

ATTACHMENT E

Historical Resources Evaluation

Report (HRER)

**Historical Resources Evaluation Report for
County Line Road and Calimesa Boulevard Intersection
Improvements Project
Calimesa, Riverside County
Yucaipa, San Bernardino County**

HSLUL-5460(006)



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SUMMARY OF FINDINGS

Caltrans and the City of Calimesa (City) propose several improvements to the intersection of Calimesa Boulevard and County Line Road, including adding lanes along County Line Road and Calimesa Boulevard, and constructing a roundabout and a raised median.

An Historical Resources Evaluation Report (HRER) was prepared to evaluate the built environment resources identified within the Project's Area of Potential Effects (APE). The purpose of this document is to comply with the applicable sections of the National Historic Preservation Act (NHPA) and the implementing regulations of the Advisory Council on Historic Preservation (ACHP) as they pertain to federally funded undertakings and their impacts to historic properties. The HRER was prepared in accordance with Caltrans Standard Environmental Reference, Volume 2, (SER) and with the *Caltrans Section 106 Programmatic Agreement (PA) as amended on January 1, 2014*.

One cultural resource, a previously recorded historic-period concrete storm drain/culvert (P33-23900) was identified within the APE as a result of the records search and the record was updated during the field survey. The APE contains six historic-period buildings and two historic-period road segments that required evaluation. The previously recorded storm drain/culvert was found to be a feature of one of the historic-period road segments. All eight properties were evaluated and determined not eligible for the National Register of Historic Places (NRHP) and found not eligible for the California Register of Historical Resources (CRHR) under any criteria and, therefore, are not considered Historic Properties under Section 106 of the National Historic Preservation Act (NHPA) or Historical Resources under the California Environmental Quality Act (CEQA). The rest of the built environment resources within the APE do not meet the minimum requirements to warrant evaluation and are exempt properties as outlined in Attachment 4 of the Caltrans First Amended Section 106 PA.

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1.0 PROJECT DESCRIPTION

1.1 Proposed Project

The County Line Road and Calimesa Boulevard Intersection Improvements Project (Project) in Calimesa and Yucaipa, California, is located at the intersection of County Line Road and Calimesa Boulevard, just east of the County Line Road exit from Interstate 10. The northern half of the Project is located in the City of Yucaipa, San Bernardino County, and the southern half of the Project is located in the City of Calimesa, Riverside County. As shown on the U.S. Geological Survey (USGS) 7.5-minute Yucaipa quadrangle and the USGS 7.5-minute El Casco quadrangle, the Project Area of Potential Effect (APE) is located on the boundary between Sections 11 and 14 of Township 2 South, Range 2 West, San Bernardino Base and Meridian (SBBM) (see Study Vicinity and Location Maps in Attachment A).

The proposed Project would involve improvements to the intersection of County Line Road and Calimesa Boulevard. Improvements consist of widening the eastbound portion of County Line Road from one lane to two lanes stretching from Interstate 10 to approximately 600 feet east of Calimesa Boulevard and adding one southbound lane to Calimesa Boulevard stretching from 150 feet south of County Line Road to County Line Road. Additional improvements include the construction of a 90-foot diameter roundabout at the County Line Road/Calimesa Boulevard intersection, constructing a raised median, resurfacing existing pavement, installing new curbs, gutters, sidewalks, commercial driveways, and curb ramps. The Project also includes the installation of new traffic signs, stripes, and pavement markings.

Project construction is anticipated to take place entirely within the public right-of-way; however, the Project includes roadway easement acquisitions of six parcels (APNs 0318-212-15, 0318-212-17, 0318-235-15, 411-100-40, 411-080-05, and 411-080-15). Of these, the project includes a full take of two parcels on the south side of County Line Road (APNs 411-080-05 and 411-080-15), and a partial take of one parcel on the northeast corner of the County Line Road/Calimesa Boulevard intersection (APN 0318-235-15). Easement and property takes will be acquired by the City of Calimesa. This transportation project is partially funded by the Federal Highway Administration (FHWA) under the Safe, Accountable, Flexible, Efficient Transportation Act Equity – A Legacy for Users (DEMO SAFETEA-LU).

1.2 Project APE

The Area of Potential Effects (APE) is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if present. The APE and survey coverage area includes the right-of-way along Calimesa Boulevard from 250 feet north of the Calimesa Boulevard/County Line Road intersection to 360 feet south of the intersection. The APE is entirely within an urban landscape. Along County Line Road the APE includes the right-of-way between 290 feet west of the Calimesa Boulevard/County Line Road intersection and 450 feet east of the intersection. In addition, the APE includes the entirety of the six parcels (APNs 0318-212-15, 0318-212-17, 0318-235-15, 411-100-40, 411-080-05, and 411-080-15) where easements and property takes will be required. The maximum length of the APE is 930 feet north-south; the maximum width of the APE is 880 feet east-west (see maps in Attachment A). The maximum depth of project-related excavation for median construction, resurfacing, and curb, gutter, and sidewalk installation is two feet. The maximum depth of excavation for drainage improvements is six feet.

2.0 RESEARCH AND FIELD METHODS

2.1 Research Methods

A records search was performed on June 21, 2017 at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton for the portions of the project APE and records search radius located in San Bernardino County. Another records search was performed on June 22, 2017 at the Eastern Information Center (EIC) at the University of California, Riverside for the portions of the project APE and records search radius located in Riverside County. These records searches were conducted to identify previously recorded cultural resources within the APE and within a one-mile radius around the APE.

In addition to site records and reports on file at the SCCIC and EIC, the California Historic Property Data File (HPDF) for San Bernardino and Riverside Counties (OHP 2013a, 2013b) were consulted for the Calimesa and Yucaipa areas. The HPDF provides information about resources determined eligible for, or listed on, the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). It also provides information on resources that are California Historical Landmarks and California Points of Historical Interest. Historic-period maps of the Project area were also reviewed in order to identify buildings and features that may be historical in age.

Additional archival research, described below, was completed to support the evaluations of six historic-period buildings and two road segments identified within the APE. The A.K. Smiley Library Heritage Room was visited by ECORP Archaeologist Kristina Lindgren to provide information with which to prepare the historic background and context for the segments of Calimesa Boulevard and County Line Road in the APE. Letters were sent to the San Gorgonio Pass Historical Society (SGPHS) and the Yucaipa Valley Historical Society (YVHS). The letters requested input from these organizations regarding historic properties in the Project area (see Attachment B to the HPSR). Copies of building permits for the six historic-period buildings in the APE were acquired from the San Bernardino County and Riverside County building permit office. The Cities of Yucaipa and Calimesa were contacted by phone to determine what information they might have relevant to the buildings located in the APE. All archival and historical research resulted in sufficient information for ECORP to prepare evaluations of the cultural resources within the APE for the project.

2.2 Field Methods

An intensive survey of the entire APE utilizing the OHP's guidelines for recording historical resources (OHP 1995) was conducted by ECORP Archaeologists Kristina Lindgren and Andrew Myers on July 3, 2017. A total of six historic-period buildings and two historic-period road segments were documented along the right-of-way (ROW) of two segments of Calimesa Boulevard and County Line Road. Buildings and structures were photographed with a digital camera and were recorded on appropriate California Department of Parks and Recreation (DPR) 523 series records (see HRER Attachment B).

3.0 HISTORICAL OVERVIEW

The APE consists of the intersection of Calimesa Boulevard and County Line Road. The right-of-way along Calimesa Boulevard is from 250 feet north of the Calimesa Boulevard/County Line Road intersection to 360 feet south of the intersection. Along County Line Road the APE includes the right-of-way between 290 feet west of the Calimesa Boulevard/County Line Road intersection and 450 feet east of the intersection. The APE is located within the Cities of Yucaipa, in San Bernardino County, and Calimesa, in Riverside County. The project is in an area historically devoted to farming activities. Most of the historic-period properties are linked to the area by means of their association with the commercial development of Yucaipa and Calimesa in the mid-twentieth century. The following historic context is designed to be a broad overview of the relevant history of the area depicting settlement and growth patterns that provide an important backdrop for the evaluations.

3.1 Early History

Colonization of California by Euro-Americans began with the Spanish Portolá land expedition. The expedition, led by Captain Gaspar de Portolá of the Spanish army and Father Junípero Serra, a Franciscan missionary, explored the California coast from San Diego to the Monterey Bay Area in 1769. As a result of this expedition, Spanish missions were established to convert the native population, and forts (*presidios*) and towns were later established. The Franciscan missionary friars established 21 missions in Alta California (the area north of Baja California) beginning with Mission San Diego in 1769 and ending with the mission in San Sonoma in northern California in 1823. The purpose of the missions and presidios was to establish Spanish economic, military, political, and religious control over the Alta California territory. Mission San Diego was established in 1769 and Mission San Gabriel Archangel was founded in 1771 east of what is now Los Angeles (Castillo 1978:100). The missions controlled large areas around each mission that were used for cattle ranches and they traded cattle hides and tallow for supplies brought by ship. The Spanish period in California began in 1769 with the Portolá expedition and ended in 1821 with Mexican independence.

After Mexico became independent from Spain in 1821, what is now California became the Mexican province of Alta California. The Mexican government closed the missions in the 1830s and former mission cattle ranch lands were granted to retired soldiers and other Mexican citizens who continued to use them as cattle ranches. Much of the land along the coast and in the interior valleys became part of Mexican land grants or “ranchos” (Robinson 1948). The rancho owners usually lived in an adobe house on the rancho.

The American period began when the Treaty of Guadalupe Hidalgo was signed between Mexico and the United States in 1848. As a result of the treaty, the former Mexican province of Alta California became part of the United States as the territory of California. Rapid population increase occasioned by the Gold Rush of 1849 allowed California to become a state in 1850. Most Mexican land grants were confirmed to the grantees by U.S. courts, but usually with more restricted boundaries which were surveyed by the U.S. Surveyor General's office.

Portions of the current project are located within the boundaries of Calimesa and Yucaipa. A brief history of each City is given below.

3.2 History of Yucaipa and Calimesa

Yucaipa

In 1842 it was thought that the Yucaipa Valley was included in the Rancho San Bernardino land grant. In 1843, Don Diego Sepulveda, a cousin of the Lugos by marriage, moved a large herd of cattle onto land in the Yucaipa Valley, and attempted to establish a ranch and home there. Ygnacio Palomares, a rival rancher, filed a dispute with local authorities over grazing rights, and litigation took place between the two men. Governor Alvarado, however, was related to the Lugo family and with Alvarado's influence, the case was eventually decided in favor of the Lugos' relation-by-marriage, Diego Sepulveda, and his Rancho Yucaipa was established (Richards 1966; San Bernardino County Museum 2005).

In 1869, the Yucaipa Ranch was purchased by a cattleman from Texas named John Dunlap, who lived in the Yucaipa Adobe, which still exists and has been designated California Historical Landmark No. 528. The Dunlap family raised cattle and grew alfalfa, and remained in the area until the 1950s (San Bernardino County Museum 2005).

By the early 1890s, the Yucaipa Valley had a population of around 150, and consisted of scattered ranches. The first Yucaipa post office was established in 1893 at "Casa Blanca," the mansion of Franklin Pierce Dunlap, who was the son of John Dunlap and served as the first postmaster. As the population grew, the Yucaipa Colonization Company was formed for the planning of a formal community. In 1906, "Yucaipa City" was platted by the company. Little growth took place until around 1910, when various water organizations began to supply adequate water for further development (Garrett 1992). The community consisted of a series of benches in hilly areas of the Yucaipa Valley. These were named Pine Bench, in Oak Glen; South Bench, now Calimesa; Middle Bench, the center of town; Lower Bench, Dunlap Acres; and North Bench, the area east of Bryant Street and north of Oak Glen Road (Yucaipa Valley Historical Society 2007).

The post-World War II growth of Yucaipa was boosted by the construction of Interstate 10 through the community in the early 1960s. It became a bedroom community for young families commuting to jobs elsewhere, and a place for retirees with the construction of several mobile home parks. The City of Yucaipa was incorporated in 1969, and its population, which continues to grow, was approximately 54,000 in 2016 (City of Yucaipa 2017).

Calimesa

Calimesa started as a rural area known as South Yucaipa or South Bench located on a hilltop mesa to the south of Wildwood Canyon Wash (Yucaipa Creek). Harry Shepard, a businessman in South Bench, began a campaign to get a post office in South Bench because the mail carrier from the post office in Yucaipa refused to deliver mail to him as he was across the county line. Although Yucaipa and South Bench shared services and the same street grid, South Bench began to separate, both financially and culturally, from Yucaipa with the completion of U.S. Route 99 in the 1920s. Separation was also natural because Yucaipa is in San Bernardino County and most of South Bench was in Riverside County. In 1929, South Bench residents held a naming contest for a new name for the community and for the new post office. The name Calimesa was selected and the ten-dollar prize was awarded to Margaret Church, wife of a local physician. The name was derived from *California* (in the belief that "cali" meant "hot") and *mesa* ("tableland") (Gunther 1984:94). In 1939-1940, residents formed the Calimesa

Improvement Association to develop and improve Calimesa and the community and the Association built a community center. In 1949, residents formed their own volunteer fire department to serve the area south of Wildwood Canyon Wash. In 1962, the Calimesa Improvement Association became the Calimesa Chamber of Commerce. Calimesa continued to grow and develop over the next several decades as a California census-designated place in Riverside County. When the City of Calimesa incorporated in 1990 it included only the area south of the county line (Calimesa Chamber of Commerce 2017).

3.3 Transportation History

Following is a brief context of the theme of road development, specifically during the period of construction of the historic-period roads identified within the APE. The context is included to better understand the social and economic factors associated with road and highway development and how the road within the APE fits within that context.

Road development in the United States primarily consisted of expanding local urban streets, utilitarian in design and function, in the eastern United States and moving westward across the nation. California roadways in particular largely consisted of dirt utilitarian roads for use by horse-drawn conveyances (buggies and wagons) from the period of the Gold Rush through the turn of the century. From 1890 to 1926, the groundwork was laid for the modern road network, largely due to a number of factors including the advent of the pneumatic tire and the expansion of production of the affordable personal automobile (the Ford Model T being the industry leader). These new convenient modes of transportation began to compete with the railroad system, which consisted of several hundred thousand miles of track in the United States. The railroads had previously been considered the most efficient and reliable mode of transportation and shipping. The increasing use of automobiles led automobile and automobile accessory manufacturers to usher in the "Good Roads Movement" (Marriott 2010).

The Good Roads Movement was first advocated by bicycle organizations seeking hard-surfaced roads. Automobile industry advocates, however, quickly found the development of a better planned road network a greater concern. Despite national efforts to develop hard-surface roads, the prohibitive cost caused a priority shift in the Good Roads Movement from hard-surface roads to a well-planned road network. In California, many of these road networks began to be constructed during the late part of the nineteenth century and into the early part of the twentieth century, particularly in rural areas. Rural road development was crucial for the expansion of agricultural lands since farmers and ranchers needed a better network of roads to transport their crops or goods from the farms and fields to train stations for transport. Prior to the Good Roads Movement, rural farmers depended on extremely underdeveloped roads, consisting mostly of known paths or routes to get to those stations while access to urban or other rural areas was limited because existing road networks often did not connect easily with each other. The agricultural industry began to flourish with use of the new road networks as a result of the Good Roads Movement. Light-duty developed roads were constructed and used by rural farmers and ranchers to transport their goods not only to local train stations but, through the new network of improved roads, to other urban areas or even other rural towns (Marriott 2010).

Eventually, by the later part of the Good Roads Movement, from 1910 to 1926, major intrastate and interstate highways, and even transcontinental highways such as the Lincoln Highway (Interstate 80), were constructed. These large networks of roads were primarily in response to the occurrence of World War I and the nation's realization that if the war was ever fought on

United States soil, the existing road networks could not support the necessary military mobilization for the war effort. Therefore, better connectivity in large roads and urban centers became a top priority toward the end of the Good Roads Movement. Fledgling highways began popping up throughout California and the rest of the nation. These highways would allow quicker transportation across all-weather road surfaces from city to city. Pavement quickly became the new medium for these longer highways. Eventually, the fledgling highways throughout the nation, including California, set the groundwork for the United States highway system that was established in 1926. The objective of the new system was to fix the confusion of named roads and route markings that troubled travelers along these longer roads and highways by developing an interstate/intrastate route numbering system.

Prior to the advent of the highway system, most roads were named depending on the location of the segment of road. The names would often change as roads extended in length depending on the county or city, causing a great deal of confusion. The U.S. highway numbering system was designed so longer highways and routes that crossed state lines would no longer be named roads, but would instead have a uniform set of numbers. Under the system, the highways were numbered so even numbered routes would run east-west while odd numbered routes would run north-south. The U.S. highway numbering system continues in use (although no new numbers were added after 1956) and laid the framework for the modern interstate freeway network (Hokanson 1999).

In 1964, the California Division of Highways (now Caltrans) began a major campaign to modernize the highway system in California. The first step in this process was, again, to re-label the state's highways. In addition to renumbering existing highways in California, the Division of Highways appointed additional roads to the state highway system network. Many existing roads were upgraded to highway status, given a state route number, and improved to meet California State Highways standards.

Within the APE there are two historic-period roads, Calimesa Boulevard and County Line Road. Calimesa Boulevard is a northwest-southeast trending road through the cities of Yucaipa and Calimesa. Early topographic maps from 1895 and 1901 show an unpaved, unnamed road linking San Bernardino County and Riverside County through Section 11 and Section 14 (USGS 2017). In 1916, after efforts by Good Road Boosters in the area, the current alignment became part of the new Ocean-to-Ocean Highway (later Highway 99) from Redlands to Beaumont. The Ocean-to-Ocean Highway was later paved and on July 23, 1925, a celebration called the "Ocean-to-Ocean, Road-Day-O" took place and citizens from all over met up in Beaumont to drive west to a celebration in Redlands (Moore 1995). Improvements took place in the APE in 1930 when a culvert was constructed under Calimesa Boulevard to let Calimesa Creek flow more freely (White 2014). After 1930, the Ocean-to Ocean Highway was steadily improved through 1937 to eliminate dangerous curves, cut down hills, and install gravel shoulders from Redlands to Beaumont (The Desert Sun 1937).

In 1950, funds were approved to convert Highway 99 to a 4-lane freeway, and at that time, Calimesa was bypassed (San Bernardino County Sun 1950). Calimesa Boulevard remained the same road as it was constructed in 1925. A later 1954 newspaper account explained that there was a contentious battle within the community, as some residents and merchants favored the bypass because they feared it would destroy their town with fast traffic (San Bernardino County Sun 1954). The article from 1954 explained that despite the bypass, the Calimesa community continued to grow and thrive and was safer with no fast traffic. In 1962 Highway 99 became Interstate 10, using the alignment that bypassed the community of Calimesa.

County Line Road is another historic-period road within the APE. It trends east west, and generally marks the location between San Bernardino County and Riverside County. Although County Line Road is not visible on topographic maps until 1954, it was first constructed in 1893 to mark the boundary between San Bernardino County to the north, and the newly created Riverside County to the south (Yucaipa Valley Historical Society 2007). An aerial photograph from 1938 shows the road as a dirt road, which bends north to accommodate Calimesa Creek (NetrOnline 2017). By 1956 it is a major road east of Calimesa Boulevard, and a smaller road west of Highway 99.

3.4 Architectural Context

The buildings within the APE display some characteristics of the Contemporary architectural style. The Contemporary style was favored between the years 1945 and 1965, particularly for residential houses and building storefronts. The Contemporary style design and form was developed largely in response to the industrial appearance of the International style, its popular predecessor. While the previous International style emphasized strong building materials such as stone, concrete, and steel, the Contemporary style gravitated to the more “natural” material and feel of wood buildings. After the end of World War II, the country’s economy was growing rapidly and development, including architectural building design, became a robust venture. Many of the newer architects favored the traditional designs of Frank Lloyd Wright’s Prairie style and other designs of the early 1900s, but managed to embellish the buildings with modern features of the period (Jackson 1994).

Another original intent of Contemporary style architecture was to meet the growing demand in homes and commercial buildings for the most modern, or contemporary, features and materials, including aluminum-framed windows, sliding-glass doors, courtyards, and garages. One of the most successful developers of Contemporary homes was Joseph Eichler. Joseph Eichler designed and built thousands of modern and contemporary style homes, particularly in the San Francisco Bay Area. His large tract housing neighborhoods became wildly popular and many so-called “Eichler Homes,” those designed and developed by Eichler that illustrate his design themes, still exist throughout San Francisco and in southern California (McAlester 2013; Kaplan 1987).

The Contemporary style was used for commercial structures, particularly after World War II, when the need for commercial and industrial space increased. Early Modernist buildings used glass and steel as the primary construction material. However, new developments in concrete, aluminum, synthetics and glass allowed for enhancements on the style. The box form for both commercial and residential structures was popular, but new and changing technology allowed for other geometrical forms, such as curves and sharp angles (Utah Division of State History 2016).

Identifying elements of the high-style of Contemporary architecture include low-pitched or flat roofs with widely overhanging eaves, broad expanses of uninterrupted wall surfaces, asymmetrical facades and, in particular, geometric patterning used as a decorative detail, typically applied to wall surfaces. Post-and-beam construction with wood was the most common building technique, usually with the beams exposed under the eaves. Typical high style examples of Contemporary style houses or buildings are located on steep slopes on supporting posts and some contain large wall-sized windows throughout (McAlester 2013). In commercial structures, identifying elements of the Contemporary style include little architectural ornamentation and large walls decorated with geometric patterns rather than ornamental details (Utah Division of State History 2016).

Common and utilitarian examples of this style are seen in residential and commercial buildings, using less-expensive materials with more simple designs and layouts. Many examples are seen in tract housing where designs focused on the concept of indoor-outdoor living and the difference

between Ranch and Contemporary architecture was less pronounced. Contemporary style tract houses were typically compact in form, lower to the ground, and used affordable materials such as wood and other pre-fabricated elements. Despite the simpler form, the examples of contemporary style architecture seen widely in residential houses still emphasized key attributes of the style such as low-pitched or flat roofs, post-and-beam construction, and patterned or glazed walls (Caltrans 2011). Many residential and commercial buildings also used pre-fabricated, non-structural wall panels as the sole decorative element of the house. Concrete blocks were also used, sometimes designed with patterns, often around entryways or used as screen walls. Some architects also experimented with steel framing, which allowed greater spacing between wood posts, but these were not as extensive throughout California as wood framed houses.

4.0 DESCRIPTION OF CULTURAL RESOURCES

A detailed description of the individual cultural resources in the APE is included in the appropriate DPR 523 records for each resource (Attachment B). The following description summarizes the properties recorded within the APE.

As a result of the records search, one previously recorded built-environment resource was identified within the APE. It consists of a historic-period poured concrete culvert that is located directly underneath Calimesa Boulevard (P33-23900). It was built in 1930 directly under Calimesa Boulevard (the Ocean-to-Ocean Highway) to facilitate the flow of Calimesa Creek under the road. This resource was previously recorded and evaluated by White (2014) as not eligible for the NRHP under any criteria. During the course of this investigation it was found that the culvert was built as a part of Ocean-to-Ocean Highway (Calimesa Boulevard). Therefore, the culvert is now considered to be part of the newly recorded Calimesa Boulevard. A new DPR 523 record was completed for Calimesa Boulevard that provides an evaluation of the road segment that includes the culvert (Attachment B).

As a result of the records search and current study, no previously recorded built environment cultural resources were found eligible within the APE.

As a result of the field survey and archival research, eight cultural resources were recorded within the APE.

Six single-story commercial buildings related to the later commercial development of the area were recorded and evaluated. These buildings include three automotive-related structures, one large shopping plaza, one combined liquor store and barber shop, and one former residential building that was converted into a pet grooming business. Three of the buildings (625 W. County Line Road, 613 W. County Line Road, and 13715 Calimesa Boulevard) were constructed between 1938 and 1959, and the remaining three (905 Calimesa Boulevard, 13711 Calimesa Boulevard and 13721 Calimesa Boulevard) were constructed between 1959 and 1963. In addition to the six buildings, two historic-period road segments were recorded and evaluated. Calimesa Boulevard is a northwest-southeast trending road that was formerly a part of the Ocean-to-Ocean Highway alignment before being bypassed by Interstate 10 freeway. County Line Road is an east-west trending road that generally marks the boundary between San Bernardino and Riverside Counties.

As a result of the field survey, no newly recorded built-environment cultural resources were found eligible within the APE.

5.0 FINDINGS AND CONCLUSIONS

5.1 Findings

Eight cultural resources (six historic-period buildings and two historic-period road segments) were identified and evaluated within the APE. Each resource was evaluated against all four National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility criteria and found not eligible.

Jeremy Adams, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as an Architectural Historian or above, has determined that the only other built environment properties (other than those evaluated in this HRER) present within the APE, including state-owned resources, meet the criteria for exemption under the Section 106 PA Attachment 4 (Properties Exempt from Evaluation).

The tables below summarize the results of this report for all of the historic-period built environment and historical archaeological resources within the APE.

(a) Historic properties listed in the National Register:

There are no cultural resources listed in this category.

(b) Historic properties previously determined eligible for the National Register:

There are no cultural resources listed in this category.

(c) Resources previously determined not eligible for the National Register:

There are no cultural resources listed in this category.

(d) Historic properties determined eligible for the National Register as a result of the current study:

There are no cultural resources listed in this category.

(e) Resources determined not eligible for the National Register as a result of the current study:

Eight resources are in this category (Table 1).

Table 1: Resources Determined Not Eligible for the National Register as a Result of the Current Study

Primary #, Name, or APN	Address/Location	Community	OHP Status Code	Map Ref. #
411-080-015	625 West County Line Road	Calimesa	6Y, 6Z	MR #01
411-100-040	905 Calimesa Boulevard	Calimesa	6Y, 6Z	MR #02
411-100-038	613 West County Line Road	Calimesa	6Y, 6Z	MR #03
0318-235-015-0000	13711 Calimesa Boulevard	Yucaipa	6Y, 6Z	MR #04
0318-235-015-0000	13715 Calimesa Boulevard	Yucaipa	6Y, 6Z	MR #05
0318-235-015-0000	13721 Calimesa Boulevard	Yucaipa	6Y, 6Z	MR #06
Calimesa Boulevard	Calimesa Boulevard, from 250 feet north of the Calimesa Boulevard/County Line Road intersection to 360 feet south of the intersection.	Calimesa and Yucaipa	6Y, 6Z	MR #07
County Line Road	County Line Road, between 290 feet west of the Calimesa Boulevard/County Line Road intersection and 450 feet east of the intersection.	Calimesa and Yucaipa	6Y, 6Z	MR #08

(f) *Resources for which further study is needed because the evaluation was not possible:*

There are no cultural resources in this category.

(g) *Historical resources for the purposes of CEQA:*

There are no cultural resources in this category.

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

Eight resources are in this category (Table 2).

Table 2: Resources that are Not Historical Resources for the Purposes of CEQA

Primary #, Name, or APN	Address/Location	Community	OHP Status Code	Map Ref. #
411-080-015	625 West County Line Road	Calimesa	6Y, 6Z	MR #01
411-100-040	905 Calimesa Boulevard	Calimesa	6Y, 6Z	MR #02
411-100-038	613 West County Line Road	Calimesa	6Y, 6Z	MR #03
0318-235-015-0000	13711 Calimesa Boulevard	Yucaipa	6Y, 6Z	MR #04
0318-235-015-0000	13715 Calimesa Boulevard	Yucaipa	6Y, 6Z	MR #05
0318-235-015-0000	13721 Calimesa Boulevard	Yucaipa	6Y, 6Z	MR #06
Calimesa Boulevard	Calimesa Boulevard, from 250 feet north of the Calimesa Boulevard/County Line Road intersection to 360 feet south of the intersection.	Calimesa and Yucaipa	6Y, 6Z	MR #07
County Line Road	County Line Road, between 290 feet west of the Calimesa Boulevard/County Line Road intersection and 450 feet east of the intersection.	Calimesa and Yucaipa	6Y, 6Z	MR #08

5.2 Conclusions

Eight historic-period built environment resources were evaluated to determine their eligibility for the NRHP and CRHR for this HRER investigation. Of these, six were historic-period buildings and two were historic-period road segments. All eight cultural resources were determined not eligible for the NRHP or CRHR as a result of the current study.

6.0 BIBLIOGRAPHY

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- 2013b Historic Property Data File for Riverside County. Office of Historic Preservation, Sacramento. On file at the Eastern Information Center, University of California, Riverside.

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- 1966 *Guideposts to History: Concerning Origins of Place and Street Names in San Bernardino County*. Santa Fe Federal Savings and Loan Association, San Bernardino, California.

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- 1948 *Land in California: The Story of Mission Lands, Ranchos, Squatters, Mining Claims, Railroad Grants, Land Scrip, Homesteads*. University of California Press, Berkeley.

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- 1950 Highway Construction Progressing Rapidly. In *The San Bernardino County Sun*, January 1, 1950.
- 1954 Bitterness Over Bypass Fades as Calimesa Prosperity Grows. In *The San Bernardino County Sun*, July 15, 1954

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- 1954 Yucaipa 7.5-minute topographic quadrangle map. U.S. Geological Survey, Department of the Interior, Washington, D.C.
- 1967 Yucaipa 7.5-minute topographic quadrangle map. U.S. Geological Survey, Department of the Interior, Washington, D.C.
- 1973 Yucaipa 7.5-minute topographic quadrangle map (photo-revision of 1967 edition). U.S. Geological Survey, Department of the Interior, Washington, D.C.

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7.0 PREPARERS' QUALIFICATIONS

The architectural history evaluation and analysis were conducted by Architectural Historian Jeremy Adams, who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards for architectural history and history and meets the Caltrans Architectural Historian Qualifications Standards. Mr. Adams provided project oversight and compliance analysis, and supported the evaluations for this HRER.

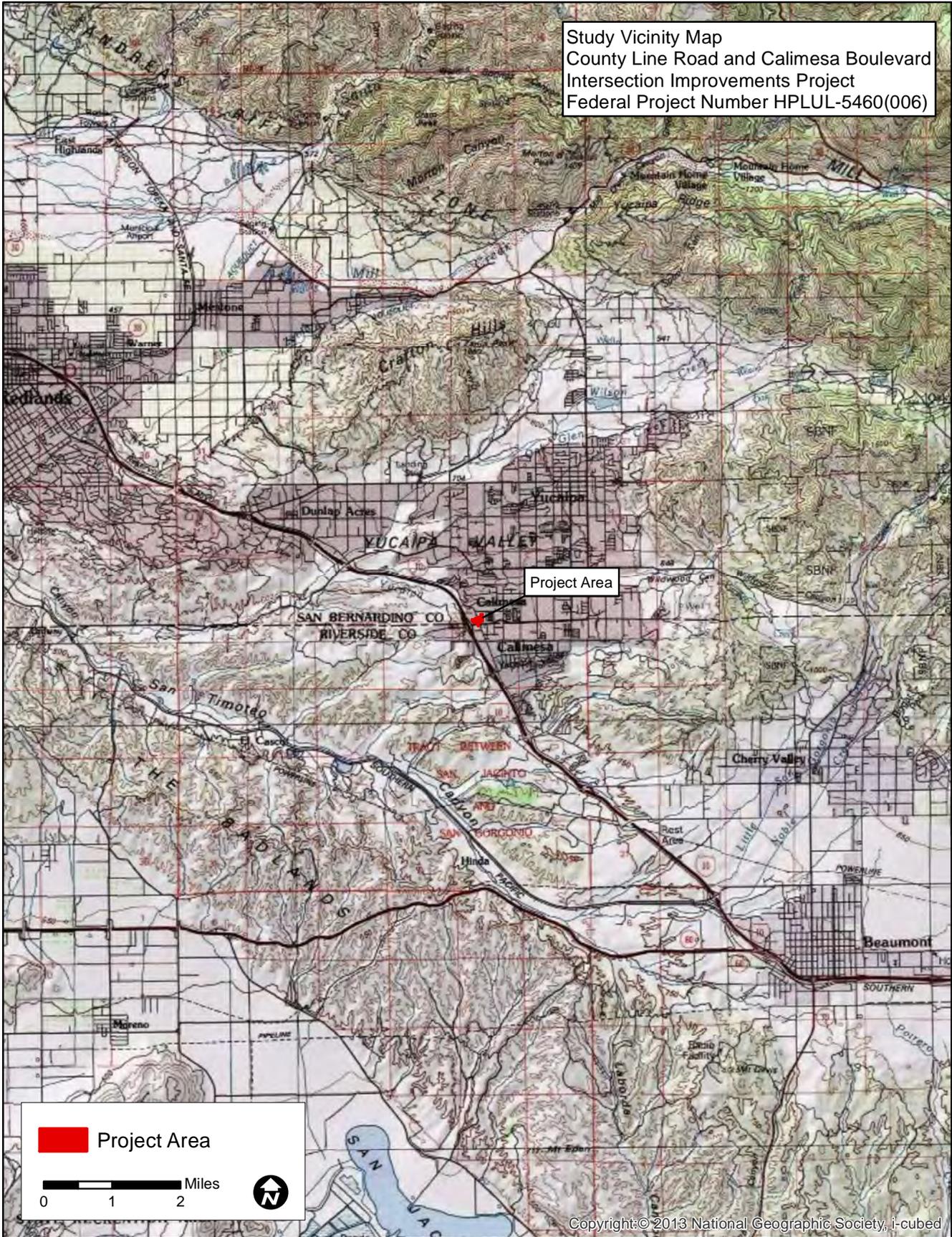
Jeremy Adams meets the SOI Standards by holding an M.A. degree in Public History and a B.A. degree in History, with eight years' experience specializing in historic resources of the built environment. He is skilled in carrying out historical research at repositories such as city, state, and private archives, libraries, CHRIS information centers, and historical societies. He has experience conducting field reconnaissance and intensive surveys. Mr. Adams has conducted evaluations of cultural resources of all types for eligibility for the NRHP and CRHR.

Staff Archaeologist Kristina Lindgren conducted focused archival research online and at a local repository for property-specific information and history, wrote the historical context, and wrote much of the HRER. Ms. Lindgren has assisted with numerous Caltrans Archaeological Survey Reports, HRERs, and other architectural history evaluation reports. She has an M.A. in Archaeology and Heritage from University of Leicester, England, and 14 years of experience.

The field inventory was carried out by ECORP Archaeologists Kristina Lindgren and Andrew Myers. Mr. Myers has a B.A. in Sociology from the University of California, Santa Barbara and has over 6 years of experience in cultural resources management. Mr. Myers has worked throughout southern California, particularly in Riverside and San Bernardino Counties.

ATTACHMENT A

Study Vicinity Map
Study Location Map
APE Map



Study Vicinity Map
County Line Road and Calimesa Boulevard
Intersection Improvements Project
Federal Project Number HPLUL-5460(006)

Project Area

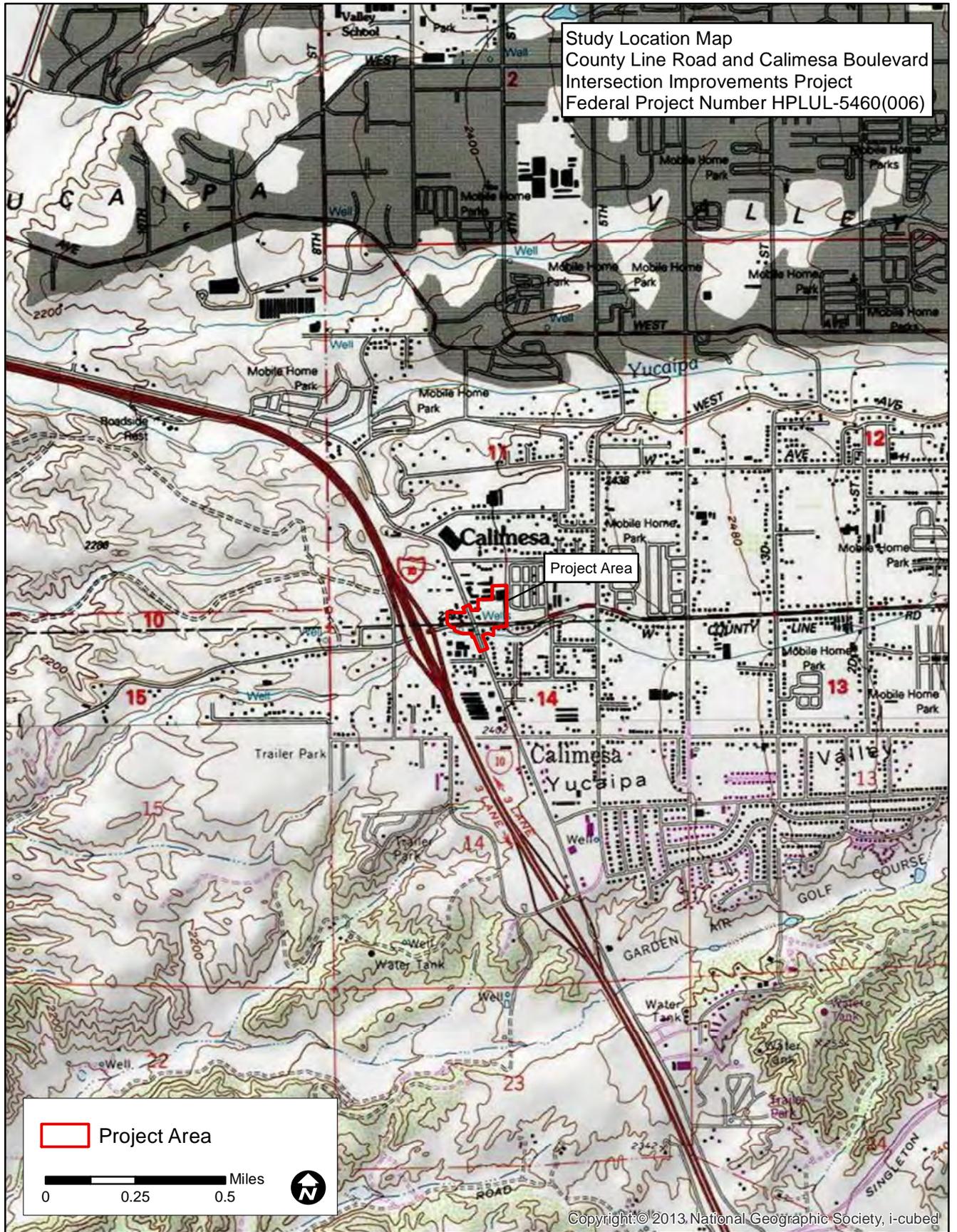


Project Area

0 1 2 Miles



Study Vicinity Map (USGS 30 x 60 Minute San Bernardino, California, Quadrangle)

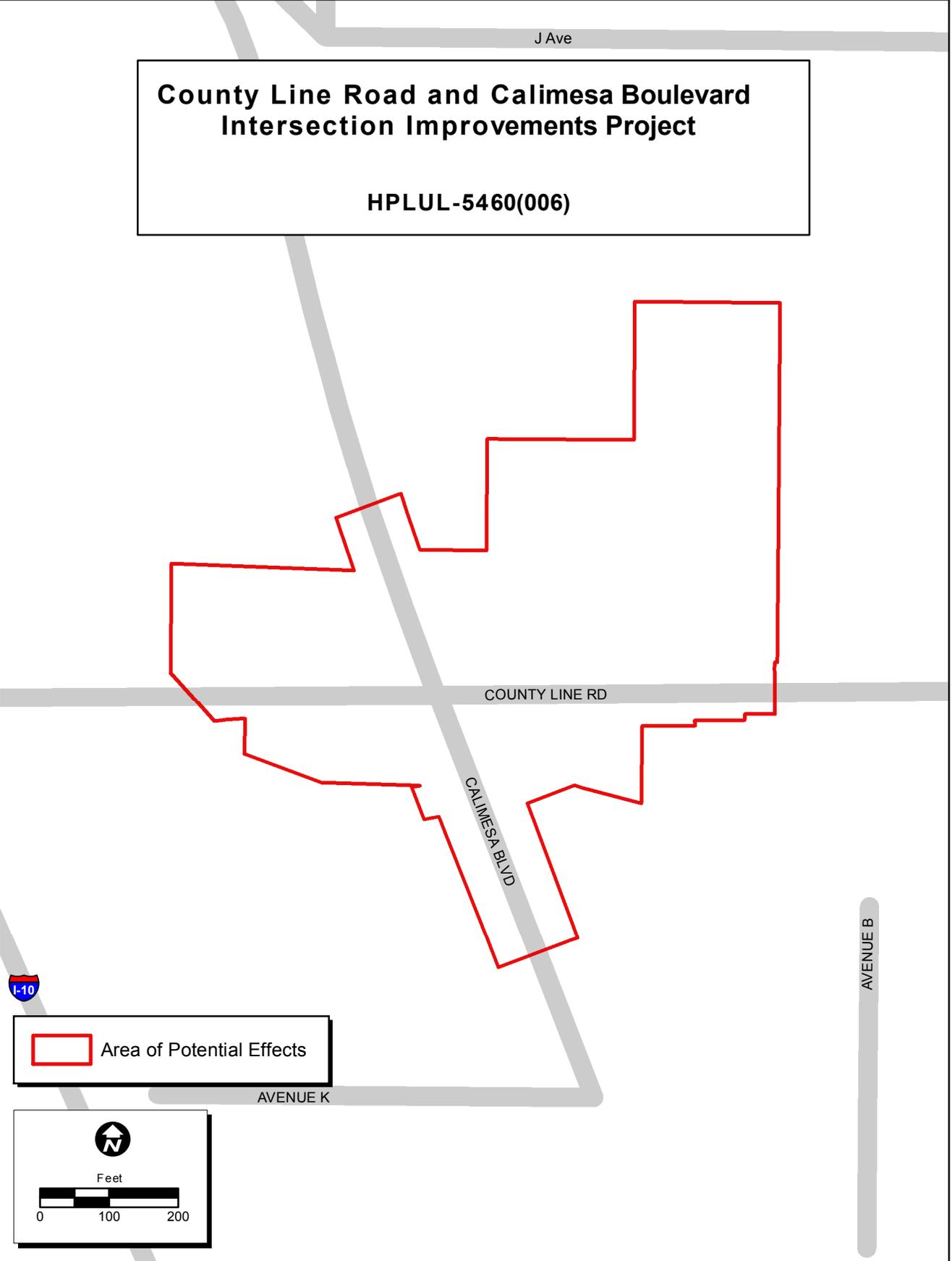


Study Location Map (USGS 7.5 Minute Yucaipa, California, Quadrangle)

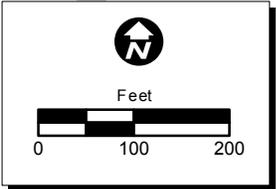
County Line Road and Calimesa Boulevard Intersection Improvements Project

HPLUL-5460(006)

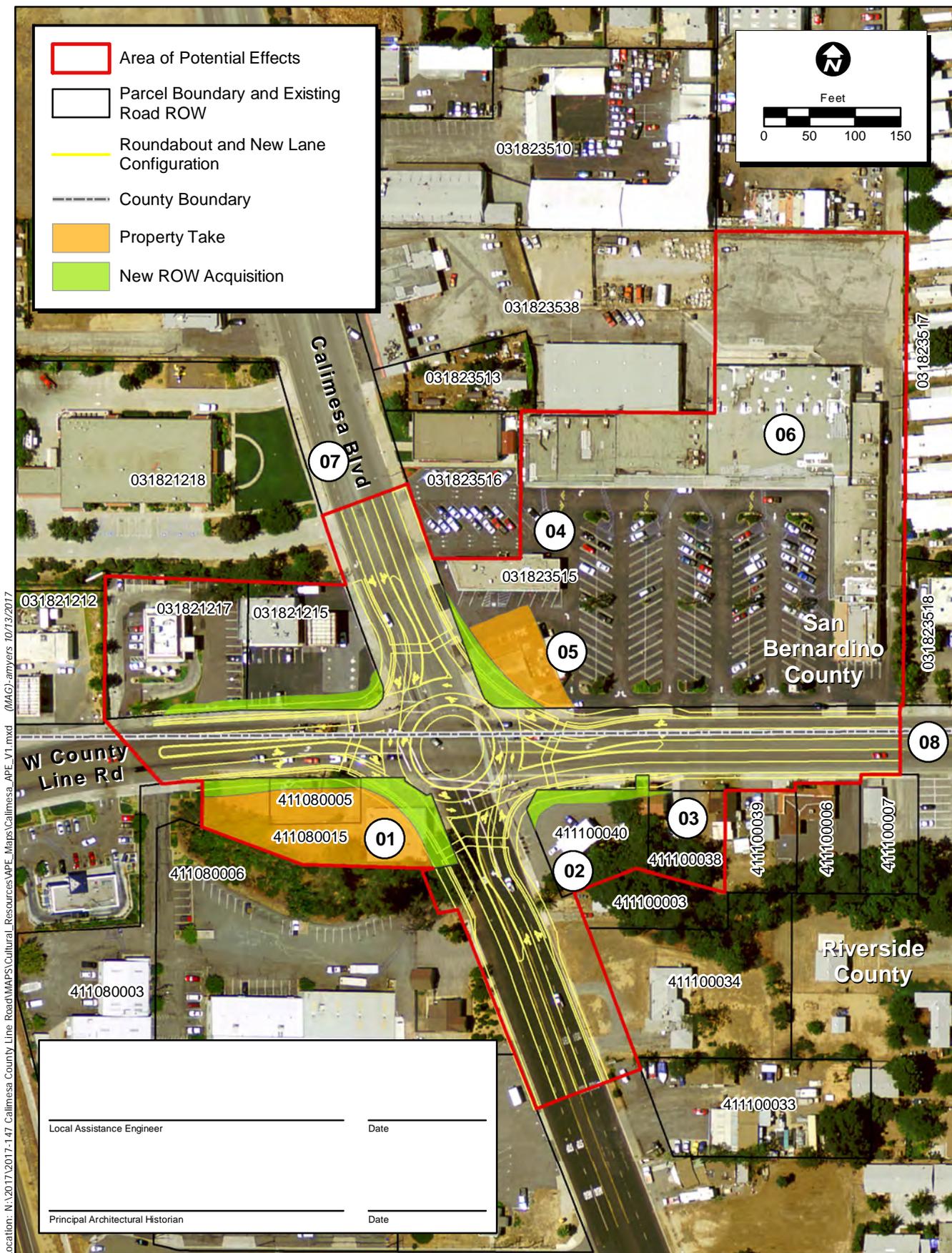
Location: N:\2017\2017-147 Calimesa County Line Road\MAPS\Cultural_Resources\APE_Maps\Calimesa_APE_Title_V1.mxd (MAG)am/vers 10/13/2017



 Area of Potential Effects



Map Date: 10/13/2017
Photo Source: Esri World Imagery



Location: N:\2017\2017-147 Calimesa County Line Road\MAPS\Cultural_Resources\APE_Maps\Calimesa_APE_V1.mxd (MAG)-amyers 10/13/2017

Map Date: 10/13/2017
 Photo Source: Esri World Imagery

Area of Potential Effects
2017-147 Calimesa County Line Road

ATTACHMENT B

DPR 523 RECORDS

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 9

*Resource Name or #: Map Reference # 1

P1. Other Identifier: 625 West County Line Road

***P2. Location:** Not for Publication Unrestricted

***a. County:** Riverside

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Yucaipa **Date:** 1996 **T 2; R 2W; NE 1/4 of NW 1/4 of Sec 14; San Bernardino B.M.**

c. Address: 625 West County Line Road

City: Calimesa

Zip: 92320

d. UTM: Zone: mE/ mN

e. Other Locational Data: APN # 411-080-015 (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: _____

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The building at 625 W. County Line Road in Calimesa is a one-story commercial structure, located at the southwest corner of County Line Road and Calimesa Boulevard. It is set back from the intersection and is located on the northern bank of Calimesa Creek. The commercial building faces County Line Road, and is currently vacant. The north (front) façade is the main entrance and has a concrete block wall. On the western 1/3 of the north façade, the wall extends up to the roof-wall junction. On the eastern 2/3 of the north façade the concrete block wall ends at the height of window heads, above which there is board and batten siding extending upward to the roof-wall junction. There are two protruding bay windows that slant upwards and are in wood and aluminum frames. There are two wood and glass panel double-door entrances, topped by jalousie transom windows. On the west side of the north façade is a wide rollup door, reflecting the building's past use as an automotive repair shop. (See continuation sheet).

***P3b. Resource Attributes:** (List attributes and codes) HP6 1-3 story commercial building

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

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



P5b. Description of Photo: (View, date, accession #)
North façade, front of building, view facing southeast, 7/3/2017

***P6. Date Constructed/Age and Sources:** Historic Prehistoric Both
1960 (est). Conversation with owner.

***P7. Owner and Address:**
Troyce Gayle
625 W. County Line Road
Calimesa, CA 92329

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

Kristina Lindgren and Andrew Myers
ECORP Consulting, Inc.
215 N. 5th Street
Redlands, CA 92373

***P9. Date Recorded:** 7/3/2017

***P10. Survey Type:** (Describe)

Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Adams and Lindgren 2017 Historical Resources Evaluation Report for County Line Road and Calimesa Boulevard Intersection Improvements Project, Calimesa, Riverside County, and Yucaipa, San Bernardino County, California

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

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or Number (Assigned by Recorder): Map Reference #1

B1. **Historic Name:** Troyce's Automotive
B2. **Common Name:** Vacant

B3. **Original Use:** Automotive Store B4. **Present Use:** Vacant

*B5. **Architectural Style:** Modern - Contemporary

*B6. **Construction History (Construction date, alterations, and date of alterations):** Aerial photographs from 1959 show the building with its current footprint in its current location. A permit technician from Riverside County confirmed that there are no building permits for Calimesa prior to 1963. The only permit on file for 625 W. County Line Road is a 1968 gas permit. The City of Calimesa holds no permits for this building, as the City was incorporated in 1990. During the field visit, the owner of the building was on site, and confirmed that it was built "around 1960," and had been in use as an automotive repair shop and retail automotive sales store (Troyce, personal communication July 3, 2017).

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

*B8. **Related Features:**
The building is surrounded on the north and west by a graded dirt lot parking lot.

B9a. **Architect:** Unknown B9b. **Builder:** Unknown

*B10. **Significance: Theme:** Commercial Development of the late 1950s **Area:** Calimesa

Period of Significance: N/A **Property Type:** Commercial Building **Applicable Criterion:** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

(See continuation sheet).

B11. **Additional Resource Attributes (List attributes and codes):**
HP6 (1-3 story commercial building)

*B12. **References:** (See Continuation Sheet.)

B13. **Remarks:** None

*B14. **Evaluators:**
Jeremy Adams and Kristina Lindgren
ECORP Consulting, Inc.
2525 Warren Drive.
Sacramento, CA 95677

*Date of Evaluation:
August 4, 2017

(This space reserved official comments.)



P3. Description (continued from Primary Record)

The building has a low-pitched shed roof that rises from rear to front and has deep overhanging eaves that protrude over the north façade. This overhang is approximately five feet wide, and has exposed rafter beams. There is an approximate 1-foot overhang over the east and west façades. The west façade is covered in horizontal, wood board siding, and has a concrete patio outside a boarded-up rear entrance. The south façade faces the bank of Calimesa Creek and was difficult to access during the current study. It appears have both a concrete block wall and horizontal wood board siding and at least two casement windows. The east façade of the structure has a concrete block wall and has two small, metal-framed casement windows. The building is surrounded on its north and west side by a graded dirt lot.

B10. Significance (continued from Building, Structure, and Object Record).

Architectural context

The Contemporary style of architecture was favored between the years 1945 and 1965, particularly for residential houses and building storefronts. The Contemporary style design and form was developed largely in response to the industrial appearance of the International style, its popular predecessor. After the end of World War II, the country's economy was growing rapidly and development, including architectural building design, became a robust venture. Many of the newer architects favored the traditional designs of Frank Lloyd Wright's Prairie style and other designs of the early 1900s, but managed to embellish the buildings with modern features of the period (Jackson 1994). One intent of Contemporary style architecture was to meet the growing demand in homes and commercial buildings for the most modern, or contemporary, features and materials, including aluminum-framed windows, sliding-glass doors, courtyards, and garages (McAlester 2013; Kaplan 1987).

The Contemporary style was used for commercial structures, particularly after World War II, when the need for commercial and industrial space increased. Early Modernist buildings used glass and steel as the primary construction material. However, new developments in concrete, aluminum, synthetics and glass allowed for enhancements on the style. The box form for both commercial and residential structures was popular, but new and changing technology allowed for other geometrical forms, such as curves and sharp angles (Utah Division of State History 2016).

Identifying elements of the Contemporary style include low-pitched or flat roofs with widely overhanging eaves, broad expanses of uninterrupted wall surfaces, asymmetrical facades and, in particular, geometric patterning used as a decorative detail, typically applied to wall surfaces. Post-and-beam construction with wood was the most common building technique, usually with the beams exposed under the eaves. Typical high style examples of Contemporary style houses or buildings are located on steep slopes on supporting posts and some contain large wall-sized windows throughout (McAlester 2013). In commercial structures, identifying elements of the Contemporary style include boxy floor plans, little architectural ornamentation, and large ornamental walls (Utah Division of State History 2016).

Evaluation

The one-story concrete block commercial building was built circa 1959 as an automotive repair building. It was one of several businesses at the intersection of Calimesa Boulevard (Highway 99) and County Line Road to cater to travelers passing through Calimesa. It was built during the post-World War II expansion period, as a typical commercial building of the time. It was not built during the significant period of early commercial development (1890s to 1940s) in the community of Calimesa; and it is not associated with any other significant event, trend, or development in Calimesa. It did not contribute to the broad patterns of local, regional or national history and therefore it is not eligible under NRHP Criterion A or CRHR Criterion 1. The building was not owned by any prominent families, businesses or business people in Calimesa or the Yucaipa Valley, and is not considered eligible under NRHP Criterion B or CRHR Criterion 2. The building exhibits influences of the Mid Century Contemporary style, mainly in its low-pitched shed roof with broadly overhanging eaves, slanted bay windows, and concrete block siding. The elements of the style, however, do not possess any artistic value and are very common features seen on similar commercial buildings throughout the Yucaipa Valley and California. Also, no information was found on the architect and contractor listed on the permit during archival research, which leads to the conclusion that they were not master architects in the Contemporary style. The method of constructing the building follows standard building methods with particular emphasis on function and affordability of resources and thus the building does not have any unique characteristics specific to a type or period of design or method of construction. As such, the building is not eligible under NRHP Criterion C or CRHR Criterion 3. Lastly, there are few records in the archival record from Riverside County and the City of Calimesa, and these sources were searched thoroughly. It has no potential to provide any additional information important in history; therefore, the building is not eligible under NRHP Criterion D or CRHR Criterion 4. While the building retains some of its aspects of integrity including location and setting, it does not possess historic or architectural significance or association with a significant event.

Overall, the commercial building is determined not eligible for the National Register and is not an historic property under Section 106 of the NHPA; and is not an historical resource for the purposes of CEQA because it does not meet the criteria outlined in Public Resources Code 5024.1 including California Register criteria. The building was not evaluated for local designation.

B12. References (continued from Building, Structure, and Object Record).

Gayle, Troyce
2017 Personal communication with Kristina Lindgren and Andrew Myers, July 3, 2017.

Kaplan, Sam Hall
1987 *Los Angeles, Lost and Found*. Crown Publishers, Inc., New York.

Jackson, Leslie
1994 *Contemporary: Architecture and Interiors of the 1950s*. Phaidon Press, London.

McAlester, Virginia
2013 *A Field Guide to American Houses*, Second Edition. Alfred A. Knopf, New York.

Riverside County Transportation and Land Management Agency (RCTLMA)
1968 Gas Permit for 625 W. County Line Road. On file at Riverside County Transportation and Land Management Agency.

Utah State Division of History
2016 World War II / Post-War Building Styles. From <https://heritage.utah.gov/history/world-war-ii-post-war-building-styles>, accessed 19 June 2017.



North and west façade of 625 W. County Line Road. View to southwest. 07/03/2017



South façade of 625 W. County Line Road, above Calimesa Creek. View to east. 07/03/2017



South façade of 625 W. County Line Road. View to east. 07/03/2017



West façade of 625 W. County Line Road. View to east. 07/03/2017



Detail of windows on north façade. View to east. 07/03/2017



Detail of entrance on north façade, 625 W. County Line Road. View to east. 07/03/2017

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

Primary #:
HRI#/Trinomial:

Page 8 of 9

*Resource Name or Number (Assigned by recorder): Map Reference #1

*Recorded by: ECORP Consulting, Inc.

*Date: 07/03/2017

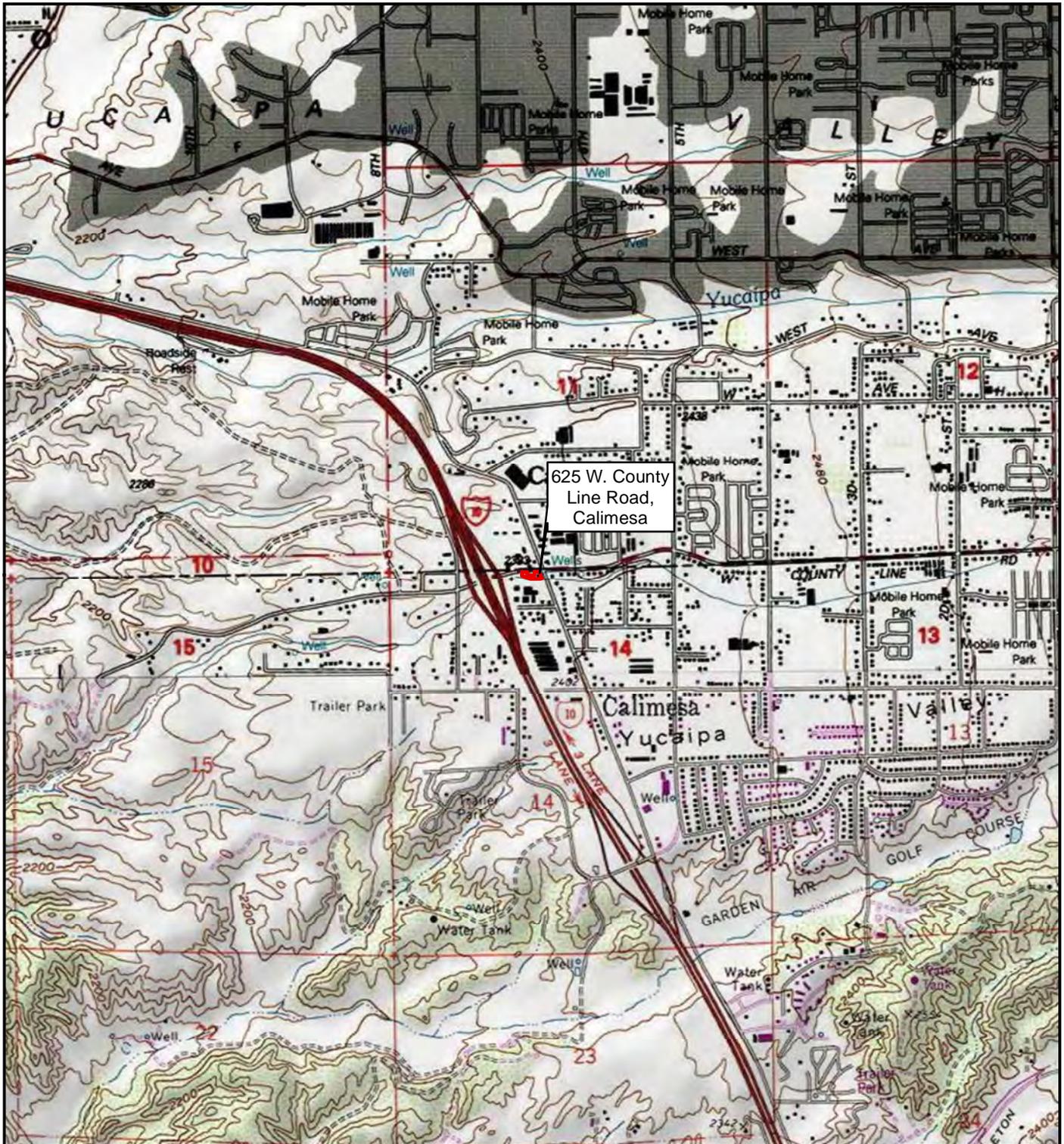
Continuation Update



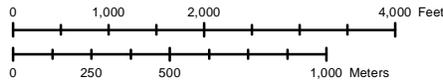
East façade of 625 W. County Line Road. View to southwest. 07/03/2017



Detail of windows on north façade. View to east. 07/03/2017



***Required Information**



DPR 523J (1/95)



Location: N:\2017\2017-147_Calimesa\County Line Road\MAPS\Cultural_Resources\Location_Maps\Calimesa_Loc.mxd (mpday 6/16/2017)

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 7

*Resource Name or #: Map Reference # 2

P1. Other Identifier: 905 Calimesa Boulevard

*P2. Location: Not for Publication Unrestricted

*a. County: Riverside

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Yucaipa Date: 1996 T 2; R 2W; NE 1/4 of NW 1/4 of Sec 14; San Bernardino B.M.

c. Address: 905 Calimesa Boulevard

City: Calimesa

Zip: 92320

d. UTM: Zone: mE/ mN

e. Other Locational Data: APN # 411-100-040 (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: _____

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

This building is a one story, rectangular commercial building located on the southeast corner of the intersection of Calimesa Boulevard and County Line Road. It is currently occupied by Calimesa Tires and Smog, an automotive servicing shop. The shop sits back on the parcel and is oriented northeast-southwest. The building was entirely constructed with a wood frame and sheet metal. The northwest (front) façade has two rollup bay service door leading to an auto work shop and a front office with a single door entrance and six large fixed pane windows that wrap around to the northeast façade. The northeast façade has a single door. The southwest façade has large, fixed pane windows blocked with bars. The southeast (rear) façade was fenced off and not accessible during the field visit.

*P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building

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

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



*P5b. Description of Photo: (View, date, accession #)
Northwest façade, view facing southeast, 7/3/2017

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

*P7. Owner and Address:
Jose A. Ledesma
392 E. Foothill Boulevard
Rialto, CA 92376

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

Kristina Lindgren
ECORP Consulting, Inc.
215 N. 5th Street
Redlands, CA 92373

*P9. Date Recorded: 7/3/2017

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Adams and Lindgren 2017 Historical Resources Evaluation Report for County Line Road and Calimesa Boulevard Intersection Improvements Project, Calimesa, Riverside County, and Yucaipa, San Bernardino County, California

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

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or Number (Assigned by Recorder): Map Reference #2

B1. Historic Name:

B2. Common Name: Calimesa Tire and Smog

B3. Original Use: Service Station B4. Present Use: Service Station

*B5. Architectural Style: Contemporary

*B6. Construction History (Construction date, alterations, and date of alterations): Riverside County building permits indicate the building was built as a service station in 1963 (RCTLMA 2017). There are no other permits on file at Riverside County or in the City of Calimesa. Aerial photographs from 1963 to the present do not show any significant alterations to the building's footprint.

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

*B8. Related Features:
None

B9a. Architect: Unknown B9b. Builder: Unknown

*B10. Significance: None Theme: Commercial Development of the 1960 Area: Calimesa

Period of Significance: N/A Property Type: Commercial Building Applicable Criterion: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

See Continuation Sheet

B11. Additional Resource Attributes (List attributes and codes):
HP6 (1-3 story commercial building)

*B12. References: (See Continuation Sheet.)

B13. Remarks: None

*B14. Evaluators:
Jeremy Adams and Kristina Lindgren
ECORP Consulting, Inc.
2525 Warren Drive.
Sacramento, CA 95677

*Date of Evaluation: August 3, 2017

(This space reserved official comments.)



B10. Significance (continued from Building, Structure, and Object Record).

Architectural Context

The Contemporary style of architecture was favored between the years 1945 and 1965, particularly for residential houses and building storefronts. The Contemporary style design and form was developed largely in response to the industrial appearance of the International style, its popular predecessor. After the end of World War II, the country's economy was growing rapidly and development, including architectural building design, became a robust venture. Many of the newer architects favored the traditional designs of Frank Lloyd Wright's Prairie style and other designs of the early 1900s, but managed to embellish the buildings with modern features of the period (Jackson 1994). One intent of Contemporary style architecture was to meet the growing demand in homes and commercial buildings for the most modern, or contemporary, features and materials, including aluminum-framed windows, sliding-glass doors, courtyards, and garages (McAlester 2013; Kaplan 1987).

The Contemporary style was used for commercial structures, particularly after World War II, when the need for commercial and industrial space increased. Early Modernist buildings used glass and steel as the primary construction material. However, new developments in concrete, aluminum, synthetics and glass allowed for enhancements on the style. The box form for both commercial and residential structures was popular, but new and changing technology allowed for other geometrical forms, such as curves and sharp angles (Utah Division of State History 2016).

Identifying elements of the Contemporary style include low-pitched or flat roofs with widely overhanging eaves, broad expanses of uninterrupted wall surfaces, asymmetrical facades and, in particular, geometric patterning used as a decorative detail, typically applied to wall surfaces. Post-and-beam construction with wood was the most common building technique, usually with the beams exposed under the eaves. Typical high style examples of Contemporary style houses or buildings are located on steep slopes on supporting posts and some contain large wall-sized windows throughout (McAlester 2013). In commercial structures, identifying elements of the Contemporary style include boxy floor plans, little architectural ornamentation, and large ornamental walls (Utah Division of State History 2016).

Evaluation

In the early 1960s, the intersection of County Line Road and Calimesa Boulevard was well situated near the newly-built Interstate 10 Freeway to provide services to passing motorists. The commercial building at 905 Calimesa was built in 1963 after the interstate was completed. It was one of many automotive-related businesses opening at the time to cater to the needs of travelling motorists through Calimesa. It was not built during the significant period of early commercial development (1890s to 1940s) in the City of Calimesa and it is not associated with any other significant event, trend, or development in Calimesa. It did not contribute to the broad patterns of local, regional or national history and therefore it is not eligible under NRHP Criterion A or CRHR Criterion 1. The building was not owned by any prominent families, businesses or business people in Calimesa, and is not considered eligible under NRHP Criterion B or CRHR Criterion 1. The building exhibits influences of the Contemporary Style mainly in its, large plate glass windows and asymmetrical entrance. The elements of the style, however, do not possess any artistic value and are very common features seen on similar buildings throughout the Yucaipa Valley and California. Also, no significant information was found on the architect and contractor listed on the original building permit during archival research, which leads to the conclusion that they were not master architects in the contemporary style. The method of constructing the building follows standard building methods with particular emphasis on function and affordability of resources and thus the building does not have any unique characteristics specific to a type or period of design or method of construction. As such, the building is not eligible under NRHP Criterion C or CRHR Criterion 3. Lastly, archival research for the building has been thorough, and it has no potential to provide any additional information important in history; therefore, the building is not eligible under NRHP Criterion D or CRHR Criterion 4. While the building retains some of its aspects of integrity including location and setting, it does not possess historic or architectural significance or association with a significant event. Overall, the commercial building is determined not eligible for the National Register and is not an historic property under Section 106 of the NHPA; and is not an historical resource for the purpose of CEQA because it does not meet the criteria outlined in Public Resources Code 5024.1 including California Register criteria. The building was not evaluated for local designation.

B12. References (continued from Building, Structure, and Object Record).

Kaplan, Sam Hall

1987 Los Angeles, Lost and Found. Crown Publishers, Inc., New York.

Jackson, Leslie

1994 Contemporary: Architecture and Interiors of the 1950s. Phaidon Press, London.

McAlester, Virginia

2013 A Field Guide to American Houses, Second Edition. Alfred A. Knopf, New York.

NETROnline

2017 Historic aerial photographs. Accessed July 25, 2017 at <https://historicaerials.com/viewer>.

RealQuest

2017 Property Detail Report for 905 Calimesa Boulevard. Accessed July 25, 2017 at <http://proclassic.realquest.com/>

Riverside County Transportation Land Management Agency (RCTLMA)

1963 Building Permit for 905 Calimesa Boulevard. On file at RCTLMA.

Utah State Division of History

2016 World War II / Post-War Building Styles. From <https://heritage.utah.gov/history/world-war-ii-post-war-building-styles>, accessed 19 June 2017.

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

Primary #:
HRI#/Trinomial:

Page 5 of 7

*Resource Name or Number (Assigned by recorder): Map Reference #2

*Recorded by: ECORP Consulting, Inc.

*Date: 07/03/2017

Continuation Update



Northwest façade of 905 Calimesa Boulevard. View to southeast. 07/03/2017



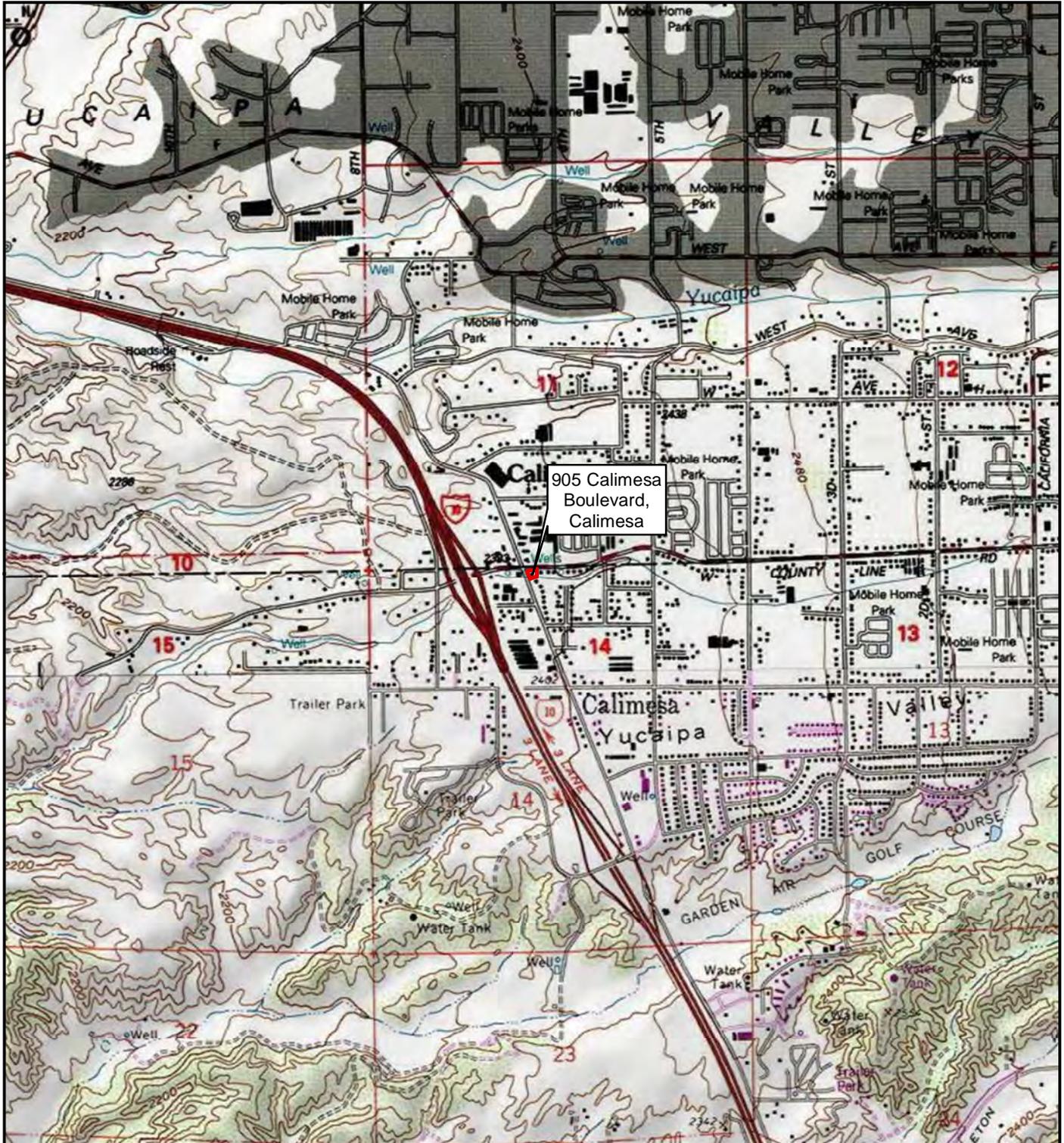
Northeast façade of 905 Calimesa Boulevard. View to southwest. 07/03/2017



Southwest façade of 905 Calimesa Boulevard. View to northeast. 07/03/2017

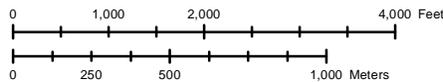


Street sign for tire shop at corner of Calimesa Boulevard and County Line Road. View to northwest. 07/03/2017



***Required Information**

DPR 523J (1/95)



Location: N:\2017\2017-147 Calimesa\County Line Road\MAPS\Cultural Resources\Location_Maps\Calimesa_Loc.mxd (primary 6/16/2017)

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 8

*Resource Name or #: Map Reference # 3

P1. Other Identifier: 613 West County Line Road

***P2. Location:** Not for Publication Unrestricted

***a. County:** Riverside

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Yucaipa **Date:** 1996 **T 2; R 2W; NE ¼ of NW¼ of Sec 14; San Bernardino B.M.**

c. Address: 613 West County Line Road

City: Calimesa

Zip: 92320

d. UTM: Zone: mE/ mN

e. Other Locational Data: APN # 411-100-038 (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: _____

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

This building is a one story, rectangular commercial building located on West County Line Road in the City of Calimesa. It currently is occupied by the Critter Corral, a pet grooming service. It has stucco siding, and a side gabled roof covered in composition shingles made to resemble red clay tile roof shingles. The side-gable roof has minimal overhang over the north and south facades, with exposed rafter tails. On the north façade there is a small porch with a front gable, supported by three wooden posts. Fenestration consists of multiple double hung sash windows. They are all newer vinyl-framed windows. The north façade has a single door entrance, with an accessibility ramp leading to it. The east façade has a single entrance with concrete steps. (See continuation sheet).

***P3b. Resource Attributes:** (List attributes and codes) HP6 1-3 story commercial building

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

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



P5b. Description of Photo: (View, date, accession #)

North façade of 613 West County Line Road, view facing south, 7/3/2017

***P6. Date Constructed/Age and Sources:** Historic

Prehistoric Both
Prior to 1959 (historic aerial photographs).

***P7. Owner and Address:**

Ivan and Catherine Pyle
525 W. El Norte Parkway #308
Escondido, CA 92026

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

Kristina Lindgren and Andrew Myers
ECORP Consulting, Inc.
215 N. 5th Street
Redlands, CA 92373

***P9. Date Recorded:** 7/3/2017

***P10. Survey Type:** (Describe)

Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Adams and Lindgren 2017 Historical Resources Evaluation Report for County Line Road and Calimesa Boulevard Intersection Improvements Project, Calimesa, Riverside County, and Yucaipa, San Bernardino County, California

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

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

Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code:

*Resource Name or Number (Assigned by Recorder): Map Reference #3

B1. Historic Name:
B2. Common Name:

B3. Original Use: Unknown B4. Present Use: Critter Corral

*B5. Architectural Style: Minimal Traditional

*B6. Construction History (Construction date, alterations, and date of alterations): Aerial photographs show the building in its location, with a similar footprint, as early as 1959 (NETROnline 2017). It is not on the 1938 aerial photograph, and there are no other aerial photographs in between 1938 and 1959. Only one permit is on file with Riverside County and is a 1969 permit for a remodeled interior (RCTLMA 2017). Based on the architectural style of the building, prior to 1969, it may have originally been used for a residence, and later converted to a business.

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

*B8. Related Features:

B9a. Architect: Unknown B9b. Builder: Unknown

*B10. Significance: Theme: commercial Development of the late 1950s Area: Calimesa

Period of Significance: N/A Property Type: 1-2 Story Commercial Applicable Criterion: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

See Continuation Sheet (Cont'd).

B11. Additional Resource Attributes (List attributes and codes):
HP6 (1-3 story commercial building)

*B12. References: (See Continuation Sheet.)

B13. Remarks: None

*B14. Evaluators:
Jeremy Adams and Kristina Lindgren
ECORP Consulting, Inc.
2525 Warren Drive.
Sacramento, CA 95677

*Date of Evaluation: August 3, 2017

(This space reserved official comments.)



P3. Description (continued from Primary Record).

The south (rear) façade has a small shed-roofed enclosure covering a set of stairs leading to a root cellar underneath the structure. The west façade was obscured by several trees and a close fence line, but appears to contain at least two sets of vinyl-framed double hung sash windows. There is a concrete driveway on the east side of the house. At the southeast corner of the parcel there is a poured-concrete foundation that may have held a small garage.

B10. Significance (continued from Building, Structure, and Object Record).

Architectural Context

Minimal style homes are described as the “little house that could” with a simple design (McAlester 2013). Generally, Minimal homes are one-story with low pitched roofs, little to no roof overhang, and minimal amounts of added architectural detail. Minimal homes were favored between 1930s and 1950s, since these homes could be constructed quickly and for little cost. When the housing market crashed after the Great Depression, developers needed to produce a house that was affordable and appealing to the average American. These smaller homes were easily financed and encouraged by the Federal Housing Administration, so architects turned their attention to designing a smaller house with an efficient floor plan while keeping the cost low. Subdivisions for Minimal homes offered only a few different designs and floor plan options in order to keep production moving and maintain the low cost. By the 1950s, Minimal homes were being replaced by Ranch-style homes, since larger homes could be built, became more affordable and easily financed, and had more appealing stylistic characteristics (McAlester 2013).

Evaluation

This building appears to have been a small house built prior to 1959 and converted to a business in the late 1960s. It was built during Calimesa’s transition period from an agricultural-based economy to a bedroom commuter suburb in the Yucaipa Valley. In the early 1960s, the intersection of County Line Road and Calimesa Boulevard was well situated near the newly-built Interstate 10 Freeway to provide services to passing motorists. It was built to serve the needs of a both a growing community and for travelers passing through the Calimesa area on Interstate 10 Freeway. It was one of many businesses opening at the time to cater to the needs of the expanding population and it is not associated with any other significant event, trend, or development in Calimesa. It did not contribute to the broad patterns of local, regional or national history and therefore it is not eligible under NRHP Criterion A or CRHR Criterion 1. As it is not tied to any particular significant event within the city of Yucaipa or the surrounding area, it is not eligible under NRHP Criterion A or CRHR Criterion 1. The building was not owned by any prominent families, businesses or business people in Calimesa, and is not considered eligible under NRHP Criterion B or CRHR Criterion 1. The building exhibits influences of the Minimal Traditional architectural style mainly in its small footprint, and porch on the north façade. The elements of the style, however, do not possess any artistic value and are very common features seen on similar buildings throughout the Yucaipa Valley and California. Also, no significant information was found on the architect and contractor listed on the original building permit during archival research, which leads to the conclusion that they were not master architects in the Minimal Traditional style. The method of constructing the building follows standard building methods with particular emphasis on function and affordability of resources and thus the building does not have any unique characteristics specific to a type or period of design or method of construction. As such, the building is not eligible under NRHP Criterion C or CRHR Criterion 3. Lastly, archival research for the building has been thorough, and it has no potential to provide any additional information important in history; therefore, the building is not eligible under NRHP Criterion D or CRHR Criterion 4. While the building retains some of its aspects of integrity including location and setting, it does not possess historic or architectural significance or association with a significant event. Overall, the commercial building is determined not eligible for the National Register and is not an historic property under Section 106 of the NHPA; and is not an historical resource for the purpose of CEQA because it does not meet the criteria outlined in Public Resources Code 5024.1 including California Register criteria. The building was not evaluated for local designation.

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

Primary #:
HRI#/Trinomial:

Page 4 of 8

*Resource Name or Number (Assigned by recorder): Map Reference #3

*Recorded by: ECORP Consulting, Inc.

*Date: 7/3/2017

Continuation Update

B12. References (continued from Building, Structure, and Object Record).

McAlester, Virginia

2013 A Field Guide to American Houses. Second Edition. Alfred A. Knopf, New York.

Riverside County Transportation Land Management Agency (RCTLMA)

1963 Building Permit for 613 county Line Road. On file at RCTLMA.

NETROnline

2017 Historic aerial photographs. Accessed July 25, 2017 at <https://historicaerials.com/viewer>.

RealQuest

2017 Property Detail Report for 613 West County Line Road. Accessed July 25, 2017 at <http://proclassic.realquest.com/>



West façade of 613 W. County Line Road, partially hidden by vegetation. View to southeast. 07/03/2017



East façade of 613 W County Line Road. View to southwest. 07/03/2017

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

Primary #:
HRI#/Trinomial:

Page 6 of 8

*Resource Name or Number (Assigned by recorder): Map Reference #3

*Recorded by: ECORP Consulting, Inc.

*Date: 07/03/2017

Continuation Update



South and east façade of 613 West County Line Road. View to northwest. 07/03/2017



West and south façade of 613 W. County Line Road. View to north. 07/03/2017

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

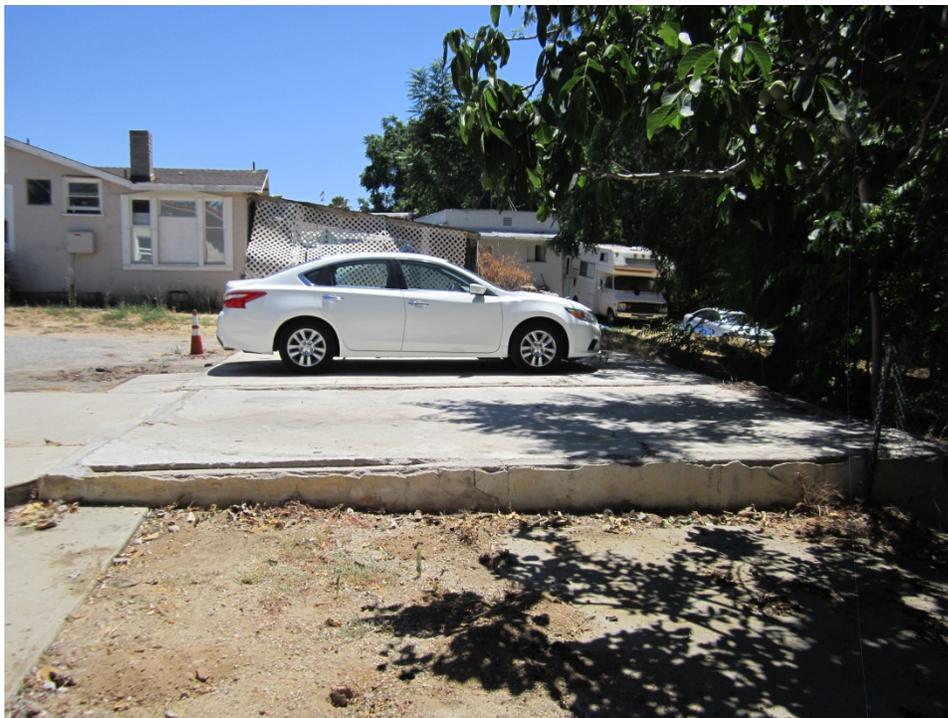
Primary #:
HRI#/Trinomial:

Page 7 of 8

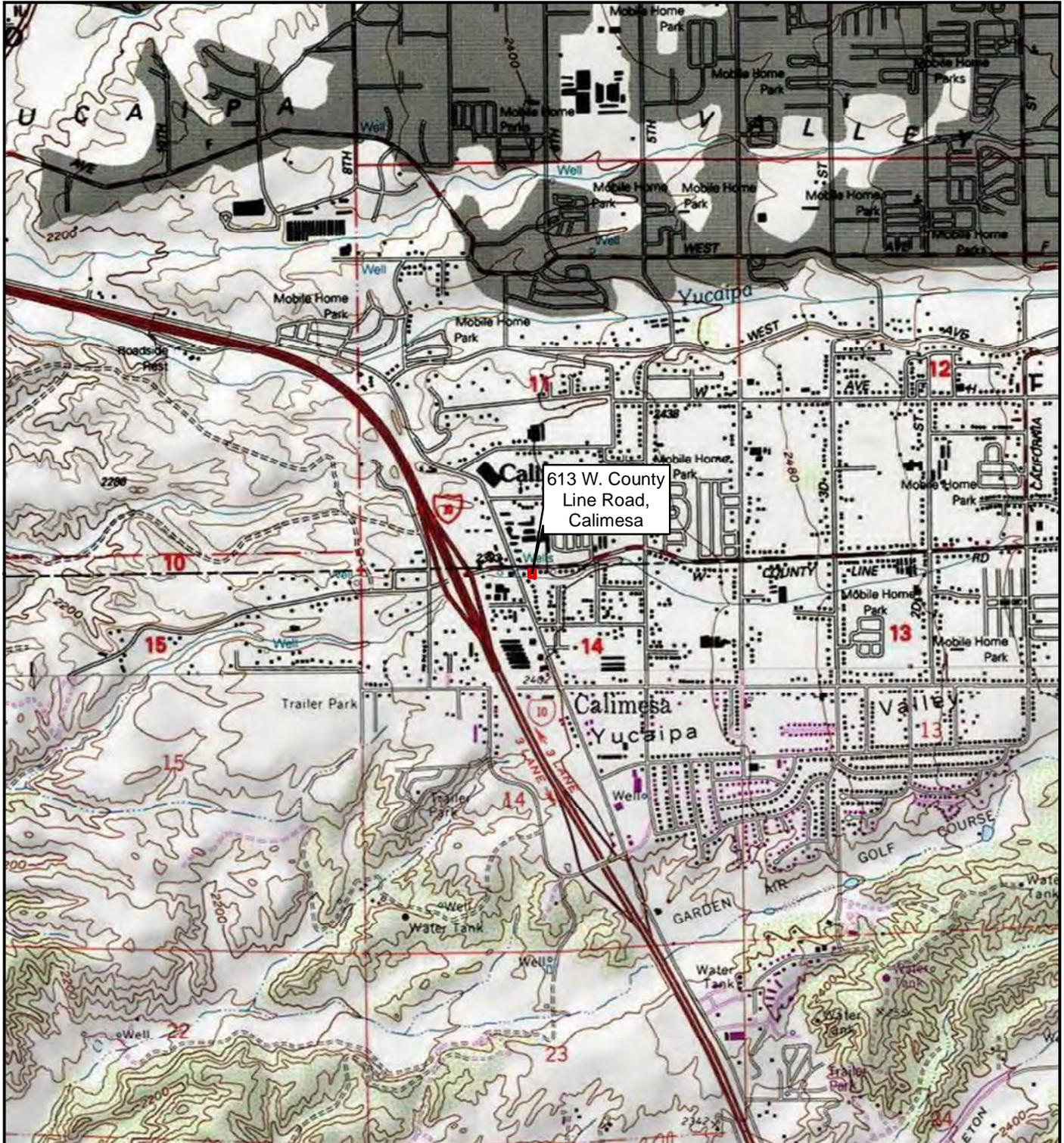
*Resource Name or Number (Assigned by recorder): Map Reference #3

*Recorded by: ECORP Consulting, Inc.

*Date: 07/03/2017 Continuation Update

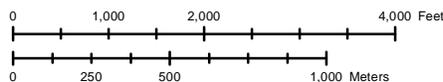


Foundation at southeast corner of building. View to east. 07/03/2017



***Required Information**

DPR 523J (1/95)



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Location: N:\2017\2017-147 Calimesa\County Line Road\MAPS\Cultural_Resources\Location_Maps\Calimesa_Loc.mxd (primary) 6/16/2017

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 7

*Resource Name or #: Map Reference # 4

P1. Other Identifier: 13711 Calimesa Boulevard

*P2. Location: Not for Publication Unrestricted

*a. County: San Bernardino

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Yucaipa Date: 1996 T 2; R 2W; NE ¼ of NW¼ of Sec 14; San Bernardino B.M.

c. Address: 13711 County Line Boulevard

City: Yucaipa

Zip: 92399

d. UTM: Zone: mE/ mN

e. Other Locational Data: APN # 0318-235-15-0000 (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Elevation: _____

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

This building is a one story, rectangular commercial building located on the northeast corner of the intersection of Calimesa Boulevard and County Line Road, in the City of Yucaipa. It is currently occupied by a liquor store at 13711 County Line Road, and a barbershop, with an address of 34036 Calimesa Boulevard. The building is constructed of concrete blocks, and has a flat roof with a prominent overhang. Lettered signs for the liquor store and barbershop are affixed to the flat portion of the roof. The west façade consists mainly of large, fixed pane glass windows, with cut stone wainscoting. The south façade has a decorative geometric-patterned concrete screen wall, with stone wainscoting and entrance doors to the barber shop. Large, fixed pane glass windows wrap the southwest and southeast corners of the building. The north façade (rear) also has a decorative geometric-patterned concrete wall surrounding an additional entrance to the barber shop.

*P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building

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

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



*P5b. Description of Photo: (View, date, accession #)

West façade, view facing northeast, 7/3/2017

*P6. Date Constructed/Age and Sources:

Historic
 Prehistoric Both

*P7. Owner and Address:

Domenick Rago
3348 Punta Del Este Drive
Hacienda Heights, CA 91745

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

Kristina Lindgren and Andrew Myers
ECORP Consulting, Inc.
215 N. 5th Street
Redlands, CA 92373

*P9. Date Recorded: 7/3/2017

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Adams and Lindgren 2017 Historical Resources Evaluation Report for County Line Road and Calimesa Boulevard Intersection Improvements Project, Calimesa, Riverside County, and Yucaipa, San Bernardino County, California

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

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or Number (Assigned by Recorder): Map Reference #4

B1. Historic Name:
B2. Common Name:

B3. Original Use: B4. Present Use: Liquor Store and Barbershop

*B5. Architectural Style: Contemporary

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

This building is on a parcel with two additional separate buildings. Real Quest parcel data indicates a date of construction of 1963 (RealQuest 2017). San Bernardino County has an original permit on file for the construction of Calimesa Plaza in 1963. The permit is nearly illegible, as it is a copy from a microfilm. An article in the Redlands Daily Facts states that Calimesa Plaza was a joint venture between three partners, Frank Hughes, the proprietor of Yucaipa Food Fair Market, and Elwein Hale and Gordon Greenslade of Hale and Greenslade Hardware store, also in Yucaipa (Redlands Daily Facts 1963). The first building of the Calimesa Plaza project was this concrete block structure at 13711 Calimesa Boulevard, which was constructed in 1962. The Calimesa Plaza was opened in September of 1963. Between 1972 and 1980, it appears that the main shopping center building was elongated and restyled at the end of the east wing (NetrOnline 2017). Later permits include a gas line replacement in 1985 and a new roof in 1988 (San Bernardino County 2017), although it is unclear which buildings on the parcel these permits pertain to.

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

*B8. Related Features:
None

B9a. Architect: Unknown B9b. Builder: Smith Contractors

*B10. Significance: None Theme: Commercial Development Area: Yucaipa

Period of Significance: N/A Property Type: 1-3 story commercial building Applicable Criterion: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

See Continuation Sheet (Cont'd).

B11. Additional Resource Attributes (List attributes and codes):
HP6 (1-3 story commercial building)

*B12. References: (See Continuation Sheet.)

B13. Remarks: None

*B14. Evaluators:
Jeremy Adams and Kristina Lindgren
ECORP Consulting, Inc.
2525 Warren Drive.
Sacramento, CA 95677

*Date of Evaluation: August 3, 2017

(This space reserved official comments.)



B10. Significance (continued from Building, Structure, and Object Record).

Architectural Context

The Contemporary style of architecture was favored between the years 1945 and 1965, particularly for residential houses and building storefronts. The Contemporary style design and form was developed largely in response to the industrial appearance of the International style, its popular predecessor. After the end of World War II, the country's economy was growing rapidly and development, including architectural building design, became a robust venture. Many of the newer architects favored the traditional designs of Frank Lloyd Wright's Prairie style and other designs of the early 1900s, but managed to embellish the buildings with modern features of the period (Jackson 1994). One intent of Contemporary style architecture was to meet the growing demand in homes and commercial buildings for the most modern, or contemporary, features and materials, including aluminum-framed windows, sliding-glass doors, courtyards, and garages (McAlester 2013; Kaplan 1987).

The Contemporary style was used for commercial structures, particularly after World War II, when the need for commercial and industrial space increased. Early Modernist buildings used glass and steel as the primary construction material. However, new developments in concrete, aluminum, synthetics and glass allowed for enhancements on the style. The box form for both commercial and residential structures was popular, but new and changing technology allowed for other geometrical forms, such as curves and sharp angles (Utah Division of State History 2016).

Identifying elements of the Contemporary style include low-pitched or flat roofs with widely overhanging eaves, broad expanses of uninterrupted wall surfaces, asymmetrical facades and, in particular, geometric patterning used as a decorative detail, typically applied to wall surfaces. Post-and-beam construction with wood was the most common building technique, usually with the beams exposed under the eaves. Typical high style examples of Contemporary style houses or buildings are located on steep slopes on supporting posts and some contain large wall-sized windows throughout (McAlester 2013). In commercial structures, identifying elements of the Contemporary style include boxy floor plans, little architectural ornamentation, and large ornamental walls (Utah Division of State History 2016).

Evaluation

By the early 1960s, the Yucaipa/Calimesa area was transitioning from an agricultural-based economy to a bedroom community as those living in newly built tract homes were commuting to jobs in other cities. The commercial building at 13711 Calimesa Boulevard was built in 1962 during the middle of this rapid population and development expansion. It was built to serve the needs of a both a growing community and for travelers passing through the Calimesa area on Interstate 10 Freeway. It was one of many businesses opening at the time to cater to the needs of the expanding population. It was not built during the significant period of early commercial development (1890s to 1940s) in the City of Yucaipa and it is not associated with any other significant event, trend, or development in Calimesa. It did not contribute to the broad patterns of local, regional or national history and therefore it is not eligible under NRHP Criterion A or CRHR Criterion 1. The Calimesa Plaza was a joint venture with three Yucaipa businessmen who owned other Yucaipa businesses. Although active as businessmen within the Yucaipa community, research did not indicate they were prominent and they did not achieve significance as ordinary businessmen in the community. It is not considered eligible under NRHP Criterion B or CRHR Criterion 2. The building exhibits influences of the Contemporary style, mainly in its use of flat surfaces, large plate glass windows and geometric-patterned concrete screen walls and cut stone wainscoting. The elements of the style, however, do not possess any artistic value and are very common features seen on similar buildings throughout the Yucaipa Valley and California. No architect was listed on the building permits, and no significant information was found regarding the general contractor, Smith Construction, leading to the conclusion that they were not master architects or builders. The method of constructing the building follows standard building methods with particular emphasis on function and affordability of resources and thus the building does not have any unique characteristics specific to a type or period of design or method of construction. As such, the building is not eligible under NRHP Criterion C or CRHR Criterion 3. Lastly, archival research for the building has been thorough, and it has no potential to provide any additional information important in history; therefore, the building is not eligible under NRHP Criterion D or CRHR Criterion 4. While the building retains some of its aspects of integrity including location and setting, it does not possess historic or architectural significance or association with a significant event. Overall, the commercial building is determined not eligible for the National Register and is not an historic property under Section 106 of the NHPA; and is not an historical resource for the purpose of CEQA because it does not meet the criteria outlined in Public Resources Code 5024.1 including California Register criteria. The building was not evaluated for local designation.

B12. References (continued from Building, Structure, and Object Record).

- Kaplan, Sam Hall
1987 Los Angeles, Lost and Found. Crown Publishers, Inc., New York.
- Jackson, Leslie
1994 Contemporary: Architecture and Interiors of the 1950s. Phaidon Press, London.
- McAlester, Virginia
2013 A Field Guide to American Houses, Second Edition. Alfred A. Knopf, New York.
- NetrOnline
2017 Historic aerial photographs for Calimesa/Yucaipa . Accessed at historicaerials.com August 2, 2017.
- RealQuest
2017 Property Detail Report for 13721 Calimesa Boulevard. Accessed July 25, 2017 at <http://proclassic.realquest.com/>
- Redlands Daily Facts
1963 New Shopping Center Announced for Calimesa Area. From *Redlands Daily Facts* January 24, 1963
- San Bernardino County
2017 Building Permits on file at San Bernardino County Land use Services for 13715 Calimesa Boulevard.
- Utah State Division of History
2016 World War II / Post-War Building Styles. From <https://heritage.utah.gov/history/world-war-ii-post-war-building-styles>, accessed 19 June 2017.



West and south façade of 13711 Calimesa Boulevard. View to southwest. 07/03/2017



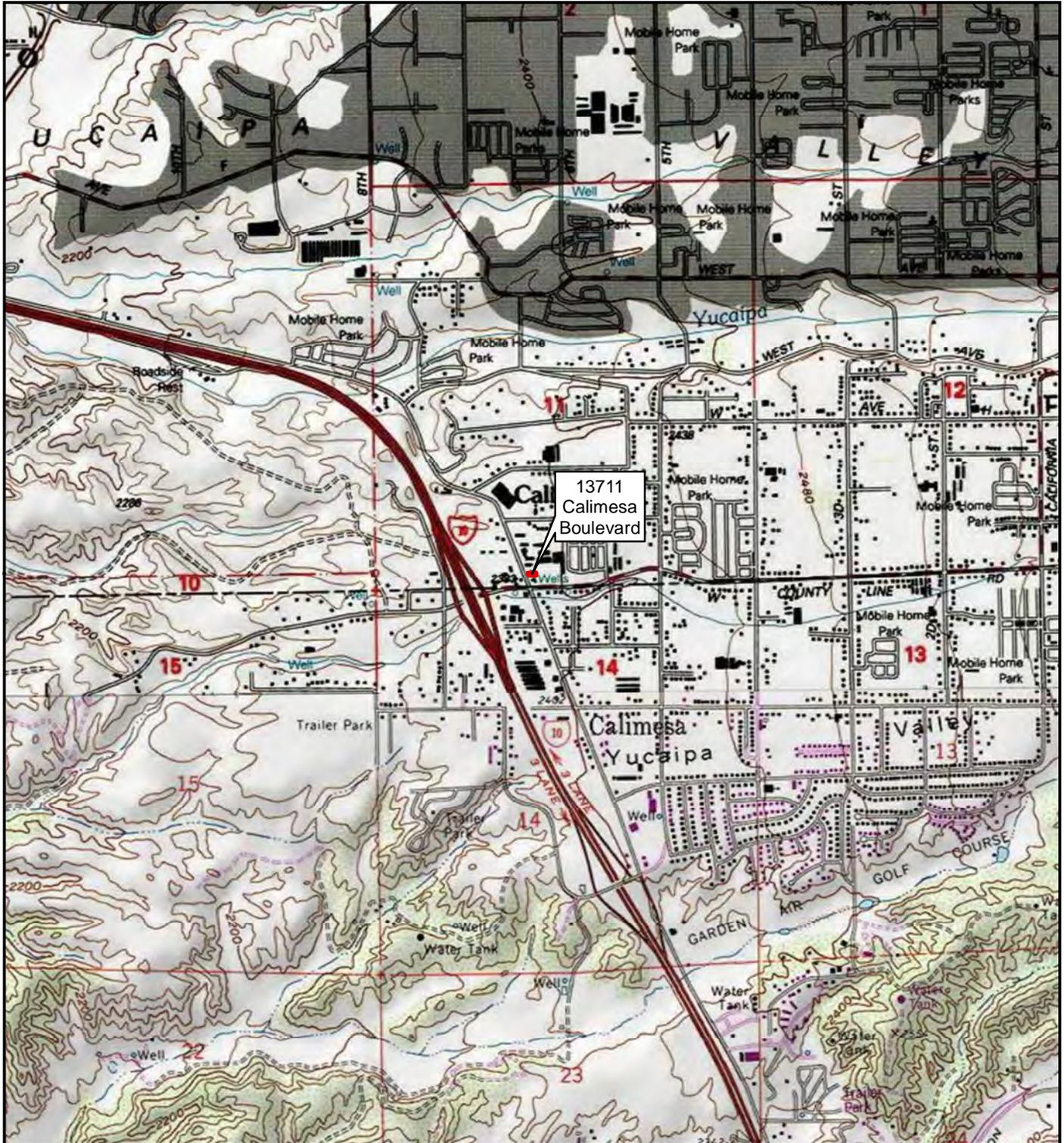
Portion of south façade of 13711 Calimesa Boulevard. View north, 7/3/2017



East façade of 13711 Calimesa Boulevard. View to west. 07/03/2017

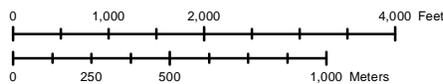


North façade of 13711 Calimesa Boulevard. View to southwest. 07/03/2017



***Required Information**

DPR 523J (1/95)



Location: N:\2017\2017-147 Calimesa County Line Road\MAPS\Cultural Resources\Location Maps\Calimesa Loc.mxd /mpdary 6/16/2017

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

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*Resource Name or #: Map Reference # 5

P1. Other Identifier: 13715 Calimesa Boulevard

***P2. Location:** Not for Publication Unrestricted

***a. County:** San Bernardino

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Yucaipa **Date:** 1996 **T** 2; **R** 2W; **NE ¼ of NW¼ of Sec 14; San Bernardino B.M.**

c. Address: 13715 Calimesa Boulevard

City: Yucaipa

Zip: 92399

d. UTM: Zone: mE/ mN

e. Other Locational Data: APN # 0318-235-15-0000 (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Elevation:

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

This building is a one story, rectangular commercial structure located on the northeast corner of the intersection of Calimesa Boulevard and County Line Road. It is currently occupied by a tire store and service station with three bays. The service station building is oriented slightly diagonally on the parcel, and faces the intersection of County Line Road and Calimesa Boulevard. It has an attached canopy supported by two sets of two round poles covering two gas pump stations. The gas pumps have been removed. The building has a flat roof, is covered in stucco siding. The building features adobe brick wainscot facing on the west, north and south facades and adobe brick facing around two of the three service bay doors. The original wall material is not apparent. The west (front façade) has three roll up doors leading to three separate service bays. Two of these are one car-sized doors and the other is a two car-sized door. The portion of the building containing the two car-sized service bay is a post-construction addition added between 1959 and 1966. A large rectangular sign advertising Dinosaur Tires is affixed above the front façade. (See continuation sheet).

***P3b. Resource Attributes:** (List attributes and codes) HP6 1-3 story commercial building

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

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



P5b. Description of Photo: (View, date, accession #)

Canopy and west façade of gas station, view facing east, 7/3/2017

***P6. Date Constructed/Age and Sources:** Historic

Prehistoric Both

Prior to 1959 (Historic aerial photographs).

***P7. Owner and Address:**

Domenick Rago
3348 Punta Del Este Drive
Hacienda Heights, CA 91745

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

Kristina Lindgren and Andrew Myers
ECORP Consulting, Inc.
215 N. 5th Street
Redlands, CA 92373

***P9. Date Recorded:** 7/3/2017

***P10. Survey Type:** (Describe)

Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Adams and Lindgren 2017 Historical Resources Evaluation Report for County Line Road and Calimesa Boulevard Intersection Improvements Project, Calimesa, Riverside County, and Yucaipa, San Bernardino County, California

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

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or Number (Assigned by Recorder): Map Reference #5

B1. Historic Name:

B2. Common Name: Dinosaur Tires

B3. Original Use: Gas and Service Station

B4. Present Use: Tire Store and Service Station

*B5. Architectural Style: Contemporary

*B6. Construction History (Construction date, alterations, and date of alterations): This building is on a parcel with two other separate buildings. Real Quest parcel data indicates a date of construction of 1963 (RealQuest 2017), although additional research shows that this is for the buildings that comprise Calimesa Plaza at 13711 and 13721 Calimesa Boulevard. A building with the same footprint is visible on a 1959 aerial photograph, the addition to the southern façade is visible on a 1966 aerial photograph (NetrOnline 2017). San Bernardino County has an original permit on file for the construction of Calimesa Plaza in 1963. The permit is nearly illegible, as it is a copy from a microfilm. Later permits include a gas line replacement in 1985 and a new roof in 1988 (San Bernardino County 2017), although it is unclear which buildings on the parcel these permits pertain to.

*B7. Moved? No Yes Unknown Date:

Original Location: Yes N.A.

*B8. Related Features:

None

B9a. Architect: Unknown B9b. Builder: Unknown

*B10. Significance: Theme: Commercial Development of the 1950ss

Area: Yucaipa

Period of Significance: N/A Property Type: 1-3 story commercial building Applicable Criterion: N/A

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

See continuation Sheet.

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

HP6 (1-3 story commercial building)

*B12. References: (See Continuation Sheet.)

B13. Remarks: None

*B14. Evaluators:

Jeremy Adams and Kristina Lindgren
ECORP Consulting, Inc.
2525 Warren Drive.
Sacramento, CA 95677

*Date of Evaluation: August 3, 2017

(This space reserved official comments.)



P3. Description (continued from Primary Record).

On the west façade there is an entrance to the office and tire store portion of the building. The entrance consists of a single wood-framed door, topped with a transom window. To the left of the entrance are three large fixed aluminum framed windows. The north façade has two large fixed pane, aluminum framed window, and two single door entrances to separate men's and women's restrooms. The east (rear) façade is partially obscured by chain link fencing covered in privacy screening. The south façade also is partially obscured by chain link fencing, but a set of multi-paned metal casement windows encased with security bars are visible.

B10. Significance (continued from Building, Structure, and Object Record).

Architectural Context

The Contemporary style of architecture was favored between the years 1945 and 1965, particularly for residential houses and building storefronts. The Contemporary style design and form was developed largely in response to the industrial appearance of the International style, its popular predecessor. After the end of World War II, the country's economy was growing rapidly and development, including architectural building design, became a robust venture. Many of the newer architects favored the traditional designs of Frank Lloyd Wright's Prairie style and other designs of the early 1900s, but managed to embellish the buildings with modern features of the period (Jackson 1994). One intent of Contemporary style architecture was to meet the growing demand in homes and commercial buildings for the most modern, or contemporary, features and materials, including aluminum-framed windows, sliding-glass doors, courtyards, and garages (McAlester 2013; Kaplan 1987).

The Contemporary style was used for commercial structures, particularly after World War II, when the need for commercial and industrial space increased. Early Modernist buildings used glass and steel as the primary construction material. However, new developments in concrete, aluminum, synthetics and glass allowed for enhancements on the style. The box form for both commercial and residential structures was popular, but new and changing technology allowed for other geometrical forms, such as curves and sharp angles (Utah Division of State History 2016).

Identifying elements of the Contemporary style include low-pitched or flat roofs with widely overhanging eaves, broad expanses of uninterrupted wall surfaces, asymmetrical facades and, in particular, geometric patterning used as a decorative detail, typically applied to wall surfaces. Post-and-beam construction with wood was the most common building technique, usually with the beams exposed under the eaves. Typical high style examples of Contemporary style houses or buildings are located on steep slopes on supporting posts and some contain large wall-sized windows throughout (McAlester 2013). In commercial structures, identifying elements of the Contemporary style include boxy floor plans, little architectural ornamentation, and large ornamental walls (Utah Division of State History 2016).

Evaluation

By the late 1950s and early 1960s, the Yucaipa/Calimesa area was transitioning from an agricultural-based economy to a bedroom community for those living in newly built tract homes were commuting to jobs in other cities. The commercial building at 13715 Calimesa Boulevard was built prior to 1959 during the middle of this rapid population and development expansion. It was built to serve the needs of a both a growing community and for travelers passing through the Calimesa/Yucaipa area on Highway 99. It was one of many businesses opening at the time to cater to the needs of the expanding population. As it is not tied to any particular significant event within the City of Yucaipa or the surrounding area and it did not contribute to the broad patterns of local, regional or national history, therefore it is not eligible under NRHP Criterion A or CRHR Criterion 1. The building was not owned by any prominent families, businesses or business people in Yucaipa, and is not considered eligible under Criterion B. The building exhibits influences of the Contemporary style, mainly in its use of flat surfaces, large plate glass windows and brick wainscoting. The elements of the style, however, do not possess any artistic value and are very common features seen on similar buildings throughout the Yucaipa Valley and California. No architect was listed on the building permits, and no significant information was found regarding the general contractor, Smith Contractors, leading to the conclusion that they were not master architects or builders. The method of constructing the building follows standard building methods with particular emphasis on function and affordability of resources and thus the building does not have any unique characteristics specific to a type or period of design or method of construction. As such, the building is not eligible under NRHP Criterion C or CRHR Criterion 3. Lastly, archival research for the building has been thorough, and it has no potential to provide any additional information important in history; therefore, the building is not eligible under NRHP Criterion D or CRHR Criterion 4. While the building retains some of its aspects of integrity including location and setting, it

does not possess historic or architectural significance or association with a significant event. Overall, the commercial building is determined not eligible for the National Register and is not an historic property under Section 106 of the NHPA; and is not an historical resource for the purpose of CEQA because it does not meet the criteria outlined in Public Resources Code 5024.1 including California Register criteria. The building was not evaluated for local designation.

B12. References (continued from Building, Structure, and Object Record).

Kaplan, Sam Hall

1987 Los Angeles, Lost and Found. Crown Publishers, Inc., New York.

Jackson, Leslie

1994 Contemporary: Architecture and Interiors of the 1950s. Phaidon Press, London.

McAlester, Virginia

2013 A Field Guide to American Houses, Second Edition. Alfred A. Knopf, New York.

RealQuest

2017 Property Detail Report for 13715 Calimesa Boulevard. Accessed July 25, 2017 at <http://proclassic.realquest.com/>

San Bernardino County

2017 Building Permits on file at San Bernardino County Land use Services for 13715 Calimesa Boulevard.

Utah State Division of History

2016 World War II / Post-War Building Styles. From <https://heritage.utah.gov/history/world-war-ii-post-war-building-styles>, accessed 19 June 2017.



West façade of 13715 Calimesa Boulevard. View to east, 07/03/2017



Front entrance to 13715 Calimesa Boulevard. View to east, 07/03/2017

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

Primary #:
HRI#/Trinomial:

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*Resource Name or Number (Assigned by recorder): Map Reference #5

*Recorded by: Ecorp Consulting, Inc.

*Date: 07/03/2017

Continuation Update



Gas station overhang at 13715 Calimesa Boulevard. View to north. 07/03/2017



South façade of 13715 Calimesa Boulevard. View to north, 07/03/2017



East façade (rear) of 13715 Calimesa Boulevard. View to northwest. 07/03/2017



East and north façades, 13715 Calimesa Boulevard. View to southwest. 07/03/2017

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

Primary #:
HRI#/Trinomial:

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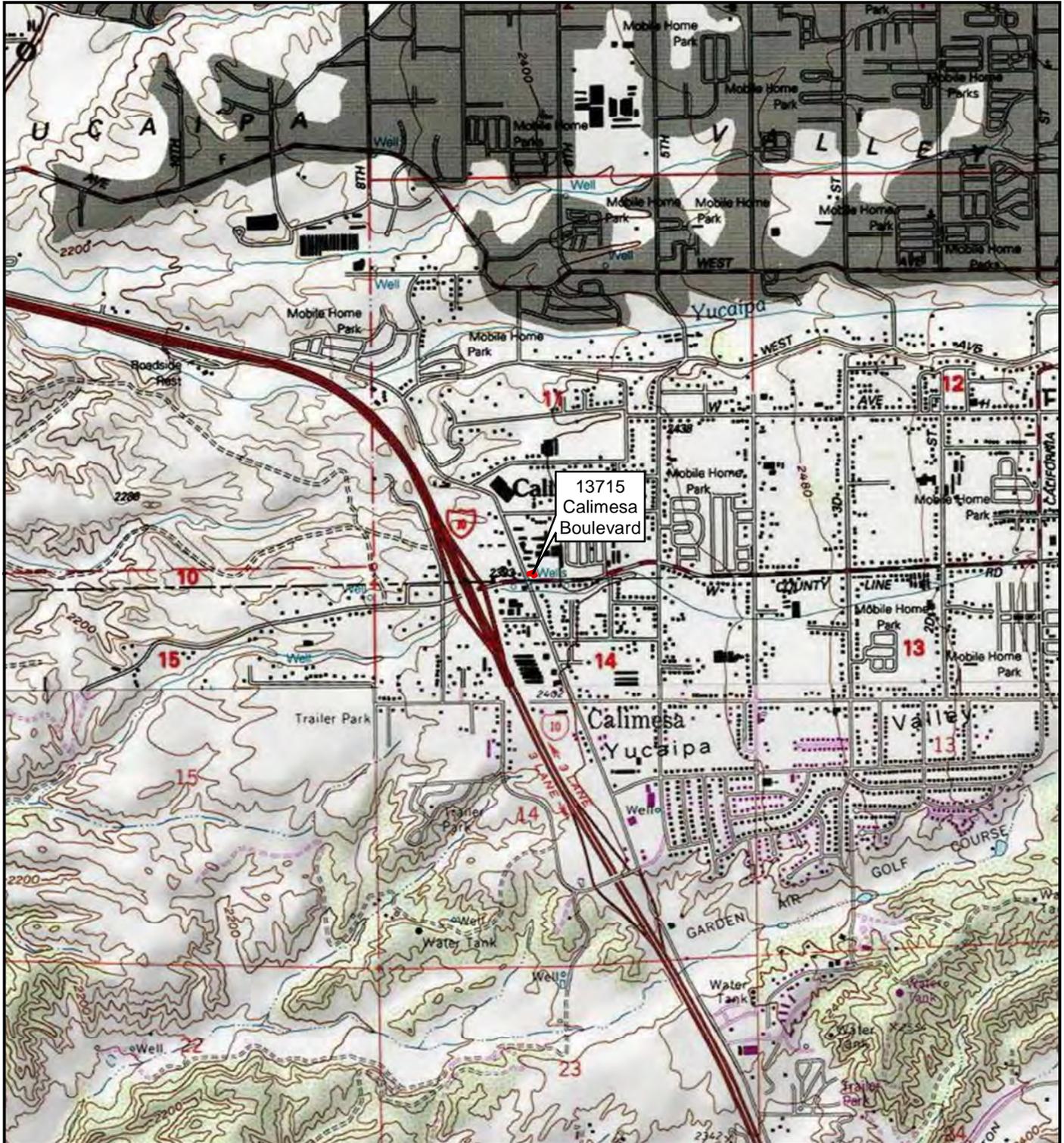
*Resource Name or Number (Assigned by recorder): Map Reference #5

*Recorded by: ECORP Consulting, Inc.

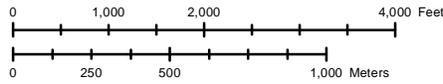
*Date: 07/03/2017 Continuation Update



North façade of 13715 Calimesa Boulevard. View to south, 07/03/2017



***Required Information**



DPR 523J (1/95)



Location: N:\2017\2017-147 Calimesa County Line Road\MAPS\Cultural Resources\Location_Maps\Calimesa_Loc.mxd (mpjarday 6/16/2017)

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 8

*Resource Name or #: Map Reference # 6

P1. Other Identifier: 13721 Calimesa Boulevard

***P2. Location:** Not for Publication Unrestricted

***a. County:** Riverside

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Yucaipa **Date:** 1996 **T** 2; **R** 2W; **NE ¼ of NW¼ of Sec 14; San Bernardino B.M.**

c. Address: 13721 County Line Road

City: Yucaipa

Zip: 92320

d. UTM: Zone: mE/ mN

e. Other Locational Data: APN # 411-080-015 (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: _____

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

This building is a one story, commercial shopping center building located on the northeast corner of the intersection of Calimesa Boulevard and County Line Road. It is L-Shaped, and located at the rear of the parcel. The longer portion of the building is oriented east-west, with the "L" oriented north-south at the east end of the shopping center. The building has a flat roof, with a heavy massed overhang that provides walkway space adjacent to the store fronts. The whole building is covered in stucco siding. There are two large anchor storefronts along the rear horizontal portion of the building; one is occupied by Best 99 and the other is vacant. The rear portion is tiered from east to west, with each storefront slightly lower than the other, most likely to account for a slight slope in the parcel. (See Continuation sheet).

***P3b. Resource Attributes:** (List attributes and codes) HP6 1-3 story commercial building

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

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



P5b. Description of Photo: (View, date, accession #)

Shopping center, view facing northeast, 7/3/2017

***P6. Date Constructed/Age and Sources:** Historic Prehistoric Both
1963 (San Bernardino County building permits)

***P7. Owner and Address:**
Domenick Rago
3348 Punta Del Este Drive
Hacienda Heights, CA 91745

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

Kristina Lindgren and Andrew Myers
ECORP Consulting, Inc.
215 N. 5th Street
Redlands, CA 92373

***P9. Date Recorded:** 7/3/2017

***P10. Survey Type:** (Describe)

Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Adams and Lindgren 2017 Historical Resources Evaluation Report for County Line Road and Calimesa Boulevard Intersection Improvements Project, Calimesa, Riverside County, and Yucaipa, San Bernardino County, California

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

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or Number (Assigned by Recorder): Map Reference #6

B1. Historic Name: Calimesa Plaza
B2. Common Name:

B3. Original Use: B4. Present Use: Check cashing and Western Union store

*B5. Architectural Style: Contemporary

*B6. Construction History (Construction date, alterations, and date of alterations): This building is on a parcel with two other separate buildings. Real Quest parcel data indicates a date of construction of 1963 (RealQuest 2017). San Bernardino County has an original permit on file for the construction of Calimesa Plaza in 1963. The permit is nearly illegible, as it is a copy from a microfilm. An article in the *Redlands Daily Facts* states that Calimesa Plaza was a joint venture between three partners, Frank Hughes, the proprietor of Yucaipa food Fair Market, and Elwein Hale and Gordon Greenslade of Hale and Greenslade Hardware store, also in Yucaipa (Redlands Daily Facts 1963). The first building on the parcel was the concrete block structure at 13711 Calimesa Boulevard, which was constructed in 1962. The Calimesa Plaza was opened in September of 1963. Between 1972 and 1980, it appears that the main shopping center building was elongated and restyled at the end of the east wing (NetrOnline 2017). Later permits include a gas line replacement in 1985 and a new roof in 1988 (San Bernardino County 2017), although it is unclear which buildings on the parcel these permits pertain to.

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

*B8. Related Features:
There is a large, vertical, free-standing sign listing the store names facing County Line Road.

B9a. Architect: Unknown B9b. Builder: Smith Construction

*B10. Significance: None Theme: Commercial Development of the 1960s Area: Yucaipa

Period of Significance: N/A Property Type: 1-3 story commercial building Applicable Criterion: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

See Continuation Sheet

B11. Additional Resource Attributes (List attributes and codes):
HP6 (1-3 story commercial building)

*B12. References: (See Continuation Sheet.)

B13. Remarks: None

*B14. Evaluators:
Jeremy Adams and Kristina Lindgren
ECORP Consulting, Inc.
2525 Warren Drive.
Sacramento, CA 95677

*Date of Evaluation: August 3, 2017

(This space reserved official comments.)



P3. Description (continued from Primary Record).

Beside the two largest storefronts, there are a series of smaller stores that house a variety of other retail and service shops, including a nail salon, a beauty salon, laundromat, water store, dry cleaner, and massage parlor. At the end of the east L-wing, there is an architecturally incongruous addition in the form of a Spanish-revival styled restaurant with stucco siding and red-tiled roof. It is unknown when this addition was constructed. The shopping plaza is fronted by a large asphalt parking area with numerous entrances to both Calimesa Boulevard and County Line Road.

B10. Significance (continued from Building, Structure, and Object Record).

Architectural Context

The Contemporary style of architecture was favored between the years 1945 and 1965, particularly for residential houses and building storefronts. The Contemporary style design and form was developed largely in response to the industrial appearance of the International style, its popular predecessor. After the end of World War II, the country's economy was growing rapidly and development, including architectural building design, became a robust venture. Many of the newer architects favored the traditional designs of Frank Lloyd Wright's Prairie style and other designs of the early 1900s, but managed to embellish the buildings with modern features of the period (Jackson 1994). One intent of Contemporary style architecture was to meet the growing demand in homes and commercial buildings for the most modern, or contemporary, features and materials, including aluminum-framed windows, sliding-glass doors, courtyards, and garages (McAlester 2013; Kaplan 1987).

The Contemporary style was used for commercial structures, particularly after World War II, when the need for commercial and industrial space increased. Early Modernist buildings used glass and steel as the primary construction material. However, new developments in concrete, aluminum, synthetics and glass allowed for enhancements on the style. The box form for both commercial and residential structures was popular, but new and changing technology allowed for other geometrical forms, such as curves and sharp angles (Utah Division of State History 2016).

Identifying elements of the Contemporary style include low-pitched or flat roofs with widely overhanging eaves, broad expanses of uninterrupted wall surfaces, asymmetrical facades and, in particular, geometric patterning used as a decorative detail, typically applied to wall surfaces. Post-and-beam construction with wood was the most common building technique, usually with the beams exposed under the eaves. Typical high style examples of Contemporary style houses or buildings are located on steep slopes on supporting posts and some contain large wall-sized windows throughout (McAlester 2013). In commercial structures, identifying elements of the Contemporary style include boxy floor plans, little architectural ornamentation, and large ornamental walls (Utah Division of State History 2016).

Evaluation

By the early 1960s, the Yucaipa/Calimesa area was transitioning from an agricultural-based economy to a bedroom community for those living in newly built tract homes were commuting to jobs in other cities. The commercial building at 13711 Calimesa Boulevard was built in 1963 during the middle of this rapid population and development expansion. It was built to serve the needs of a both a growing community and for travelers passing through the Calimesa area on Interstate 10 Freeway. It was one of many businesses opening at the time to cater to the needs of the expanding population. It is not tied to any particular significant event within the City of Yucaipa or the surrounding area, and it is not associated with any other significant event, trend, or development. It did not contribute to the broad patterns of local, regional or national history and therefore it is not eligible under NRHP Criterion A or CRHR Criterion 1. The Calimesa Plaza was a joint venture with three Yucaipa businessmen who owned other Yucaipa businesses. Although active as businessmen within the Yucaipa community, research did not indicate they were prominent and they did not achieve significance as ordinary businessmen in the community. It is not considered eligible under NRHP Criterion B or CRHR Criterion 2. The building exhibits influences of the Contemporary style, mainly in its use of flat surfaces, large plate glass windows, and prominent overhang with walkway. The elements of the style, however, do not possess any artistic value and are very common features seen on similar buildings throughout the Yucaipa Valley and California. No architect was listed on the building permits, and no significant information was found regarding the general contractor, Smith Construction, leading to the conclusion that they were not master architects or builders. The method of constructing the building follows standard building methods with particular emphasis on function and affordability of resources and thus the building does not have any unique characteristics specific to a type or period of design or method of construction. As such, the building is not eligible under NRHP Criterion C or CRHR Criterion 3. Lastly, archival research for the building has been thorough, and it has no potential to provide any additional information important in

history; therefore, the building is not eligible under NRHP Criterion D or CRHR Criterion 4. While the building retains some of its aspects of integrity including location and setting, it does not possess historic or architectural significance or association with a significant event. Overall, the commercial building is determined not eligible for the National Register and is not an historic property under Section 106 of the NHPA; and is not an historical resource for the purpose of CEQA because it does not meet the criteria outlined in Public Resources Code 5024.1 including California Register criteria. The building was not evaluated for local designation.

B12. References (continued from Building, Structure, and Object Record).

Kaplan, Sam Hall
1987 Los Angeles, Lost and Found. Crown Publishers, Inc., New York.

Jackson, Leslie
1994 Contemporary: Architecture and Interiors of the 1950s. Phaidon Press, London.

McAlester, Virginia
2013 A Field Guide to American Houses, Second Edition. Alfred A. Knopf, New York.

NetrOnline
2017 Historic aerial photographs for Calimesa/Yucaipa . Accessed at historicaerials.com August 2, 2017.

RealQuest
2017 Property Detail Report for 13721 Calimesa Boulevard. Accessed July 25, 2017 at <http://proclassic.realquest.com/>

Redlands Daily Facts
1963 New Shopping Center Announced for Calimesa Area. From *Redlands Daily Facts* January 24, 1963

San Bernardino County
2017 Building Permits on file at San Bernardino County Land use Services for 13715 Calimesa Boulevard.

Utah State Division of History
2016 World War II / Post-War Building Styles. From <https://heritage.utah.gov/history/world-war-ii-post-war-building-styles>, accessed 19 June 2017.

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

Primary #:
HRI#/Trinomial:

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*Resource Name or Number (Assigned by recorder): Map Reference #6

*Recorded by: ECORP Consulting, Inc.

*Date: 07/03/2017

Continuation Update



South façade of restaurant at 34100 County Line Road, in shopping center at 13721 Calimesa Boulevard. View to north.
07/03/2017



West façade of restaurant attached to shopping center at 13721 Calimesa Boulevard. View east, 7/3/2017



West façade of individual shops at 13721 Calimesa Boulevard. View to northeast. 07/03/2017



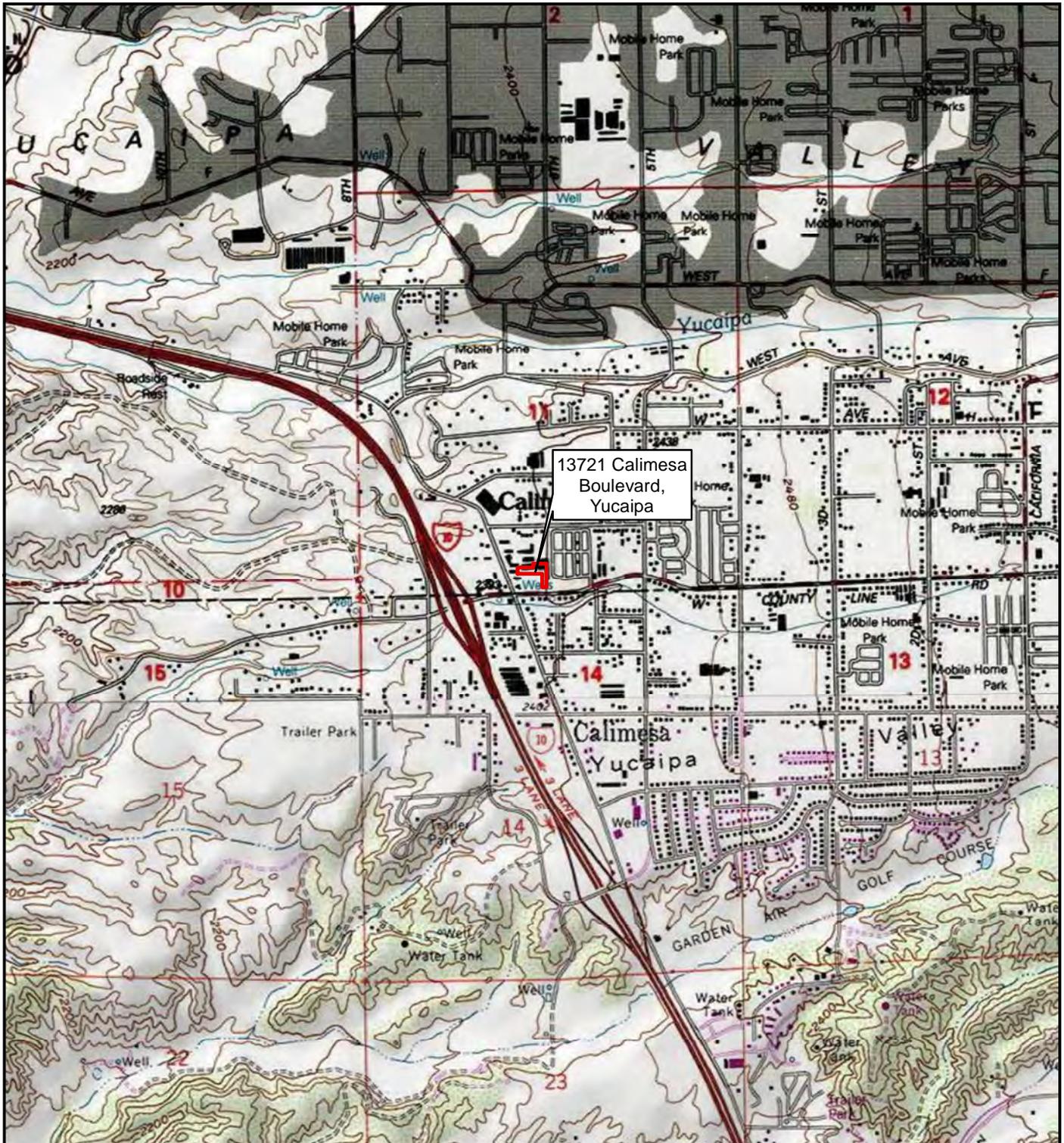
South façade of 13721 Calimesa Boulevard (Vacant storefront). View to southwest. 07/03/2017



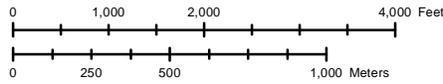
South façade of 13721 Calimesa Boulevard. View to southwest. 07/03/2017



South façade of 13721 Calimesa Boulevard, from west end of shopping center. View to southwest. 07/03/2017



***Required Information**



DPR 523J (1/95)



Location: N:\2017\2017-147 Calimesa County Line Road\MAPS\Cultural Resources\Location_Maps\Calimesa_Loc.mxd (mpdaydy 6/16/2017)

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 6

*Resource Name or #: Map Reference # 7

P1. Other Identifier: Calimesa Boulevard (Segment only)

***P2. Location:** Not for Publication Unrestricted

***a. County:** Riverside

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Yucaipa **Date:** 1996 **T** 2; **R** 2W; **NE 1/4 of NW1/4 of Sec 14; San Bernardino B.M.**

c. Address:

City: Yucaipa and Calimesa

Zip: 92320

d. UTM: Zone: mE/ mN

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

Elevation:

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

The resource is a 0.13-mile/675-foot segment of Calimesa Boulevard. The segment recorded spans from 360 feet south of the intersection of Calimesa Boulevard and County Line Road, to 250 feet north of the same intersection. It is a northwest-southeast trending road, with two lanes in both direction and a center lane. It is paved in asphalt, and has sidewalks. The segment of Calimesa boulevard north of County Line Road lies in the City of Yucapia, San Bernardino County, and the segment south of County Line Road is in the City of Calimesa, Riverside County.

***P3b. Resource Attributes:** (List attributes and codes) HP6 1-3 story commercial building

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

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



P5b. Description of Photo: (View, date, accession #)

Calimesa Boulevard in San Bernardino County, with view toward County Line Road, view southeast, 7/3/2017

***P6. Date Constructed/Age and Sources:** Historic

Prehistoric Both
Circa 1895 (historic maps).

***P7. Owner and Address:**
Caltrans

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

Kristina Lindgren and Andrew Myers
ECORP Consulting, Inc.
215 N. 5th Street
Redlands, CA 92373

***P9. Date Recorded:** 7/3/2017

***P10. Survey Type:** (Describe)

Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Adams and Lindgren 2017 Historical Resources Evaluation Report for County Line Road and Calimesa Boulevard Inersection Improvements Project, Calimesa, Riverside County, and Yucaipa, San Bernardino County, California

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

B6. Construction History (continued from Building, Structure and Object Record).

In 1950, funds were approved to convert Highway 99 to a 4-lane freeway, and at that time, Calimesa was bypassed (the San Bernardino County Sun (1950). A later 1954 newspaper account explained that there was a contentious battle within the community, as some residents and merchants favored the bypass because they feared it would destroy their town with fast traffic (San Bernardino County Sun 1954). The article from 1954 explained that despite the bypass, the Calimesa community continued to grow and thrive and was safer, with no fast traffic. In 1962 Highway 99 became Interstate 10, using the alignment that bypassed the community of Calimesa.

B10. Significance (continued from Building, Structure, and Object Record).

The segment of road is paved and largely follows the same historical alignment as when originally constructed. The road segment as it was originally, including the years of maintenance and changes, and as it is now, does not have any significant historical associations and its historical use, construction, improvement, and maintenance are typical among roads. It is not uniquely artistic or designed with any distinctive engineering characteristics. Therefore, this road segment does not embody any distinctive characteristics of a type, period, or method of road construction, nor does it possess any artistic value. In addition, no archival evidence, or physical aspect of the road, indicates that the road represents the work of a master road designer or specific construction crew or company. Therefore, this road segment is not eligible under NRHP Criterion C or CRHR Criterion 3.

The information potential in historic roads lies in their alignment and route. The alignment and route of Calimesa Boulevard was recorded relatively accurately in historical topographic maps and thus the information regarding its historical route is provided in the archival record. Archival research for Calimesa Boulevard has been thorough, and it has no potential to provide any additional information important in history; therefore, it is not eligible under NRHP Criterion D or CRHR Criterion 4.

While the road segment retains some of its aspects of integrity including location and setting, it does not possess historic or architectural significance or association with a significant event. This segment of Calimesa Boulevard is determined not eligible for the National Register and is not an historic property under Section 106 of the NHPA; and is not an historical resource for the purpose of CEQA because it does not meet the criteria outlined in Public Resources Code 5024.1 including California Register criteria. The building was not evaluated for local designation.

A culvert facilitating the flow of Calimesa Creek underneath Calimesa Boulevard is located within the recorded segment of Calimesa Boulevard. This culvert was part of post-construction improvements to the road that occurred in 1930. This culvert was previously recorded and evaluated for eligibility for the NRHP and CRHR in 2014 (White 2014). As a result of this evaluation, the culvert was recommended not eligible for listing in the NRHP or CRHR under any criteria.

As an individual resource, this feature does not have any significant associations. Despite being not eligible as an individual resource, as part of 1930 renovations to the road, it is temporally associated with the road segment. It also appears to contribute to the function of this segment of Calimesa Boulevard by protecting the road from flooding. However, the road segment does not itself have any significant historical associations. The culvert is therefore not considered eligible under NRHP Criterion A or CRHR Criterion 1 as a contributing element to this segment of Calimesa Boulevard.

Archival research failed to identify any specific individuals or groups of people significant in history that are linked directly with any of the flood control features along Calimesa Boulevard. The culvert is not significantly associated with the lives of people significant in history and is not eligible for the NRHP under criterion B or CRHR under criterion 2.

As an individual resource, this feature does not embody any distinctive characteristics or design type, period or method of construction and does not represent the work of a master and possesses no artistic value. In addition to being not eligible as an individual resource, it also does not appear to contribute to the purpose and function of Calimesa Boulevard in a significant way. This segment of Calimesa Boulevard does not appear eligible for the NRHP under criterion C or the CRHR under Criterion 3, and by extension, the culvert is not eligible for the NRHP under criterion C and CRHR under criterion 3 as a contributing element to this segment of Calimesa Boulevard.

Given the nature of the resource, it does not possess the potential to yield any additional information regarding the historical significance, construction, or design of Calimesa Boulevard that isn't already represented in the archival record. Therefore, the culvert is recommended as not eligible for the NRHP under criterion D or CRHR criterion 4 as a contributing element to this segment of Calimesa Boulevard.

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

Primary #:
HRI#/Trinomial:

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*Resource Name or Number (Assigned by recorder): Map Reference #7

*Recorded by: ECORP Consulting, Inc.

*Date: 7/3/2017

Continuation Update

B12. References (continued from Building, Structure, and Object Record).

- Desert Sun, The
1937 Beaumont-Redlands Highway In Line for Improvement. In *The Desert Sun* Octboer 15, 1937.
- Moore, Frank
1995 *Redlands Astride the Freeway: The Development of Good Automobile Roads*. Moore Historical Foundation, Redlands California
- San Bernardino County Sun, The
1950 Highway Construction Progressing Rapidly. In *The San Bernardino County Sun*, January 1, 1950.
.
1954 Bitterness Over Bypass Fades as Calimesa Prosperity Grows. In *The San Bernardino County Sun*, July 15, 1954
- White, Robert S.
2014 Department of Parks and Recreation Form 523A for 33-23900. On file at the Eastern Information Center, University of California, Riverside.

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

Primary #:
HRI#/Trinomial:

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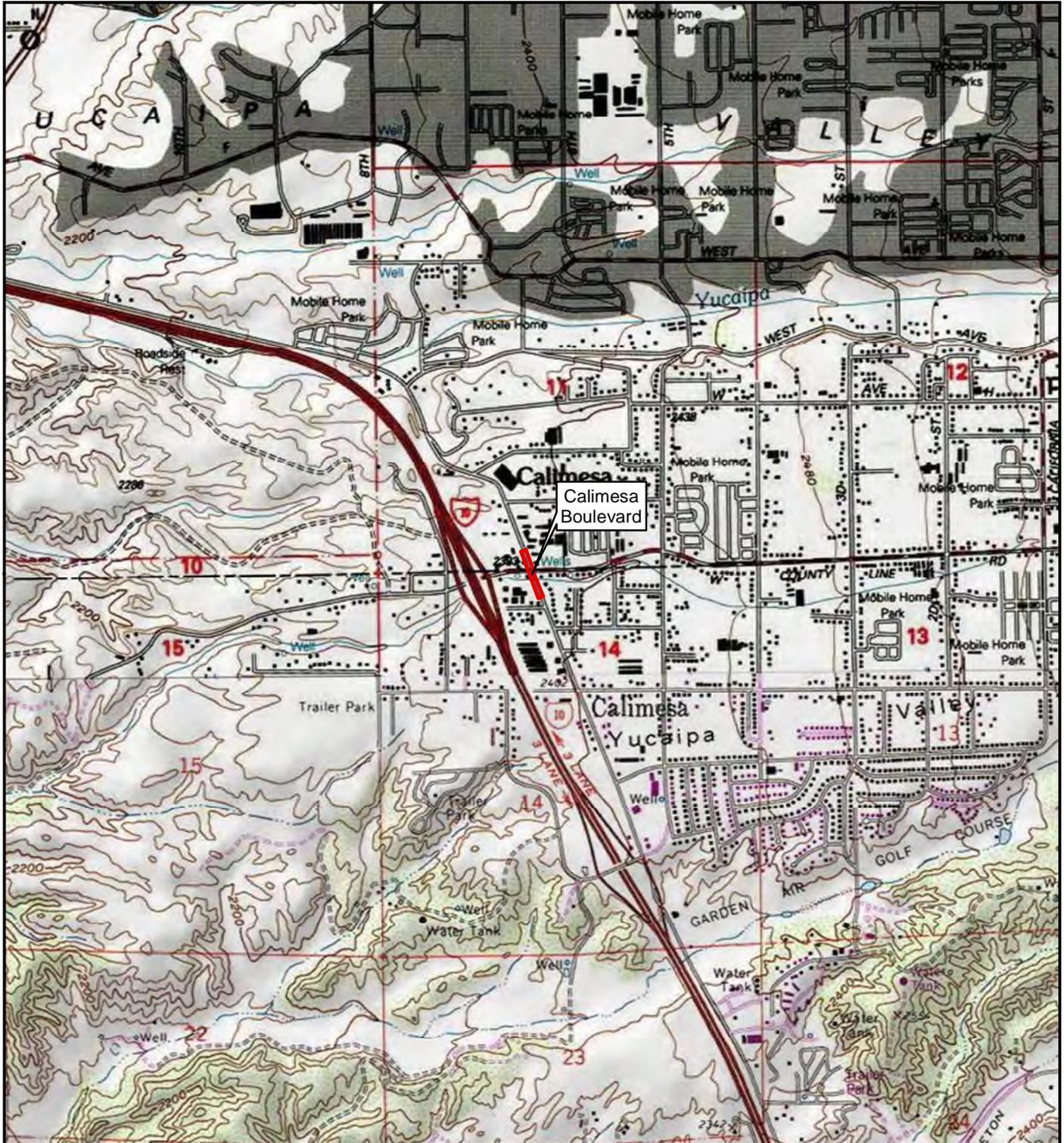
*Resource Name or Number (Assigned by recorder): Map Reference #7

*Recorded by: ECORP Consulting, Inc.

*Date: 07/03/2017 Continuation Update

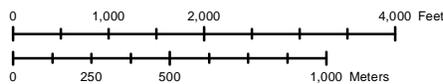


Calimesa Boulevard, north of County Line Road. View north, July 3, 2017.



***Required Information**

DPR 523J (1/95)



Location: N:\2017\2017-147_Calimesa\County Line Road\MAPS\Cultural_Resources\Location_Maps\Calimesa_Loc.mxd / Imp/draft/02/2017

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 5

*Resource Name or #: Map Reference # 8

P1. Other Identifier: County Line Road (Segment only)

***P2. Location:** Not for Publication Unrestricted

***a. County:** Riverside

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Yucaipa **Date:** 1996 **T** 2; **R** 2W; **NE 1/4 of NW1/4 of Sec 14; San Bernardino B.M.**

c. Address:

City: Calimesa

Zip: 92320

d. UTM: Zone: mE/ mN

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

Elevation:

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

The resourced is a 0.16-mile/842-foot segment of County Line Road. The segment recorded spans from 290 feet west of the intersection of County Line Road and Calimesa Boulevard to 450 feet east of the same intersection. County Line Road is a paved asphalt road, trending east west. It marks the boundary between San Bernardino County and Riverside County, but in the APE is aligned to curve around Calimesa Creek, and does not follow this boundary exactly. It has two lanes for west-bound traffic, a center turn lane, and one lane for east-bound traffic. There are sidewalks on a short segment of the south side, east of Calimesa Boulevard, and the north side, west of Calimesa Boulevard.

***P3b. Resource Attributes:** (List attributes and codes) HP6 1-3 story commercial building

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

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



P5b. Description of Photo: (View, date, accession #)

County Line Road, towards Calimesa Boulevard, view west. 7/3/2017

***P6. Date Constructed/Age and Sources:** Historic

Prehistoric Both
1893 (historic maps).

***P7. Owner and Address:**
Caltrans

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

Kristina Lindgren and Andrew Myers
ECORP Consulting, Inc.
215 N. 5th Street
Redlands, CA 92373

***P9. Date Recorded:** 7/3/2017

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Adams and Lindgren 2017 Historical Resources Evaluation Report for County Line Road and Calimesa Boulevard Intersection Improvements Project, Calimesa, Riverside County, and Yucaipa, San Bernardino County, California

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

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or Number (Assigned by Recorder): Map Reference #8

B1. Historic Name: County Line Road
B2. Common Name: County Line Road

B3. Original Use: Road B4. Present Use: Road

*B5. Architectural Style: None

*B6. Construction History (Construction date, alterations, and date of alterations): Although County Line Road isn't visible on any available map until 1954, it was first constructed in 1893 to mark the boundary between San Bernardino County to the north, and the newly created Riverside County to the south (Yucaipa Valley historical Society 2007). An aerial photograph from 1938 shows the road as a dirt road, that bends north to accommodate Calimesa Creek. By 1956 it is a major road east of Calimesa Boulevard, and a smaller road west of Highway 99.

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

*B8. Related Features:
None

B9a. Architect: Unknown B9b. Builder: Unknown

*B10. Significance: Theme: Road Development Area: Yucaipa/Calimesa

Period of Significance: N/A Property Type: 1-3 story commercial building Applicable Criterion: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

County Line Road was created to mark the boundary between San Bernardino county and Riverside County in 1893. It remained a small dirt farm road until after World War II. It provided a link between San Bernardino County and Riverside County. As a result of archival research, this road was not identified in available historical documentation as having any significant historical associations. The road was originally developed as transportation route through the area with no other significant purpose. Therefore, the road segment is not eligible under NRHP Criterion A or CRHR Criterion 1. Research did not identify any persons involved in the construction of the road to be singularly prominent or of special significance to local history, and the road segment is not considered eligible under NRHP Criterion B or CRHR Criterion 2 (Cont'd).

B11. Additional Resource Attributes (List attributes and codes):
HP6 (1-3 story commercial building)

*B12. References: (See Continuation Sheet.)

B13. Remarks: None

*B14. Evaluators:
Jeremy Adams and Kristina Lindgren
ECORP Consulting, Inc.
2525 Warren Drive.
Sacramento, CA 95677

*Date of Evaluation: August 3, 2017

(This space reserved official comments.)



B10. Significance (continued from Building, Structure, and Object Record).

The original road was a dirt "light-duty" road that, through decades of maintenance and repairs, was converted to the paved road that it is today. The road as it was originally, including the years of maintenance and changes, and as it is now, does not have any significant historical associations and its historical use, construction, improvement, and maintenance is typical among roads. It is not uniquely artistic or designed with any distinctive engineering characteristics. Therefore, this segment of County Line Road does not embody any distinctive characteristics of a type, period, or method of road construction, nor does it possess any artistic value. In addition, no archival evidence, or physical aspect of the road, indicates that the road represents the work of a master road designer or specific construction crew or company. Therefore, this segment of County Line Road is not eligible under NRHP Criterion C or CRHR Criterion 3.

The information potential in historic roads lies in their alignment and route. The alignment and route of County Line Road was recorded on maps until 1954, thus the original 1893 alignment of the road through the study area is unclear. Furthermore, County Line Road does not possess the potential to yield any additional information regarding the relationship or functionality of roads or provide any information that is not already represented in the archival record. This segment of County Line Road does not meet the criteria for eligibility under NRHP Criterion D or CRHR Criterion 4.

County Line Road only partially retains its original integrity of location and design, as it has been modified over the past 124 years. It does not retain its original integrity of setting or feeling, as the landscape and the road itself have been vastly transformed by introduced vegetation, modern landscaping, the removal of agricultural fields, and suburban and commercial development. The original materials and workmanship have been obscured by years of maintenance and use, and it does not represent an association with any important historic event or person, nor does it truly convey an association with the 1890s farm road it once was. Overall, County Line Road is determined not eligible for the National Register and is not an historic property under Section 106 of the NHPA; and is not an historical resource for the purpose of CEQA because it does not meet the criteria outlined in Public Resources Code 5024.1 including California Register criteria. The road was not evaluated for local designation.

B12. References (continued from Building, Structure, and Object Record).

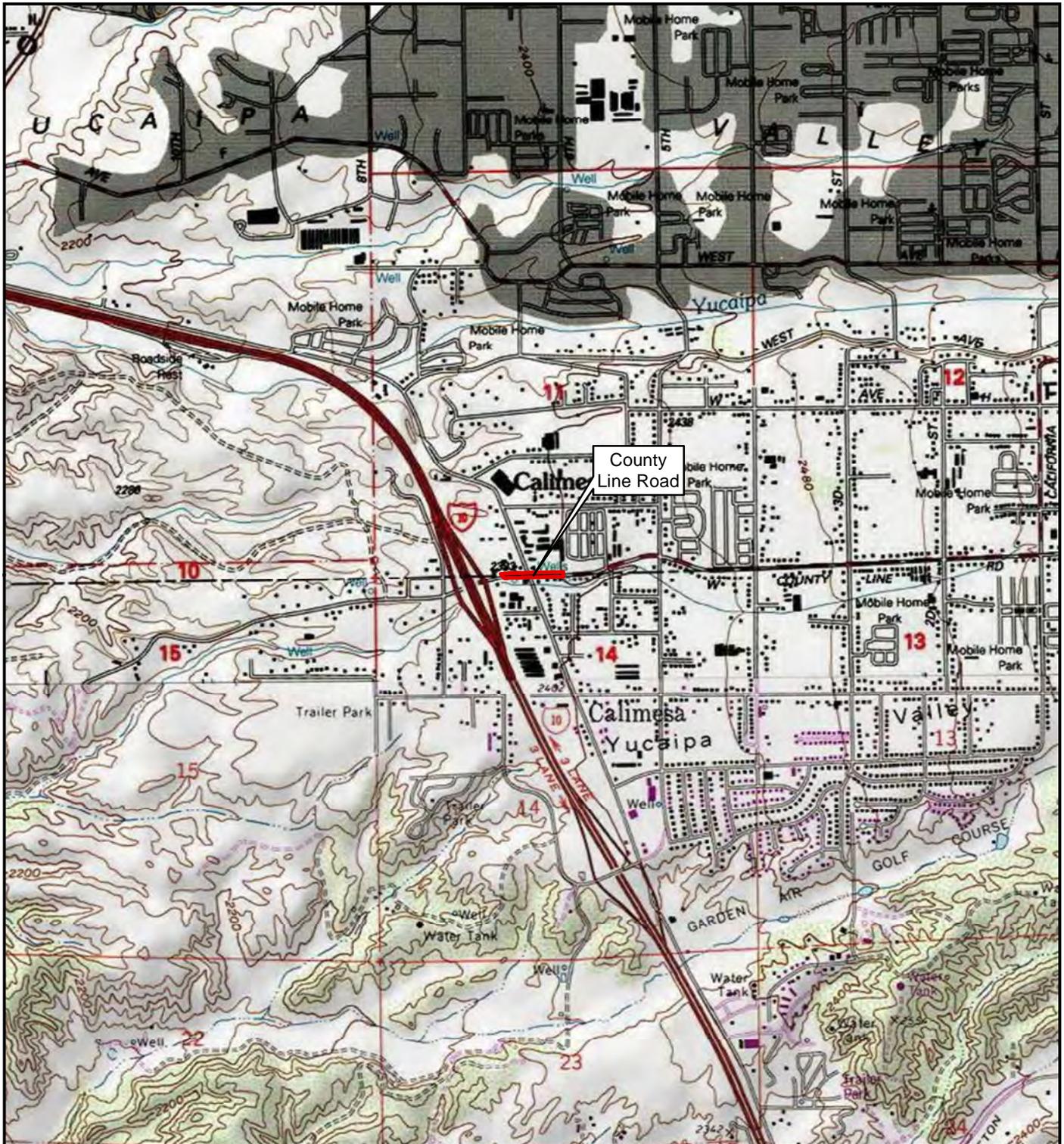
Yucaipa Valley Historical Society
2007 Yucaipa. Arcadia Publishing, San Francisco, California.



County Line road, towards Calimesa Boulevard, View to west 07/03/2017

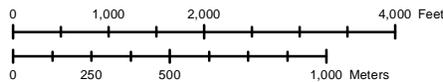


County Line Road, towards Calimesa Boulevard. View east, 7/3/2017



***Required Information**

DPR 523J (1/95)



Location: N:\2017\2017-147_Calimesa\County Line Road\MAPS\Cultural_Resources\Location_Maps\Calimesa_Loc.mxd [mpday 6/16/2017]

HISTORIC PROPERTY SURVEY REPORT

- Other
- Historical Society Letters Attachment B
 - Native American Consultation Attachment C

9. HPSR PREPARATION AND CALTRANS APPROVAL

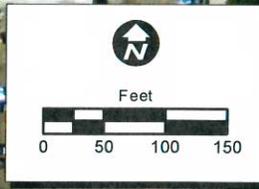
Prepared by: Roger D. Mason 8/14/2018
 Roger D. Mason, Ph.D./ Principal Investigator - Archaeology Date
 ECORP Consulting, Inc., Santa Ana

Reviewed for
 Approval by: Mary K. Smith 8/15/18
 District 8 Mary Smith, Caltrans Date
 PQS Principal Architectural Historian

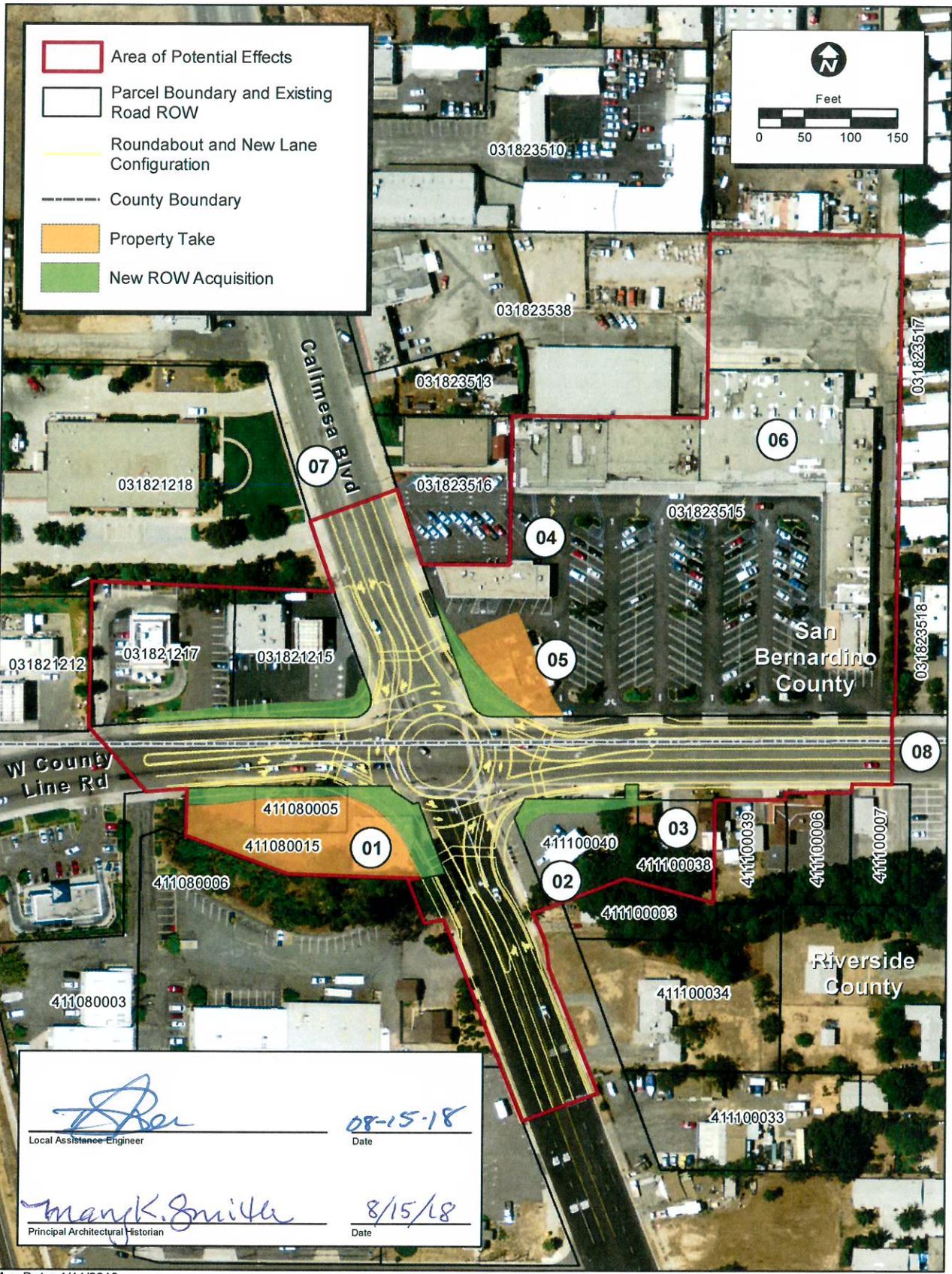
Approved by: Andrew M. Walters 8/15/18
 District 8 EBC Andrew Walters, Branch Chief, Date
 Environmental Support/Cultural Studies

Location: N:\2017\2017-147 Calimesa County Line Road\MAPS\Cultural Resources\APE_Maps\Calimesa APE_V2.mxd (MAG_inquiry_4/12/2018)

-  Area of Potential Effects
-  Parcel Boundary and Existing Road ROW
-  Roundabout and New Lane Configuration
-  County Boundary
-  Property Take
-  New ROW Acquisition



Feet
0 50 100 150




Local Assistance Engineer
Date: 08-15-18


Principal Architectural Historian
Date: 8/15/18

Map Date: 4/11/2018
Photo Source: Esri World Imagery

Area of Potential Effects
2017-147 Calimesa County Line Road

**Archaeological Survey Report for
County Line Road and Calimesa Boulevard Intersection
Improvements Project
Calimesa, Riverside County and Yucaipa, San Bernardino
County**

HPLUL 5460 [006]

Roger D. Mason

**Prepared by Roger D. Mason, Ph.D., RPA
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Andrew M. Walters

**Approved by Andrew Walters
Branch Chief, Environmental Support/Cultural Studies
California Department of Transportation, District 8
464 W. Fourth Street, 8th Floor, MS-825
San Bernardino, California 92401-1400**

**USGS 7.5' Yucaipa and El Casco quadrangles
Township 2 South, Range 2 West, SBBM
Survey Area 9.43 acres
P33-23900**

August 2018

**Historical Resources Evaluation Report for
County Line Road and Calimesa Boulevard Intersection
Improvements Project
Calimesa, Riverside County
Yucaipa, San Bernardino County**

HSLUL-5460(006)



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April 2018