALS) No. CA-122 – Collier Park, La Mesa, CA.*
- December 2015 *Historic American Engineering Record (HAER) No. CA-2138 – Southern California Edison Company Substations: Monumental Type, Santa Barbara, Kern, Fresno, and Los Angeles Counties.*
- December 2015 *Pacific Gas & Electric Company South of Palermo Project Historical Resource Analysis Report / Historic Property Survey Report.*
- November 2015 *Historic American Engineering Record (HAER) No. CA-167-N – Amendment to Southern California Edison Company Big Creek Hydroelectric System East & West Transmission Line.*
- November 2015 *Designation and Mills Act Rehabilitation Reporting and Consulting for the Alexander Schreiber Spec House No. 1 / Payne House, 1429 Dale Street, San Diego, CA.*
- October 2015 *Designation and Mills Act Rehabilitation Reporting and Consulting for the Florence Palmer Spec. House II of III, 350 Fern Glen, San Diego, CA.*
- May 2015 *Historic-era Electrical Infrastructure Management Program: A Program for the Identification, Review, Exemption, and Treatment of Generating Facilities, Transmission Lines, Sub-transmission Lines, Distribution Lines, and Substations within the Southern California Edison Company's Service Territory.*
- March 2015 *Class III Cultural Resources Inventory for Southern California Edison's Coolwater-Lugo Transmission Project, San Bernardino County, California – Volume 1: Historic-Era Built Environment Survey Report.*
- 2014-2015 *Los Angeles Regional Intercommunications System NHPA Section 106 Assessment of 125 sites located throughout Los Angeles County.*

RELATED EXPERIENCE

- Member: County of San Diego Valle de Oro Community Planning Group, 09/2016 forward —
- Director + Civic Improvement Chair, Grossmont-Mt. Helix Improvement Association, 08/2016 forward —
- Mentor: San Diego State University Aztec Mentor Program, Spring 2016 Cohort —
- Co-Author / Editor: AICP Certified Urban Designer Exam Study Guide, Version 1.0 (released March 2016) —
- AICP Exam Course Speaker: California Chapter, San Diego Section, (annually) 02/2013-present —
- Retreat Facilitator: Beautiful Pacific Beach, Annual Board of Directors Retreat, (annually) 2016-present —
- Invited Panel Speaker: *Density and Design: The Future of Housing in San Diego*, American Planning Association San Diego Section, San Diego, 09/2017 —
- Invited Speaker: *Building Community and Character – Preservation is Place*; 1st Annual Historic Preservation Conference Nebraska State Office of Historic Preservation, Omaha (NE), 06/2013 —
- Panel Speaker: *Preservation Toolkit for Small Cities*, American Planning Association California Chapter Conference, 10/2012 —
- Invited Speaker: *Preliminary Findings – The Status of Preservation Planning Regulatory Programs in the San Diego Region - 2012*, Association of Environmental Professionals San Diego Chapter September Luncheon, 09/2012

- 2014 *Historic Preservation and Urban Planning Expert Witness, Brandon Milan v. City of San Diego, State of California Superior Court Case No. 37-2013-00067039-CU-EI-CTL.*
- 2013-2014 *Historic Preservation and Urban Planning Expert Witness, Edward Valerio v. City of San Diego, U.S.D.C. Case No. 12C1200W (WMC)*
- November 2014 *Historic-Era Built Environment Survey Report, NRHP / CRHR Eligibility Evaluations, and Concurrence Consulting for proposed Coolwater Lugo Transmission Project (approx. 200 built environment sites over 13 segments in the vicinity of Apple Valley, Barstow, and Hesperia, California).*
- November 2014 *Herald Examiner Building, 1101-1139 S. Broadway, Los Angeles, CA, Historic Preservation Certification Application: Part 1 – Determination of Eligibility – Draft Submittal.*
- November 2014 *Cecil Hotel Building, 640 Main Street, Los Angeles, CA, Historic Preservation Certification Application: Part 1 – Determination of Eligibility – Draft Submittal.*
- November 2014 *Cecil Hotel Building, 640 Main Street, Los Angeles, CA, City of Los Angeles Historic Cultural Monument Application Package – Draft Submittal.*
- November 2014 *Historic-Era Electrical Infrastructure Management Program: A Program for the Identification, Review, Exemption, and Treatment of Generating Facilities, Transmission Lines, Sub-transmission Lines, Distribution Lines, and Substations within the SCE Service Territory.*
- October 2014 *Commercial Exchange Building, 416 W. 8th Street, Los Angeles, CA, Historic Preservation Certification Application: Part 2 – Description of Rehabilitation – Draft Submittal.*
- October 2014 *NRHP / CRHR Eligibility Review, SCE Lighthipe and Laguna Bell Substations, Long Beach and Commerce, California.*
- October 2014 *NRHP / CRHR Eligibility Review, SCE Eagle Rock Substation, Los Angeles, California.*
- October 2014 *NRHP / CRHR Eligibility Review, SCE Colton Substation, Colton, California.*
- September 2014 *City and County of Honolulu Little Makalapa National Register of Historic Places Nomination Peer Review.*
- September 2014 *City and County of Honolulu Big Makalapa National Register of Historic Places Nomination Peer Review.*
- September 2014 *Sudberry Properties Strawberry Fields Historic Cultural Landscape Analysis Report, Chula Vista, CA.*
- July 2014 *Friday Morning Club Building, 938 S. Figueroa, Los Angeles, CA, Historic Preservation Certification Application: Part 2 – Description of Rehabilitation – Draft Submittal.*
- May 2014 *Commercial Club of Southern California Building / Case Hotel Part 2 Determination of Eligibility, Los Angeles, CA.*
- May 2014 *City and County of Fresno Tertiary Treatment and Disinfection Facility – Plant 2 NHPA Section 106 and CEQA Historical Resource Assessment.*
- April 2014 *City and County of Honolulu Aloha Stadium Station Project Treatment Plan Peer Review, Honolulu, CA.*
- April 2014 *Redwood Solar Farm Historic Property Survey / Historical Resource Report, Kern County, CA.*
- April 2014 *4th@ Broadway EIR Mitigated Negative Declaration – Historical Resource Assessment Report, Los Angeles, CA*
- March 2014 *Commercial Club of Southern California Building / Case Hotel Part 1 Determination of Eligibility, Los Angeles, CA.*
- February 2014 *Commercial Club of Southern California Building / Case Hotel Historic Cultural Monument Application, Los Angeles, CA.*

RELATED EXPERIENCE (CONT.)

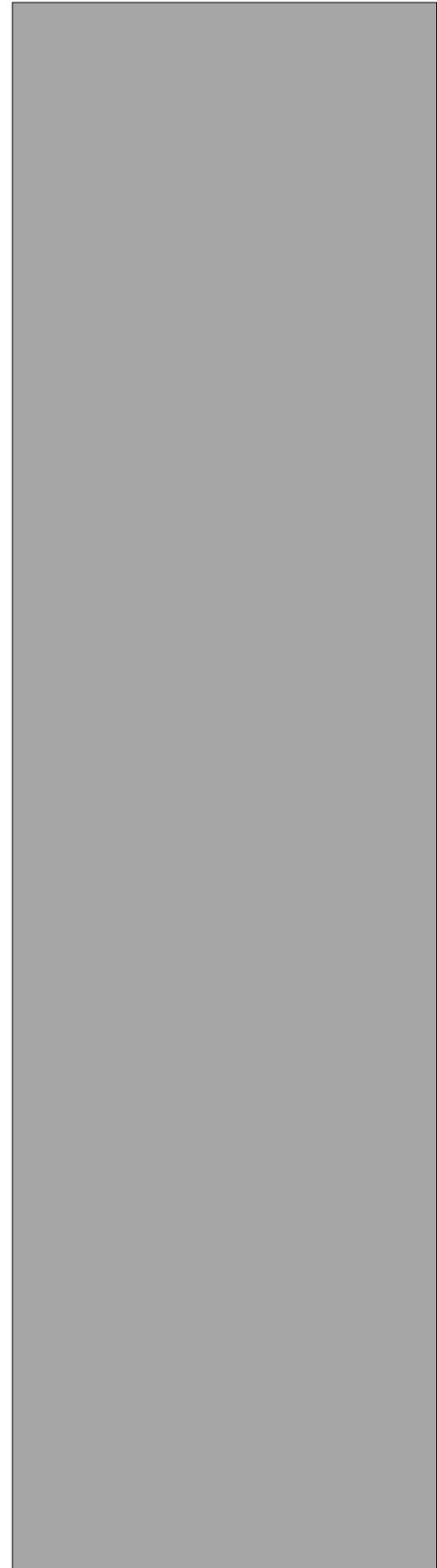
- Invited Panel Speaker: *Outsiders & Fringe Dwellers – Preservation Partners of the Future*, California Preservation Foundation Conference, 05/2011
- Guest Lecturer: *Preservation, Housing, and Sustainability*, UCSD Urban Studies & Planning Program, 05/2011
-
- Invited Speaker: *Harriett Wimmer, Women, and Modern Landscape Architecture in California*, Congress of History of San Diego & Imperial Counties, 03/2011
-
- Guest Lecturer: *Historic Preservation Planning*, San Diego State University Public Administration Program, 07/2010
-
- Attendee: AIA Webinar, *The 2030 Commitment: Setting and Achieving Energy Goals with Integrated Design*, 12/2009
-
- Attendee: APA Webinar, *Balancing the Land-Use Transportation Equation: At the Community Level*, 09/2009
-
- Attendee: APA Webinar, *LEED for Neighborhoods*, 08/2009
-
- Attendee: San Diego APA, *Making Density Work – San Diego Density Symposium*, 10/2008
- Moderator: *Planning for Preservation: A Survey of Municipal Preservation Programs Throughout San Diego County*, San Diego APA & UCSD Extension-UPD Cert. Program, 08/2008
-
- Invited Speaker: *Local Historic Site Designation & The Mills Act Historic Property Tax Credit Program*, City of San Leandro (CA), 04/2005
-
- Attendee: CA Preservation Foundation & CA Office of Historic Preservation, *Historical Resource Surveys for Local Governments*, San Diego (CA) 02/2004

- January 2014 *1560 S. Escondido Boulevard NHPA Section 106 Review and Concurrence Consulting.*
- November 2013 *Consulting for Two Historic House Relocations to the City of San Diego Development Services Department, Public Works Department, and City Attorney's Office.*
- September 2013 *Caltrans Section 106 Historic Property and CEQA Historical Resource Survey – Gilbert Street, Santa Ana, CA.*
- October 2013 *NHPA Section 106 Historic Property and CEQA Historical Resource Survey Report, Proposed Coolwater Lugo Transmission Project.*
- June 2013 *Historic Agricultural Landscapes of Visalia and Tulare County electronic book and exhibit – Tulare County Museum of Farm Labor and Agriculture, Visalia, CA*
- January 2013 *National Park Service Historic American Engineering Record (HAER) Level II Documentation (Large Format Negative Photography & Narrative) – Big Creek Hydroelectric System East & West Transmission Line, Fresno to Los Angeles, CA*
- January 2013 *Historical and Architectural Eligibility Evaluation of Delano Substation Complex.*
- October 2012 *Historical and Architectural Eligibility Evaluations of the Southern California Edison Company Historic-Era Casitas, Santa Barbara, Carpinteria, Santa Clara, and Goleta Substations*
- October 2012 *City and County of San Francisco, 2419-2435 Lombard Street Historical Resource Evaluation Report.*
- 2011-2013 *Historic Preservation Expert Witness, Academy of Our Lady of Peace v. City of San Diego, U.S.D.C. Case No. 09CV0962 WQH (MDD)*
- In-process *San Diego Municipal Anglers Building Historical Resource Designation Report, San Diego, CA*
- July 2012 *National Park Service Historic American Engineering Record (HAER) Level II Documentation (Large Format Negative Photography & Narrative) – SCE San Joaquin Cross Valley Loop Project, Visalia, CA*
- June 2012 *Historic Structure Report - Casa Peralta, 384 West Estudillo Avenue, San Leandro, CA*
- June 2012 *County of San Diego Historic Site Designation Report, John N. Mortenson's Hines Residence, Mt. Helix, CA*
- April 2012 *NHPA Section 106 Review, Lodi Municipal Stadium, Lodi, CA*
- March 2012 *Federal Rehabilitation Certification Application – Part 3 Request for Certification of Completed Work – Imig Manor / Lafayette Hotel, 2223 El Cajon Boulevard, San Diego, CA*
- February 2012 *National Register of Historic Places Nomination, Imig Manor / Lafayette Hotel, 2223 El Cajon Boulevard, San Diego, CA*
- February 2012 *Sequoia National Forest Electric Power Conveyance Systems NRHP Eligibility Evaluations, Tulare County, CA*
- January 2012 *NHPA Section 106 Review, La Mesa Youth Center, La Mesa, CA*
- December 2011 *City of La Mesa 2012 General Plan Update – 2030 Historic Preservation Element, La Mesa, CA*
- December 2011 *Crown City Medical Center EIR Historical Resource Initial Study, Pasadena, CA*
- November 2011 *NHPA Section 106 Review, 4470 Acacia Avenue, La Mesa, CA*
- September 2011 *Big Creek Hydroelectric System Historic District Vincent 220kV Transmission Line NRHP Eligibility Evaluation and Historic Property Treatment Plan.*
- July 2011 *Historic-Era Electric Power Conveyance Systems Programmatic Agreement (SCE, BLM, & CA, NV SHPO) (Context, Typology, Identification, Integrity Qualifications, & Treatment Processes)*

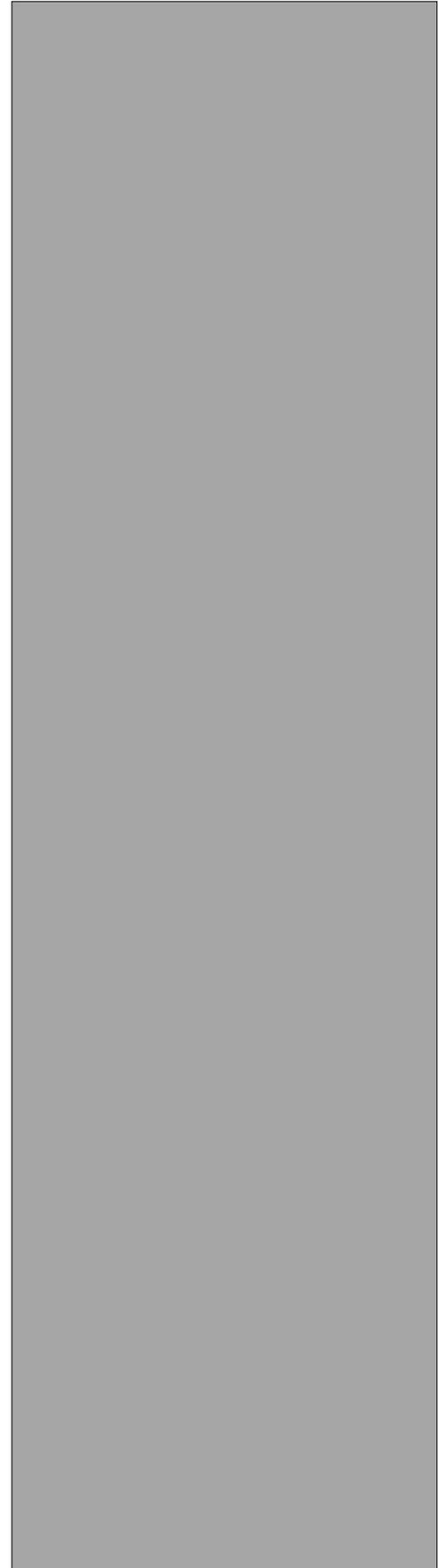
RELATED EXPERIENCE (CONT.)

- Attendee: National Charrette Institute, *Introduction to Dynamic Planning* (Level 1 NCI Charrette Manager Certification Training), San Diego (CA) 10/2003
-
- Attendee: CA Preservation Foundation, *Incentives for Historic Preservation Projects*, Berkeley (CA) 09/2003
-
- Attendee: University of Southern CA, *Preservation Planning & Law*, Los Angeles (CA) 07/2003
-
- Attendee: League of CA Cities, *Smart Growth Zoning Codes*, Lodi (CA) 12/2002
-
- Invited Participant: *Second Natures, Redefining The Los Angeles Riverfront*, Los Angeles (CA) 01/2002 (2-Day Planning & Design Charrette hosted by MOCA & The Geffen)
-
- Selected Smart Growth Researcher: San Diego State University Foundation & City Planning Graduate Program, Dr. Roger Caves, 01/2001 – 08/2001 (Grant Topic: Planning for Sprawl in the U.S)
-
- Attendee: *Section 106 An Introductory Course*, National Preservation Institute, San Francisco (CA) 04/1999
-
- COURSES CREATED & TAUGHT**
- BUSA 40687 - Historic Preservation Planning (UCSD 2006-2012)
-
- BUSA 40515 - Fundamentals of City Planning (UCSD 2007)
-
- BUSA 40748 - Foundations of Urban Planning & The Built Environment (UCSD 2009-2012)
-
- BUSA 40749 - Functions & Processes of City Planning (UCSD 2011-2012)
-
- ART 40436 - American Architectural History I & II (UCSD 2008-2014)
-
- CP 670 - History of Urban Planning (SDSU 2012)

- June 2011 *Aesthetic impact Analysis Report, Hollywoodland Historic Rock Retaining Walls, Los Angeles, CA*
- April 2011 *Kern River – Los Angeles 60 / 66kV Transmission Line NRHP Eligibility Evaluation, Kern & L.A. Counties*
- December 2010 *Historic Structure Report - Linda Vista Federal Defense Housing Project Tenant Activity Building, San Diego, CA*
- October 2010 *City of San Diego Redevelopment Agency, Historic Property / Historical Resource Analysis Report of the Linda Vista Federal Defense Housing Project Tenant Activity Building, San Diego, CA*
- November 2010 *Historic Designation Report, Burt F. Raynes Residence, 299 Hilltop Drive, Chula Vista, CA*
- August 2010 *Southern California Edison Company Tehachapi Renewable Transmission Project Antelope-Vincent No. 1 220kV Transmission Line NRHP/CRHR Review*
- July 2010 *Southern California Edison Company Tehachapi Renewable Transmission Project Rosamond Substation NRHP/CRHR Review, Montebello, California*
- July 2010 *Southern California Edison Company Tehachapi Renewable Transmission Project Antelope-Mesa 220kV Transmission Line NRHP/CRHR Review*
- June 2010 *Southern California Edison Company Tehachapi Renewable Transmission Project Chino-Mesa 220kV Transmission Line NRHP/CRHR Review*
- June 2010 *Southern California Edison Company Tehachapi Renewable Transmission Project Chino Substation NRHP/CRHR Review, Chino, California*
- April 2010 *Historical Resource Analysis Report, Hollywoodland Historic Rock Retaining Walls, Los Angeles, CA*
- March 2010 *Imig Manor/ Lafayette Hotel Part 2 20% Federal Rehabilitation Tax Credit Application*
- January 2010 *CEQA Historical Resource Analysis Report, 2629 National Avenue, San Diego CA*
- December 2009 *City of Santa Ana Warner Avenue Transportation Study Historical Resource Survey, Santa Ana, CA*
- December 2009 *Proposed Heidi Square Redevelopment Project – Project Management, Preservation Planning & Subdivision Re-Design Consulting, San Lorenzo, CA*
- November 2009 *City of San Diego Redevelopment Agency, Historical Resource Review of 4102-4122 University Avenue, San Diego, CA*
- November 2009 *CEQA Historical Resource Analysis Report, 7195 Country Club Drive, La Jolla, CA*
- November 2009 *Imig Manor/ Lafayette Hotel Part 1 20% Federal Rehabilitation Tax Credit Application*
- August 2009 *CEQA Historical Resource Analysis Report, 5511 Calumet Avenue, La Jolla, CA*
- August 2009 *Preservation Planning Study, Site Development, & Rehabilitation Analysis of the Herman Hotel Carriage House, Chula Vista, CA*
- August 2009 *Historical Site Designation, Design Review, & Mills Act Property Tax Consulting for the Dennstedt Building Company's Calavo Gardens Queen Avenue Dwelling, Mt. Helix, CA*
- August 2009 *CEQA and NHPA Section 106 Review of the Nike Missile Defense System - LA - 14/29 Commemorative Site, unincorporated Los Angeles, CA*
- July 2009 *Code Compliance & Resource Review, 2341 Irving Avenue, San Diego, CA*
- July 2009 *City of Santa Ana Bristol & 17th Transportation Study Historical Resource Survey, Santa Ana, CA*
- May 2009 *Fresno Unified School District Historical Resource Survey of the Proposed M-4 Site, Fresno, CA*
- May 2009 *Section 106 Review of Casa Blanca – 716 Santa Clara Avenue, Alameda, CA*

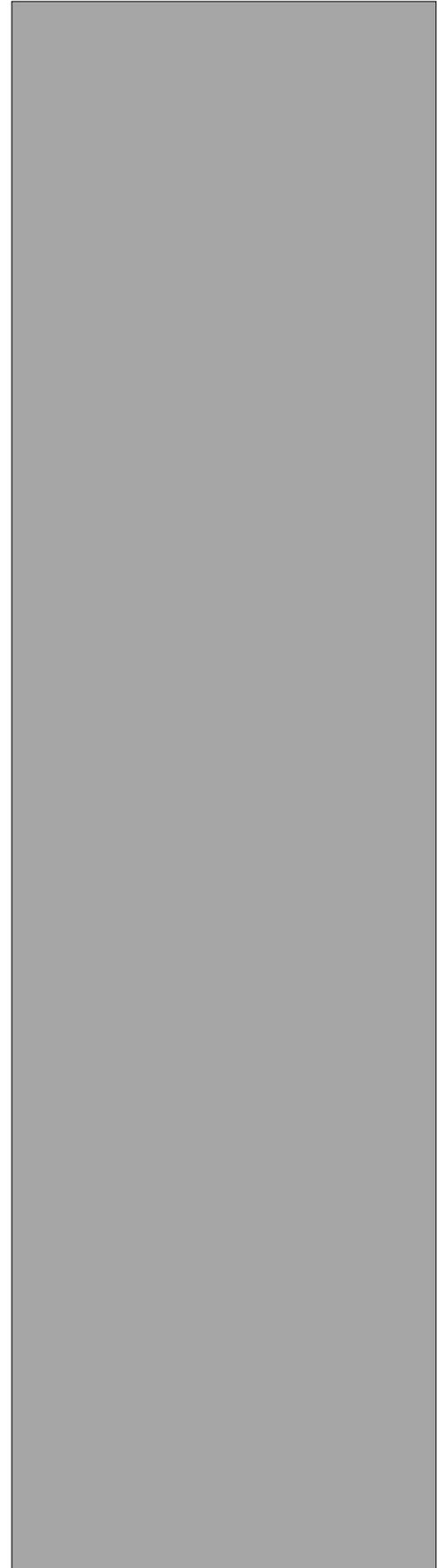


- April 2009 *Design Review Analysis for the 2110 Glenneyre Street Property, Laguna Beach, CA*
- April 2009 *Section 106 Review of the Fairfax Theatre, Oakland, CA*
- March 2009 *National Register of Historic Places Documentation & Eligibility Evaluation for the Middle Fork American River Hydroelectric Project, Placer County, California*
- February 2009 *Historical Resource Analysis Report & Design Review – 337 Hawthorne Road, Laguna Beach, CA*
- February 2009 *San Diego Normal School Campus Phase I Preservation Planning Study & Historical Resource Survey, San Diego, CA*
- January 2009 *Historical Resource Analysis Report, 634 2nd Avenue, Chula Vista, CA*
- October 2008 *Pier 29 National Historic Preservation Act Finding of Effects Statement, San Francisco, CA*
- 2007-2008 *Lead Consultant – City of Chula Vista Historic Preservation Program Development – City of Chula Vista Historic Preservation Program Binder (ordinance, historic inventory database, historical overview statement, incentives, project review process and related permit application and processing forms*
- August 2008 *Mayor John Gill Residence, Designation, Mills Act & Rehabilitation Consulting, San Leandro, CA*
- July 2008 *California Portland Cement Company P&H Excavators #3 & #4 Historic Context Statement & California Register Eligibility Review, Mojave, CA*
- July 2008 *Historic Context Statement – Bean Springs Site, Rosamond, CA*
- June 2008 *Cultural Resource Report & Regulatory Review, PL-SCE-Tehachapi-10H, Acton, CA*
- May 2008 *Historical Resource Documentation & Review, San Diego Aqueduct, San Diego, CA*
- April 2008 *Historic Site Designation & Mills Act Historic Property Tax Consulting for the Goldberg Residence, 4654 Iowa Street, San Diego, CA*
- April 2008 *Storefront Improvement / Façade Revitalization Historical Resource Analysis & Design Review Assistance, 3201 Adams Avenue, San Diego, CA*
- March 2008 *Lombardi Ranch CEQA Review, San Ardo, California*
- February 2008 *Del-Sur Saugus Mining Complex Historical Resource Review, Grass Valley, CA*
- February 2008 *Foothill Ranch Historical Resource Review, Palmdale, CA*
- January 2008 *Section 106 Review 1425-1475 South Main Street, Walnut Creek, CA*
- January 2008 *Historic Site Designation Report & Mills Act Property Tax Consulting - Ocean Beach Cottage Emerging Historic District Contributor, 4670 Del Monte Ave., San Diego, CA*
- November 2007 *Historic Site Designation & Mills Act Historic Property Tax Consulting for the Olmstead Building Company's Calavo Gardens Project #531, Mt. Helix, CA*
- October 2007 *Southern CA Edison Company's Del Sur-Saugus Transmission Line Historical Resource Review, Lancaster - Palmdale, CA*
- October 2007 *Southern CA Edison Company's Antelope Substation Historical Resource Review, Lancaster, CA*
- September 2007 *Historical Resource Review & Data Responses for the Proposed SDG&E Orange Grove Energy Project in Pala, CA*
- September 2007 *SCE Kaiser Pass Cabin Historic Property Assessment, Fresno Co., CA*
- August 2007 *USDA Forest Service Meeks Creeks Bridge Assessment, Lake Tahoe, CA*
- July 2007 *Historical Resource Analysis Report, 433 W. Meadow Drive, Palo Alto, CA*
- May 2007 *Historic Preservation Assessment & New Project Planning and Design Consulting – 3994 Jackdaw Street, San Diego (CA)*
- February 2007 *419 Park Way Historical Resource Analysis Report, Chula Vista, CA*



- January 2007 *Upper Triangle Areas Historic Property Survey (Historic Context Statement and Architectural/Historical Documentation of 50 Properties over 15 City Blocks), Fresno, CA*
- December 2006 *Historic Site Designation & Mills Act Historic Property Tax Consulting for the Charles Wakefield Cadman Residence, Mt. Helix, CA.*
- November 2006 *Historical Resource Analysis of the 4303 Narragansett Avenue Property, San Diego, CA*
- September 2006 *Section 106 Review of the 1333 Balboa Street Property, San Francisco, CA*
- September 2006 *Section 106 Review of the Historic Delta-Mendota Canal, Los Banos, CA*
- August 2006 *Historical Evaluation Report – 2959 East Avenue, Hayward, CA*
- June 2006 *Historical Resource Analysis Report: 418-450 10th Avenue Properties, San Diego, CA*
- May 2006 *Section 106 Review of the Cocomanut Grove Building – Santa Cruz Beach Boardwalk, Santa Cruz, CA*
- May 2006 *Historical Resource Evaluation Report for the 70 15th Street Warehouse, San Diego, CA*
- April 2006 *Historic Site Designation Report & Mills Act Property Tax Consulting - Ocean Beach Cottage Emerging Historic District Contributor, 4528 Saratoga Avenue, San Diego, CA*
- March 2006 *City of Fresno Arts-Culture District Historic Property Survey (Historic Context Statement and Architectural/Historical Documentation of 90-100 Properties over 18 City Blocks), Fresno, CA*
- March 2006 *South Mossdale Historic-Era House Evaluation, Lathrop, CA*
- February 2006 *Westwind Barn Historic Preservation Study, Los Altos Hills, CA*
- January 2006 *Section 106 Review of the 2654 Mission Street Property, San Francisco, CA*
- January 2006 *Section 106 Review of the 325 Mowry Avenue Property, Fremont, CA 94536*
- January 2006 *Section 106 Review of Ardenwood 34551 Ardenwood Bouevard, Fremont, CA 94555*
- December 2005 *Section 106 Review of the 1230 N Street Property, Sacramento, CA 95814*
- December 2005 *Section 106 Review of the Sacramento City College Water Tower, Sacramento, CA*
- November 2005 *Section 106 Review of Fair Oaks Watts, 525 La Sierra Drive, Sacramento, CA*
- November 2005 *Napa Valley College Bus Shelter West Historical Resource Analysis Report, Napa, CA*
- October 2005 *Section 106 Review of the 1025 3rd Street Property, Sacramento, CA 95818*
- September 2005 *City of Davis, Historic Anderson Bank Building Research, Documentation & Design Review Analysis, 203 G Street, Davis, CA*
- September 2005 *Historical Resource Analysis Report, 1212 & 1214 Second Street, San Rafael, CA*
- August 2005 *Historical Resource Analysis Report – Somky Property/Thompson’s Soscol Ranch, Napa, CA 94558*
- July 2005 *Walnut Creek Women’s Club Environmental Impact Report, 1224 Lincoln Avenue, Walnut Creek, CA*
- June 2005 *Tam Property Lot Split Historic Preservation Consulting, Castro Valley, CA*
- May 2005 *Historical Resource Analysis Report, 7329-7331 Eads Avenue, San Diego, CA*
- March 2005 *Ehlers Estate Historical Resource Analysis, 3222 Ehlers Lane, St. Helena, CA*
- March 2005 *University of CA at Santa Cruz Preservation Consulting (Campus Wide Cultural Resources Inventory, Historic Context Statement – Campus Planning History)*
- February 2005 *Hall Winery Historical Resource Analysis, St. Helena, CA*
- January 2005 *Historical Resource Evaluation, 700 28th Avenue, San Mateo, CA*
- January 2005 *Historical Resource Evaluation, 312 & 318 Highland Avenue, San Mateo, CA*
- December 2004 *San Mateo Motel Historical Resource Report – Park Bayshore Townhomes – Environmental Impact Report (Revised February 2005)*

- November 2004 *Historical Evaluation of the San Mateo Motel, 801 South Bayshore Boulevard, San Mateo, CA*
- October 2004 *Stonegate Homes Subdivision Plan, and Single-and-Multi-Family Dwellings Design Review, San Mateo, CA*
- September 2004 *University of CA at Santa Cruz, Getty Campus Heritage Grant Application*
- September 2004 *City of Riverside Downtown Fire Station No.1 Cultural Resources Analysis, Riverside, CA*
- August 2004 *Residential Remodel Design Review – Glazenwood Historic District Contributor, 929 Laurel Avenue, San Mateo, CA*
- August 2004 *Odd Fellows Hall, Historic Structure Report, 113 South B Street, San Mateo, CA (with Conservator Seth Bergstein)*
- July 2004 *Design Review Analysis – Schneider’s Building, 208 East Third Street, San Mateo, CA 94401*
- July 2004 *Embarcadero Cove Development Project Initial Study – Preliminary Historical Resource Analysis, Oakland, CA 94606*
- July 2004 *Historical Resource Evaluation Report – 4830 Cape May Avenue, San Diego, CA 92107 (Revised January 2005)*
- June 2004 *City of Monterey Alvarado Street Mixed-Use Project - APE Survey, Monterey, CA*
- June 2004 *City and County of San Francisco Historical Resource Evaluation Report – 450 Frederick Street, San Francisco, CA 94117*
- June 2004 *Design Review Analysis – 117 Clark Drive, San Mateo, CA 94402*
- May 2004 *Historical Evaluation of the 426 Clark Drive Residence, San Mateo, CA 94402*
- April 2004 *City and County of San Francisco Historical Resource Evaluation Report – 1272 42nd Avenue, San Francisco, CA 94122*
- April 2004 *City of Fresno Broadway Row Historical Resource Survey, Fresno, CA*
- March 2004 *Historical Evaluation of the 117 Clark Drive Residence, San Mateo, CA 94402*
- March 2004 *Historical Evaluation Of The Fresno Republican/McMahan’s Building, 2030 Tulare Street, Fresno, CA 93721*
- February 2004 *Crocker Bank Building Preservation Planning Considerations Memorandum*
- January 2004 *Historical Evaluation of the 501 Walnut Street Residence, San Carlos, CA 94070*
- January 2004 *Historical Evaluation of the 20 Madison Avenue and 29 Hobart Avenue Properties, San Mateo, CA 94402*
- January 2004 *Historical Evaluation Of The Residence Located At 571 Valley Street, San Francisco, CA*
- January 2004 *Historical Evaluation Of The 3925 20th Street Residence, San Francisco, CA 94131*
- November 2003 *Historical Evaluation of Commercial Building Located at 1022 El Camino Real, San Carlos, CA*
- November 2003 *Peer Review Statement for the K & T Foods Building, 451 University Avenue, Palo Alto, CA*
- November 2003 *Historical Evaluation of the Greer-O’Brine Property, 51 Encina Avenue, Palo Alto, CA,*
- November 2003 *Embarcadero Hotel Environmental Impact Report, Historical Resources Analysis and Design Review Statement*
- October 2003 *City of San Leandro Historical Resources Survey, Historic Context Statement, Historic Preservation Ordinance, and Draft Historic Preservation Benefits/Incentive Program*
- August 2003 *Palm Theater Environmental Impact Report, Historical Resources Analysis*
- July 2003 *Historical Evaluation Of The First Christian Church Building, 2701 Flores Street, San Mateo, CA 94403*





- June 2003 *Alameda Naval Air Station Reuse Project Historic Preservation Regulatory and Policy Memorandum* (Prepared for Alameda Point Community Partners-Master Developer for NAS Alameda)
- May 2003 *Historical Evaluation Of The Residence Located At 606 Dorchester Road, San Mateo, CA*
- March 2003 *Ames Aeronautical Laboratory 40' x 80' Wind Tunnel National Register Nomination* (Prepared for NASA Ames Research Center)
- March 2003 *Ames Aeronautical Laboratory 6' x 6' Supersonic Wind Tunnel National Register Nomination* (Prepared for NASA Ames Research Center)
- March 2003 *Ames Aeronautical Laboratory Administration Building National Register Nomination* (Prepared for NASA Ames Research Center)
- March 2003 *Historical Evaluation Of The Residence Located At 1015 South Grant Street, San Mateo, CA*
- February 2003 *8th & Market, 10 United Nations Plaza, Cell Site Impact Review, San Francisco, CA*
- February 2003 *Existing Conditions and Subdivision Design Alternatives For The Proposed Hayman Homes Tract No. 7267, Proctor Road, Castro Valley, CA*
- February 2003 *Historical Evaluation Of The Residence Located At 336 West Poplar Avenue, San Mateo, CA*
- January 2003 *Historical Evaluation Of The Residence Located At 744 Occidental Avenue, San Mateo, CA*
- January 2003 *Historical Evaluation Of The 131 and 141 West Third Avenue Apartment Buildings, San Mateo, CA*
- December 2002 *CA State Capitol Building, Historical Resource Review, Sacramento, CA*
- November 2002 *Wireless Antenna Site Review, Medical Arts Building, 2000 Van Ness Avenue, San Francisco, CA*
- October 2002 *Historical Evaluation Of The LeDucq Winery Estate, 3222 Ehlers Lane, St. Helena, CA 94574* (Revised June 2003)
- October 2002 *Historical Assessment Of The St. Patrick's Parish Community Building Located At 3585 30th Street, San Diego, CA, 92104*
- September 2002 *Historical Assessment Of The Building Located At 4257 Third Street, San Diego, CA,*
- April 2002 *Historical Assessment Of The Building Located At 3567 Ray Street, San Diego, CA,*
- October 2001 *Historical Assessment Of The Gustafson's Furniture Building Located At 2930 El Cajon Boulevard, San Diego, CA, 92104*
- September 2001 *Historical Review Of Lots A, B, K & L, Block 93, Horton's Addition Lockling, San Diego, CA*
- August 2011 *El Cortez Hotel Part 3 - Request for Certification of Completed Work*
- August 2001 *Core Inventory Of All Sites Appearing To Be More Than 45 Years Of Age Not Previously Documented* (Prepared For Centre City Development Corporation)
- August 2001 *Urbana Project Abstract Bibliography* (Prepared for Dr. Roger Caves, San Diego State University and San Diego State University Foundation)
- July 2001 *Historical Assessment Of The Kirkland Apartments Building Located At 2309 Fifth Avenue, San Diego, CA, 92103*
- July 2001 *Historical Assessment Of The Building Located At 4230 Maryland Street, San Diego, CA, 92103* (With Kathleen A. Crawford)
- June 2001 *Historical Assessment Of The 2525-2529, 2537-2547, 2561 First Avenue Residences, San Diego, CA 92103*
- May 2001 *Update Of The November 1988 Historic Site Inventory Of Centre City East For Centre City Development Corporation* (with Scott Moomjian)

- April 2001 *East Village Inventory Of All Sites Appearing To Be More Than 45 Years Of Age Not Previously Documented* (Prepared For Centre City Development Corporation)
- April 2001 *Update Of The May 1989 Historic Site Inventory Of Bayside For Centre City Development Corporation*
- January 2001 *Historic Survey Report Of The Former Teledyne-Ryan Aeronautical Complex 2701 North Harbor Drive San Diego, CA 92101*(with Scott Moomjian)
- January 2001 *Historical Assessment Of The Fletcher-Salmons Building 602-624 Broadway, San Diego, CA 92101*
- December 2000 *Cultural Resource Report for The Winona Avenue Area Elementary School Preferred Site, Alternative 1 Site, and Alternative 2 Site*
- November 2000 *Cultural Resource Report for The Edison/Hamilton/Parks Area Elementary School Preferred Site and Alternative Sites*
- November 2000 *Cultural Resource Report for The Adams/Franklin Area Elementary School Preferred Site and Alternative Site*
- October 2000 *The National Register of Historic Places Travel Itinerary; Old Town San Diego*
- August 2000 *Cultural Resource Report for The Winona Avenue Area Elementary School Preferred Site and Alternative Sites*
- July 2000 *Cultural Resource Report, 52nd Street Area Elementary School Preferred & Alternative Sites, San Diego, CA*
- July 2000 *Historical Assessment Of The 3658 Warner Street Residence, San Diego, CA 92106*
- July 2000 *Historical Assessment Of The 367 Catalina Boulevard Residence, San Diego, CA 92106*
- July 2000 *Historical Assessment Of The 906 West Lewis Street Residence, San Diego, CA 92103*
- May 2000 *Historical Assessment Of The 501-503, 507 and 509 14th Street Residences, San Diego, CA*
- May 2000 *The San Diego Flume Company System Redwood Pipeline, San Diego County, CA*
- March 2000 *Historical Assessment of The Society For Crippled Children's Hydrotherapy Gymnasium Located at 851 South 35th Street, San Diego, CA 92113* (with Scott Moomjian)

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