

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

<i>District</i>	<i>County</i>	<i>Federal Project Number.</i> <i>(Prefix, Agency Code, Project No.)</i>	<i>Location</i>
8	RIV	STPL-5104 (046)	City of Corona

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans. The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA).

**Project Description:**

In cooperation with the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans), the City of Corona proposes an undertaking to increase traffic capacity and improve pedestrian/non-motorized travel on Magnolia Avenue between El Camino Avenue/Downs Way and Trademark Circle by providing sidewalks, curbs, gutters, ADA-compliant access ramps at all intersections, and an additional lane in each direction (Federal Project No. STPL 5104 (046)). The undertaking would widen the existing roadway as well as the public right-of-way (ROW), which would necessitate modifications to a bridge over the Temescal Creek Channel and an at-grade crossing at the intersection with the Burlington Northern Santa Fe (BNSF) Railway (see Attachment A).

Upon completion of the undertaking, the width of the roadway would increase from 82 feet to 100 feet. At the bridge over Temescal Creek, the abutment on each end would be extended, along with a pier within the channel. Other associated project activities would include modification to street signs, lighting, and landscaping; pavement rehabilitation where necessary; restriping the road surface; storm drain improvements; and relocation of utilities that conflict with the planned improvements, some permanently and others temporarily during construction, including rerouting a 30-inch waterline to pass under the Temescal Creek channel. In addition, two new railroad crossing signs would be installed near the intersection of Magnolia Avenue and the BNSF Railway, one in the median of El Camino Avenue approximately 100 feet north of Magnolia Avenue and the other in the sidewalk on the east side of Downs Way approximately 100 feet south of Magnolia Avenue.

The undertaking would require the acquisition of 10-15 feet of additional ROW on the northwestern side of Magnolia Avenue between El Camino Avenue/Downs Way and the Temescal Creek Channel and 6-17 feet of additional ROW on the southeastern side between the Temescal Creek Channel and Trademark Circle, extending to a maximum of up to 35 feet in one short segment. The additional ROW would be obtained from the ROW of the BNSF Railway, the flood-control channel, and the privately owned All American Way as well as a total of five parcels that are currently developed with industrial-commercial buildings, namely Assessor's Parcel Nos. (APN) 107-030-022, 107-060-003, 107-060-013, 107-060-025, and 107-060-028 (see Attachment A, Map 3-2).

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

In accordance with Section 106 PA Stipulation VIII.A, the Area of Potential Effects (APE) for the project was established in consultation with Nicholas Thompson, Caltrans PQS (Architectural Historian), and Albert Vergel de Dios, District 8 Local Assistance Engineer, on \_\_\_\_\_, 2021. The APE maps are located in Attachment A (Map 3-1).

The APE encompasses the maximum extent of ground disturbance required for all construction-related activities, both horizontally and vertically, as well as the balance of the five developed parcels from which the additional ROW will be acquired (see Attachment A, Map 3-1). These parcels are included in the APE due to the potential for visual, atmospheric, and other indirect effects on the buildings currently occupying them. Horizontally, the APE consists of the following components (see Attachment A, Map 3-2 for details):

- An approximately 2,400-foot (0.45-mile) segment of the ultimate right-of-way for Magnolia Avenue, generally and roughly 120 feet in total width, extending from the intersection with El Camino Avenue/Downs Way to the intersection with Trademark Circle;
- Construction staging areas on the northwestern side of Magnolia Avenue, within the Temescal Creek Channel ROW;
- Temporary construction easements on the adjacent properties beyond the extent of ROW acquisition, including those to be used during utility relocation and storm drain improvements;
- The sites of the two proposed railroad crossing signs, each measuring up to 10 feet in diameter to accommodate all construction activities, and both noncontiguous with the rest of the APE;
- The five developed parcels subject to ROW acquisition.

Vertically, the extent of the APE below surface is limited to four feet in maximum depth except where borings and excavations up to 20 feet deep may be needed to anchor the widened bridge over the Temescal Creek Channel and to accommodate the rerouted waterline and the various storm drains. The vertical APE above ground would not exceed the height of the traffic signal apparatus. The entire APE comprises approximately 41.8 acres in surface area, of which 9.8 acres will be subject to potential direct impacts during the undertaking. As no buildings or structures greater than 45 years in age are located on any other parcels adjacent to the Area of Direct Impact (ADI), no additional APE for indirect effects will be necessary. The APE is located in a fully urbanized setting on the eastern edge of the City of Corona, in a portion of the El Sobrante de San Jacinto land grant lying within Township 3 South Range 6 West, San Bernardino Baseline and Meridian.

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

The City of Corona Community Development Department (Planning Division) was contacted by telephone on September 10, 2020. Associate Planner Lupe Garcia responded on behalf of the City and encouraged Native American tribal consultation as part of the project process. She further stated that in the case of inadvertent finds of archaeological remains during the project, all work in the area should be stopped to

**HISTORIC PROPERTY SURVEY REPORT**

allow investigation through proper channels and was assured that the condition would be included in the cultural resources study (see Attachment F).

Native American Heritage Commission

On May 21, 2020, a written request was submitted to the commission for a records search in the Sacred Lands File. The commission replied on the same day that the Sacred Lands File search results were negative but recommended further consultation with local tribes (see Attachment E).

Native American Tribes, Groups and Individuals

Following the Native American Heritage Commission's recommendations and previously established consultation protocol, 10 Native American representatives in the region were contacted in writing and by telephone (see Attachment E):

- Sandonne Goad, Chairperson of the Gabrielino/Tongva Nation, was contacted in writing on July 10, 2020, and by telephone on August 24 and September 23, 2020. No response has been received to date.
- Andrew Salas, Chairperson of the Gabrieleño Band of Mission Indians–Kizh Nation, was contacted in writing on July 10 and November 9, 2020, and by telephone on August 24, September 23, November 11, and November 12, 2020. He responded by telephone on September 23 and November 16, 2020, stating that the general vicinity of the APE was culturally sensitive to the tribe. Therefore, he requested Native American and archaeological monitoring during construction activities. Caltrans forwarded this HPSR to Mr. Salas to document the low archaeological sensitivity of the APE, along with a response letter to propose a finding of *No Historic Properties Affected* without monitoring requirement. The tribe has not responded with any further comments to date.
- Anthony Morales, Chairperson of the Gabrieleno/Tongva San Gabriel Band of Mission Indians, was contacted in writing on July 10, 2020, and by telephone on August 24 and September 23, 2020. He responded by telephone on September 25, 2020, and requested archaeological and Native American monitoring of ground-disturbing activities in the APE due to its proximity to nearby waterways. Caltrans forwarded this HPSR to Mr. Morales to document the low archaeological sensitivity of the APE, along with a response letter to propose a finding of *No Historic Properties Affected* without monitoring requirement. The tribe has not responded with any further comments to date.
- Charles Alvarez, Chairperson of the Gabrielino-Tongva Tribe, was contacted in writing on July 10, 2020, and by telephone on August 24 and September 23, 2020. No response has been received to date.
- Robert F. Dorame, Chairperson of the Gabrielino Tongva Indians of California Tribal Council, was contacted in writing on July 10, 2020, and by telephone on August 24 and September 23, 2020. When reached by telephone on August 24, 2020, he stated that he would review the letter and respond in writing with the tribe's comment. No further correspondence has been received since then.
- Ann Brierty, Tribal Historic Preservation Officer for the Morongo Band of Mission Indians, was contacted in writing on July 10, 2020, and by telephone on August 24 and September 23, 2020. No response has been received to date.
- Shasta Gaughen, Tribal Historic Preservation Officer for the Pala Band of Mission Indians, was contacted in writing on July 10, 2020, and by telephone on August 24,

## HISTORIC PROPERTY SURVEY REPORT

2020. When reached by telephone on August 24, 2020, she deferred to other tribes located closer to the APE.

- Tuba Ebru Ozdil, Cultural Analyst with the Pechanga Band of Luiseño Indians, was contacted in writing on July 10, 2020. On July 17, 2020, Juan Ochoa, Assistant Tribal Historic Preservation Officer for the tribe, responded by e-mail and requested further consultation with Caltrans, including a face-to-face meeting, since the tribe considers the project location to be culturally sensitive. Caltrans forwarded this HPSR to the Pechanga Cultural Resources Department to document the low archaeological sensitivity of the APE established through the field survey. The tribe has not responded with any further comments to date.
- Cheryl Madrigal, Tribal Historic Preservation Officer for the Rincon Band of Luiseño Indians, was contacted in writing on July 10, 2020. She responded in a letter dated July 22, 2020, and stated that the tribe was not aware of any specific sites in or near the APE. The tribe requested a copy of this report for review and further consultation with Caltrans. Caltrans forwarded a copy of the HPSR to Ms. Madrigal, and the tribe has not responded with any further comments.
- Joseph Ontiveros, Tribal Historic Preservation Officer for the Soboba Band of Luiseño Indians, was contacted in writing on July 10, 2020, and by telephone on August 24, 2020. He responded in a letter dated August 27, 2020, and requested government-to-government consultation and monitoring of ground-disturbing activities in the APE by a member of the Soboba Cultural Resource Department. Caltrans forwarded this HPSR to Mr. Ontiveros to document the low archaeological sensitivity of the APE, along with a response letter to propose a finding of *No Historic Properties Affected* without monitoring requirement. The tribe has not responded with any further comments to date.

Local Historical Society / Historic Preservation Group

The Corona Historic Preservation Society was contacted by e-mail on September 9, 2020, and by telephone between September 10 and October 1. No response has been received to date.

### 4. SUMMARY OF IDENTIFICATION EFFORTS

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> National Register of Historic Places (NRHP)   | <input checked="" type="checkbox"/> California Points of Historical Interest (CPHI)            |
| <input checked="" type="checkbox"/> California Register of Historical Resources (CRHR)  | <input checked="" type="checkbox"/> California Historical Resources Information System (CHRIS) |
| <input checked="" type="checkbox"/> National Historic Landmark (NHL)  | <input checked="" type="checkbox"/> Caltrans Historic Bridge Inventory                         |
| <input checked="" type="checkbox"/> California Historical Landmarks (CHL)   |  |
| <input checked="" type="checkbox"/> Other Sources consulted: <ul style="list-style-type: none"> <li>• Riverside County Historical Landmarks;</li> <li>• Published literature in local and regional history;</li> <li>• Historic land survey maps and topographic maps dated 1866-1988, available at the websites of the U.S. Bureau of Land Management (<a href="https://www.glorerecords.blm.gov">https://www.glorerecords.blm.gov</a>) and the U.S. Geological Survey (<a href="https://ngmdb.usgs.gov/topoview/viewer/">https://ngmdb.usgs.gov/topoview/viewer/</a>);</li> <li>• Aerial photographs taken in 1948-2018, available at the Nationwide Environmental Title Research (NETR) Online website and through the Google Earth software;</li> </ul> |  |

## HISTORIC PROPERTY SURVEY REPORT

- Archival records of the County of Riverside, the City of Corona, and the Riverside County Flood Control and Water Conservation District.

Results:

- CHRIS records indicate that portions of the APE were covered by three previous cultural resources studies, but the APE as a whole had not been surveyed systematically prior to this study. CHRIS records identify three previously recorded properties within or partially within the APE (see Attachment C for details):
  - Atchison, Topeka and Santa Fe (ATSF, now BNSF) Railway Temescal Valley Line, 33-003832/CA-RIV-3832H in the California Historical Resources Inventory, Map Reference No. (MRN) 1 (see Attachment A, Map 3-1); it was determined not to be eligible for the NRHP during this study (see Attachment C).
  - Industrial-commercial complex at 1375 Magnolia Avenue/1001 El Camino Avenue (APN 107-030-022), 33-020202 in the California Historical Resources Inventory, MRN 2 (see Attachment A, Map 3-1); it was determined not to be eligible for the NRHP during this study (see Attachment C).
  - Industrial-commercial complex at 1480 Magnolia Avenue (APN 107-060-003), 33-020205 in the California Historical Resources Inventory, MRN 3 (see Attachment A, Map 3-1); it was determined not to be eligible for the NRHP during this study (see Attachment C).
- Caltrans Historic Bridge Inventory lists the Magnolia Avenue bridge over the Temescal Creek Channel as Category 5, i.e., not eligible for the NRHP (see Attachment D); Bridge No. 56C0199; MRN 5 (see Attachment A, Map 3-1).
- A third industrial-commercial complex in the APE that dates to the late historic period, located at 1450 Magnolia Avenue (APN 107-060-013; MRN 4 [see Attachment A, Map 3-1]), was recorded into the California Historical Resources Inventory during the field survey (CHRIS primary number pending); it was determined not to be eligible for the NRHP during this study (see Attachment C).
- No other potential “historic properties” were identified. All other built-environment features in the APE are either modern in origin, such as the Temescal Creek Channel (built in 1986) and two warehouses at 1550 and 1580 Magnolia Avenue (APN 107-060-025 and 107-060-028; built in 2002), or modern in appearance due to recent alterations, such as Magnolia Avenue (pre-1894) and El Camino Avenue (pre-1939). As such, they are exempt from further study and formal evaluation pursuant to Section 106 PA Attachment 4.
- Based on its location within the Temescal Creek wash and the extent of past ground disturbances, the vertical APE is considered to be relatively low in sensitivity for potentially significant cultural remains of prehistoric or early historic origin in subsurface deposits.

### 5. PROPERTIES IDENTIFIED

- Bai “Tom” Tang, who meets the Professionally Qualified Staff (PQS) Standards in Section 106 PA Attachment 1 and as applicable PRC 5024 MOU Attachment 1 as a Principal Architectural Historian, has determined that the only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (**Properties Exempt from Evaluation**).
  - Temescal Creek Channel (1986; Property Type 1)

## HISTORIC PROPERTY SURVEY REPORT

- Warehouses at 1550 and 1580 Magnolia Avenue (2002; Property Type 2)
- Magnolia Avenue and El Camino Avenue (Property Type 3)
- Caltrans, in accordance with Section 106 PA Stipulation VIII.C.5 has determined there are cultural resources within the APE that were **previously determined not eligible** for inclusion in the NRHP with SHPO concurrence and those determinations remain valid. Copy of SHPO/Keeper correspondence is attached.
- Bridges listed as **Category 5** (previously determined not eligible for listing in the NRHP) in the Caltrans Historic Bridge Inventory are present within the APE and those determinations remain valid. Appropriate pages from the Caltrans Historic Bridge Inventory are attached.
  - MRN 5: Bridge No. 56C0199, Magnolia Avenue over the Temescal Creek Channel
- Caltrans has determined there are cultural resources within the APE that were evaluated as a result of this project and are **not eligible** for inclusion in the NRHP. Under Section 106 PA Stipulation VIII.C.6, Caltrans requests SHPO's concurrence in this determination.
  - MRN 1: Atchison, Topeka and Santa Fe Railway Temescal Valley Line (33-003832/CA-RIV-3832H)
  - MRN 2: industrial-commercial complex at 1375 Magnolia Avenue/1001 El Camino Avenue (33-020202)
  - MRN 3: industrial-commercial complex at 1480 Magnolia Avenue (33-020205)
  - MRN 4: industrial-commercial complex at 1450 Magnolia Avenue (CHRIS primary number pending)

### 6. FINDING FOR THE UNDERTAKING

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

### 7. CEQA CONSIDERATIONS

- Not applicable; **Caltrans is not the lead agency under CEQA.**

### 8. LIST OF ATTACHED DOCUMENTATION

- Project Vicinity, Location, and APE Maps
  - Attachment A
- Caltrans Historic Bridge Inventory Sheet
  - Attachment D
- Historical Resources Evaluation Report (HRER)
  - Bai "Tom" Tang and Terri Jacquemain: Historical Resources Evaluation Report, Magnolia Avenue Widening Project, City of Corona, Riverside County, California (Attachment C)
- Archaeological Survey Report (ASR)
  - Michael Hogan and Terri Jacquemain: Abridged Archaeological Survey Report, Magnolia Avenue Widening Project, City of Corona, Riverside County, California (Attachment B)

**HISTORIC PROPERTY SURVEY REPORT**

Other

- Correspondence with Native American and local community representatives (Attachments E, F)

**9. HPSR PREPARATION AND CALTRANS APPROVAL**

Prepared by: \_\_\_\_\_ August 20, 2021 \_\_\_\_\_

Bai "Tom" Tang, Principal Architectural Historian  
CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

Date

Reviewed for

Approval by: \_\_\_\_\_

District 8 Caltrans PQS: Nicholas Thompson, Architectural Historian

Date

Approved by: \_\_\_\_\_

District 8 EBC: Andrew Walters

Date

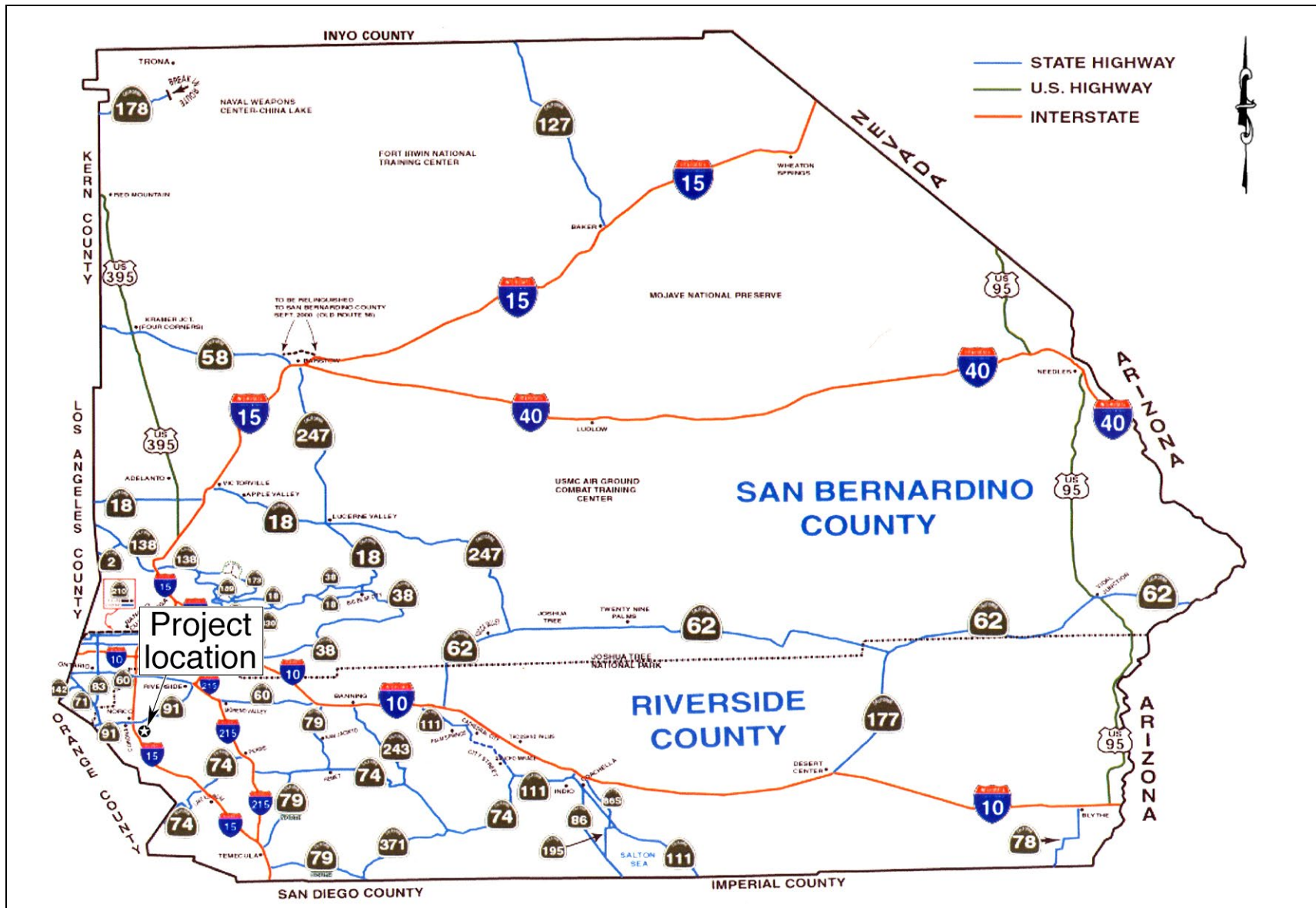
**ATTACHMENT A  
PROJECT MAPS**

**MAGNOLIA AVENUE WIDENING PROJECT**

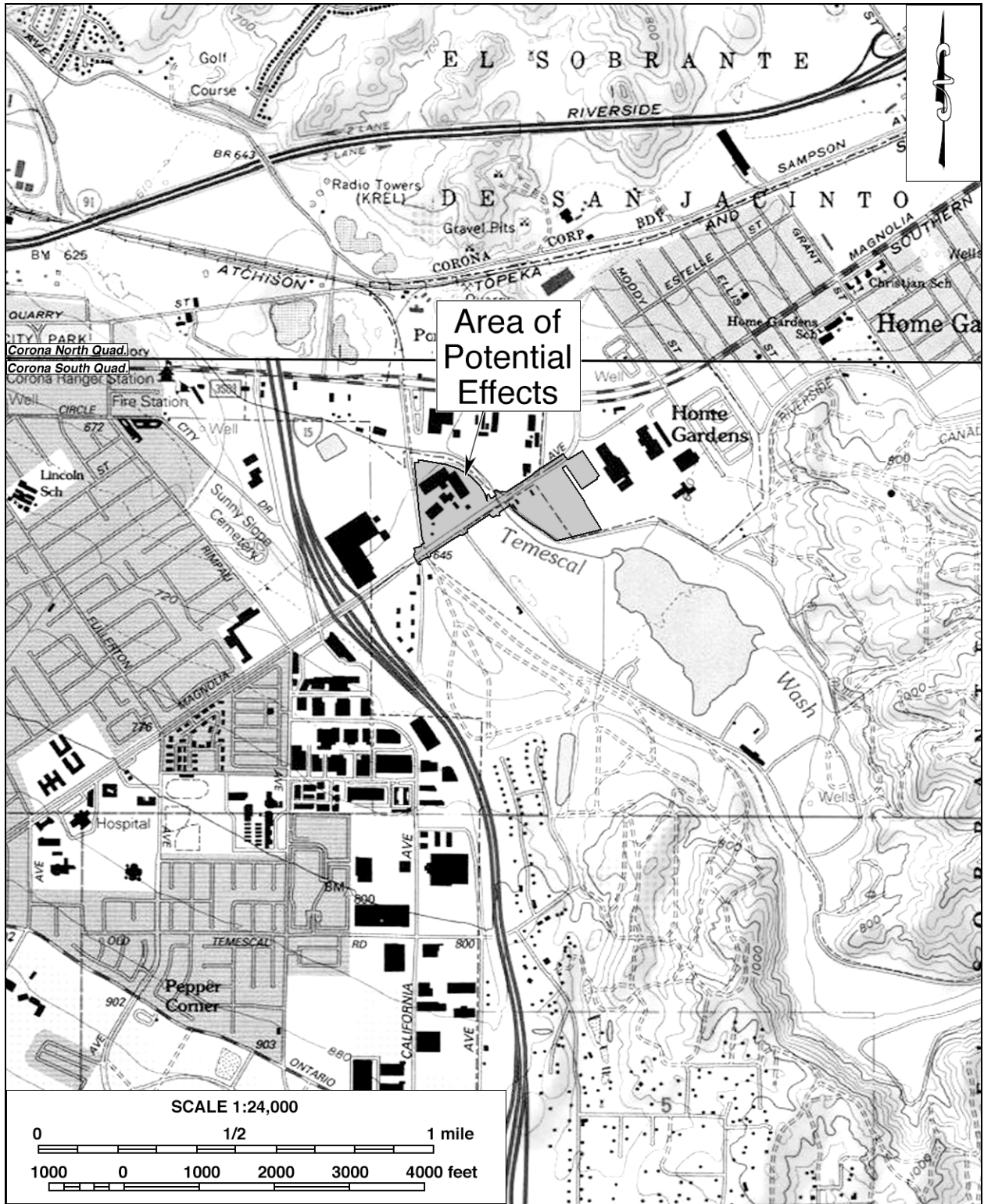
**City of Corona, Riverside County, California**

Federal Project No. STPL-5104 (046)  
City of Corona Project No. 2015-15  
CRM TECH Contract No. 3619





Map 1. Project vicinity.



Map 2. Project location. The sites of the proposed railroad crossing signs could not be shown due to the scale of the map. (Based on USGS Corona North and Corona South, Calif., 7.5' quadrangles, 1981/1988 edition)

**Map 3. Area of Potential Effects**

**(Attached)**

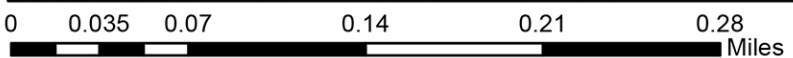


**Legend**

- Area of Potential Effects
- Area of Direct Impact
- Parcels

Date: 1/21/2021

Caltrans District 8 Local Assistance Engineer <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> <div style="text-align: right;">DATE</div>
Caltrans PQS <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> <div style="text-align: right;">DATE</div>



1 inch = 400 feet

Imagery Date: 5/12/2019

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors  
 Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS,

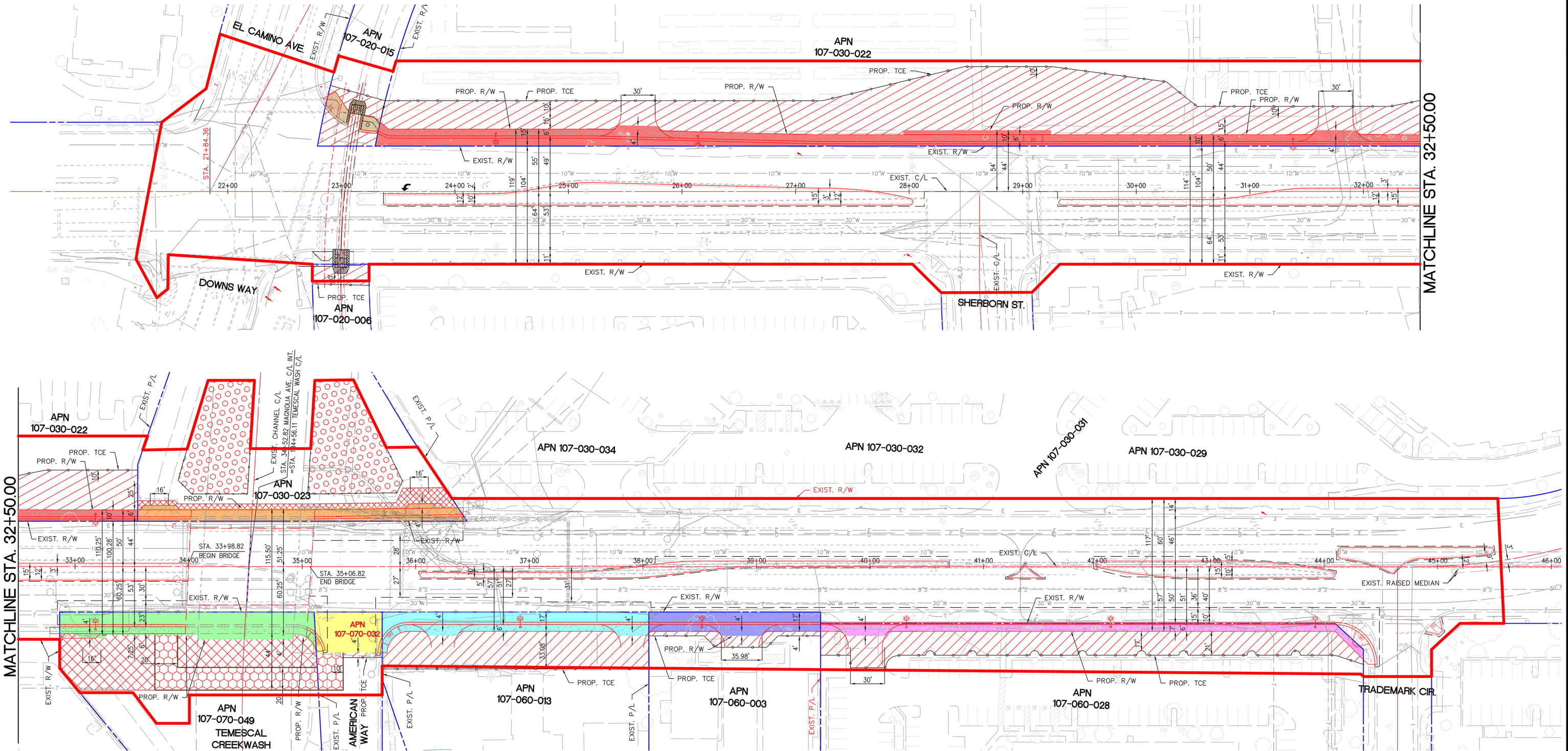
**Map 3-1: Area of Potential Effects**  
STPL-5104 (046)

Magnolia Ave Bridge Widening  
City of Corona

# Map 3-2: Area of Direct Impact and Project Plan Details

STPL-5104 (046)

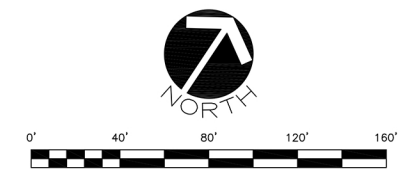
Noncontiguous sites of proposed railroad crossing signs not depicted



**LEGEND**

- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- EQUIPMENT STAGING AREA LIMITS
- EXISTING RIGHT OF WAY/PROPERTY LINE
- AREA UNDER RCFCO ENCROACHMENT LIMIT
- PUBLIC UTILITY EASEMENT
- [Red Hatched] LIMITS OF EQUIPMENT STAGING AREA
- [Red Dotted] LIMITS OF TEMPORARY CONSTRUCTION EASEMENT
- [Rainbow Stripes] LIMITS OF RIGHT OF WAY TAKE AREA
- [Red X-Hatch] AREA UNDER RCFCO ENCROACHMENT PERMIT
- [Red Circle Hatch] PUBLIC UTILITY EASEMENT

APN	R/W TAKE AREA (SF)	TEMPORARY CONSTRUCTION EASEMENT (SF)	EQUIPMENT STAGING AREA (SF)	RCFCO ENCROACHMENT PERMIT AREA (SF)	PUBLIC UTILITY EASEMENT (SF)	OWNER
107-020-015	767	1,621	-	-	-	BNSF RAILROAD
107-030-022	12,593	34,493	-	-	-	MCWANE INC (CLOW VALVE)
107-030-023	3,458	-	11,258	1,651	-	RIV. CO. FLOOD CONTROL AND WATER CONSERVATION DISTRICT (NORTH)
107-070-049	5,023	-	-	6,916	3,438	RIV. CO. FLOOD CONTROL AND WATER CONSERVATION DISTRICT (SOUTH)
107-070-032	2,126	138	-	-	740	DIX LEASING CORP (ALL AMERICAN WAY)
107-060-013	4,400	7,358	-	-	-	MAJEED & MOJGAN MODARRESI (CORONA AUTO PARTS)
107-060-003	2,772	955	-	-	-	ROBERT & BARBARA HAITBRINK
107-060-028	3,531	9,837	-	-	-	LBA RV COMPANY XII
107-020-006	-	898	-	-	-	BNSF RAILROAD



Plan Prepared By: **STEVE J HOSFORD**

Date: \_\_\_\_\_

CNS Engineers, Inc.  
11870 Pierce Street,  
Suite 265  
Riverside, CA 92505  
Phone: 951-687-1005  
Fax: 951-667-3387

**CITY OF CORONA**  
400 SOUTH VICENTIA AVENUE  
CORONA, CALIFORNIA 91720

Designed by: \_\_\_\_\_ Drawn by: \_\_\_\_\_ Checked by: \_\_\_\_\_

PLANS PREPARED UNDER SUPERVISION OF  
Date: \_\_\_\_\_ R.C.E. No. \_\_\_\_\_

Reference Plans for these Improvements: \_\_\_\_\_ Date: \_\_\_\_\_ By: \_\_\_\_\_

BENCH MARK  
Scale: \_\_\_\_\_

Engineering: \_\_\_\_\_  
Utilities: \_\_\_\_\_  
Fire: \_\_\_\_\_

Approved By: **Nelson D. Nelson**  
City Engineer  
R.C.E. No. 54435 Exp. 12-31-13

**CITY OF CORONA**  
MAGNOLIA AVENUE BRIDGE WIDENING  
FROM EL CAMINO AVE TO 1000 FT EAST OF ALL AMERICAN WAY

Drawing No. **1 of 1**

**ATTACHMENT B**  
**ABRIDGED ARCHAEOLOGICAL SURVEY REPORT**  
**MAGNOLIA AVENUE WIDENING PROJECT**

**City of Corona, Riverside County, California**

Federal Project No. STPL-5104 (046)  
City of Corona Project No. 2015-15  
CRM TECH Contract No. 3619

**Prepared by:**



\_\_\_\_\_  
Michael Hogan, Ph.D., RPA, Principal Investigator, Archaeology  
Terri Jacquemain, M.A., Historian/Architectural Historian  
CRM TECH  
1016 E. Cooley Drive, Suite A/B  
Colton, CA 92324

**Reviewed by:**

\_\_\_\_\_, Caltrans PQS  
California Department of Transportation, District 8  
464 W. 4th Street, 6th Floor, MS 825  
San Bernardino, CA 92401-1400

**Approved by:**

\_\_\_\_\_  
Andrew Walters, Branch Chief, Environmental Support/Cultural Studies  
California Department of Transportation, District 8  
464 W. 4th Street, 6th Floor, MS 825  
San Bernardino, CA 92401-1400

August 20, 2021

Approximately 9.8 acres  
USGS Corona South, 7.5' quadrangle  
El Sobrante de San Jacinto land grant; T3S R6W, SBBM

## INTRODUCTION

The present Archaeological Survey Report (ASR), as a component of the Historic Property Survey Report (HPSR), is prepared in compliance with Section 106 of the National Historic Preservation Act, as implemented through 36 CFR 800, and covers the Area of Direct Impact (ADI) for the Magnolia Avenue Widening Project in the City of Corona, Riverside County, within Caltrans District 8 (Federal Project No. STPL 5104 (046); see HPSR Attachment A). The undertaking entails primarily widening the segment of Magnolia Avenue between El Camino Avenue/Downs Way and Trademark Circle to accommodate sidewalks, curbs, gutters, ADA-compliant access ramps at all intersections, and an additional lane in each direction (see HPSR Attachment A, Map 3-2). For a complete description of the undertaking and the Area of Potential Effects (APE), see HPSR Sections 1 and 2.

The ADI for the undertaking measures approximately 9.8 acres in size and consists primarily of the approximately 2,400-foot (0.45-mile) segment of the ultimate right-of-way (ROW) for Magnolia Avenue, which will be generally and roughly 120 feet in total width. Also included in the ADI are construction staging areas within the Temescal Creek Channel ROW, temporary construction easements on adjacent land, and the sites of two proposed railroad crossing signs along El Camino Avenue and Downs Way that are noncontiguous with the rest of the APE, each measuring up to 10 feet in diameter (Figure 1; see also HPSR Attachment A, Map 3-2). The vertical extent of the ADI below surface is limited to four feet in maximum depth except where borings and excavations up to 20 feet deep may be needed for utility relocation, storm drain improvements, and modifications to an existing bridge over the Temescal Creek Channel.

The purpose of the ASR is to identify any archaeological resources that may exist within or immediately adjacent to the ADI, which is located in a fully urbanized setting on the eastern edge of the City of Corona, in a portion of the El Sobrante de San Jacinto land grant lying within Township 3 South Range 6 West, San Bernardino Baseline and Meridian (see HPSR Attachment A). The ground surface in the ADI has been extensively disturbed by past construction activities associated with the various roadways, the Temescal Creek Channel, a Burlington Northern Santa Fe (BNSF) Railway line, and industrial-commercial development on adjacent parcels, leaving little vestige surviving of native landscape. Therefore, Caltrans has determined that an abridged ASR focusing on the methods and results of the field survey will suffice for this HPSR.

The field survey of the ADI was carried out by co-principal investigator (archaeology) Daniel Ballester and lead archaeological surveyor Nina Gallardo under the direction of principal investigator (archaeology) Michael Hogan. Hogan earned a Ph.D. degree in Anthropology from the University of California, Riverside, in 1991, and has been working continuously in the field of cultural resources management since then. Ballester holds a B.A. degree in Anthropology from California State University, San Bernardino (1998), and an M.S. degree in Geographic Information Systems from the University of Redlands (2013), and Gallardo has a B.A. degree from the University of California, Riverside (2004), in Anthropology and in Law and Society. They have been conducting archaeological field research in southern California since 1998 and 2004, respectively.

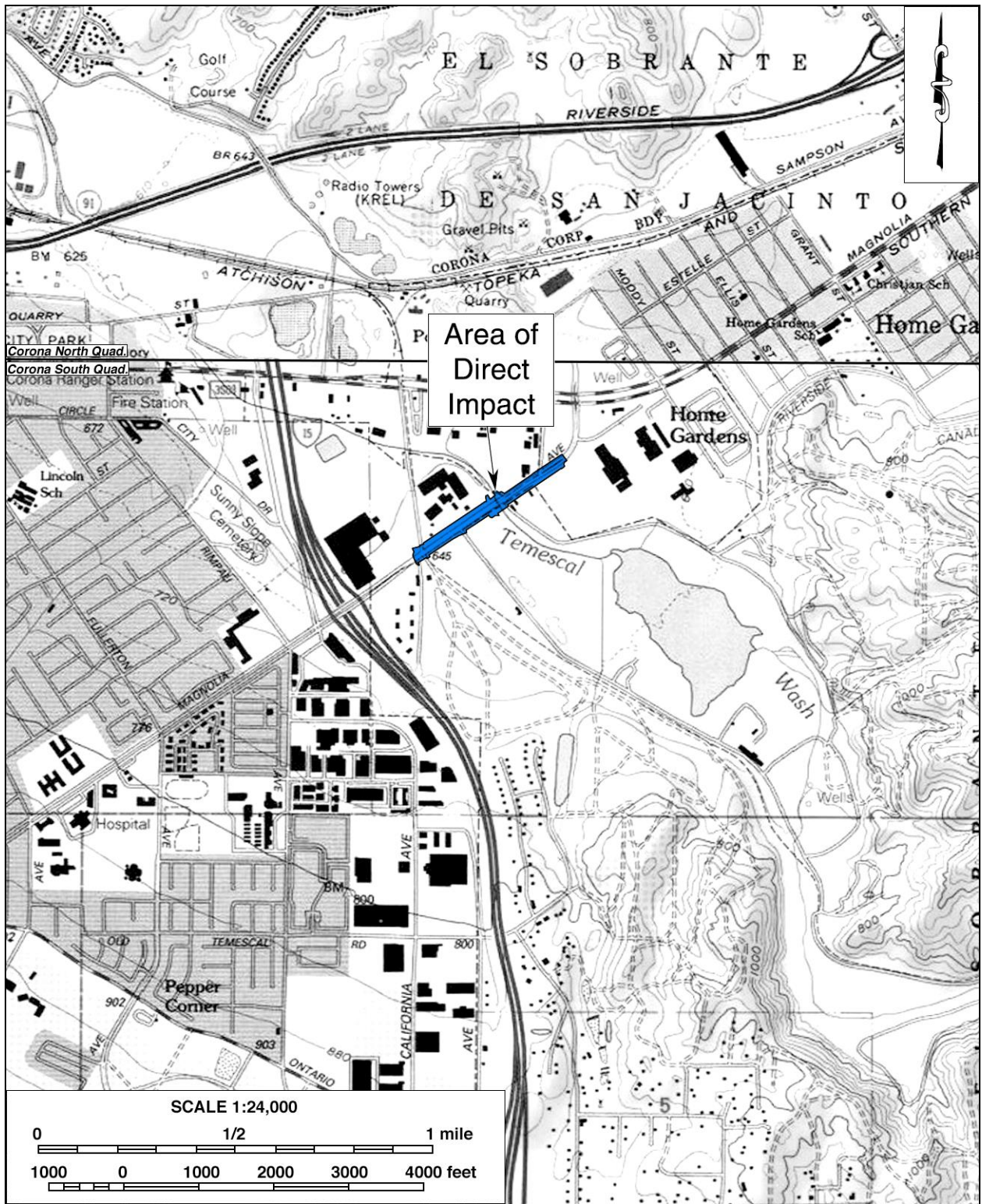


Figure 1. Archaeological survey coverage. The sites of the proposed railroad crossing signs could not be shown due to the scale of the map.



## SOURCES CONSULTED

In preparation for the field survey, the results of a historical/archaeological resources records search completed for the undertaking on August 27, 2020 (see HPSR Attachment C for further details), were reviewed for information pertaining to the ADI. The records search indicates that most of the ADI evidently overlapped a portion of a linear survey completed in 2003 (McKenna 2003), and three built-environment sites were previously recorded within the APE, one of them lying across the ADI, as listed below:

- 33-003832 (CA-RIV-3832H): the Atchison Topeka and Santa Fe Railway Temescal Valley Line (partially in the ADI);
- 33-020202: industrial-commercial buildings at 1375 Magnolia Avenue/1001 East El Camino Avenue (Assessor's Parcel No. 107-030-022);
- 33-020205: industrial-commercial buildings at 1480 Magnolia Avenue (Assessor's Parcel No. 107-060-003).

Also as a part of the background research, representatives of the City of Corona Community Development Department (Planning Division), the Corona Historic Preservation Society, the State of California Native American Heritage Commission, and 10 Native American tribes of Luiseño, Gabrielino, and Cahuilla heritage were contacted for information on potential cultural resources of local or tribal historic value in the project vicinity. To date, no specific cultural resources have been identified in or near the ADI or the APE by any of the local community or Native American representatives who have responded.

Five of the local Native American representatives contacted during this study expressed concerns over the project location and requested further consultation with Caltrans, tribal review of the HPSR, and/or archaeological/Native American monitoring of ground-disturbing activities in the APE, as listed below (see HPSR Section 3 and Attachment E for details):

- Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians–Kizh Nation;
- Anthony Morales, Chairperson, Gabrieleno/Tongva San Gabriel Band of Mission Indians;
- Juan Ochoa, Assistant Tribal Historic Preservation Officer, Pechanga Band of Luiseño Indians;
- Cheryl Madrigal, Tribal Historic Preservation Officer, Rincon Band of Luiseño Indians;
- Joseph Ontiveros, Tribal Historic Preservation Officer, Soboba Band of Luiseño Indians.

In each case, Caltrans forwarded the HPSR to the tribe to document the low archaeological sensitivity of the APE, as determined through the field survey, along with a response letter to propose a finding of *No Historic Properties Affected* without monitoring requirement. The tribes have not responded with any further comments to date.

## BACKGROUND

The City of Corona is situated in an area where the traditional territories of the Luiseño of the Perris/Elsinore region and the Gabrielino of the Los Angeles Basin overlapped, with a late influx of Cahuilla from the San Gorgonio Pass and San Jacinto Mountains area during the 19th century. In

modern anthropological literature, the leading sources on the culture and history of these Native American groups include Kroeber (1925), Strong (1929), McCawley (1996), Bean (1978), Bean and Shipek (1978), and Bean and Smith (1978). A summary of the cultural background of the Corona area during the historic period is presented in the accompanying Historical Resources Evaluation Report (HRER; see HPSR Attachment C).

## **FIELD METHODS**

The archaeological field survey of the ADI was conducted on September 16, 2020. The portion of the ADI within the Temescal Creek Channel ROW, where the bulk of open land is located, was surveyed intensively by walking a series of parallel transects spaced five meters (approximately 15 feet) apart. The rest of the ADI, all within or immediately adjacent to the ROW of Magnolia Avenue and other existing roadways, was surveyed by walking a single transect in each direction along the edge of the public ROW and visually inspecting all open ground in the ADI for evidence of human activities dating to the prehistoric or historic period (i.e., 45 years or older). While most of the ADI is covered entirely by pavement or landscaping, ground visibility was excellent (90%) on the patches of open land encountered during the survey.

## **STUDY FINDINGS AND CONCLUSIONS**

As a result of the field survey, the small segment of the Atchison Topeka and Santa Fe Railway Temescal Valley Line (33-003832) was observed to be extant, but all features associated with railroad operations at this location, including the rails, are of modern origin or appear to be so. Other built-environment features noted in the ADI include the Temescal Creek Channel, the bridge across the channel, and the various roadways, such as Magnolia Avenue itself. All of these features are also modern in origin or in appearance due to regular upgrading and maintenance. These built-environment features are discussed further in the HRER, along with buildings in the APE for indirect effects (see HPSR Attachment C). No archaeological resources, either prehistoric or historic in age, were identified within or adjacent to the ADI.

The subsurface sediments within the vertical extent of the ADI appear to have been extensively disturbed as a result of the construction of the existing roadways, the railroad, the concrete-lined Temescal Creek Channel, and the adjacent buildings. Within the right-of-way of a major thoroughfare such as Magnolia Avenue, generally five to six feet of the surface soil have been impacted by road construction and the installation of underground utilities and thus represent essentially artificial fill. Undisturbed native soil is not anticipated within the four-foot extent of the vertical APE for most of the undertaking.

The deeper impact required by the undertaking, up to 20 feet below surface, is concentrated in the portion of the ADI lying across the Temescal Creek channel, where the current landscape is largely the result of flood control works along the creek since the 1960s, in particular the complete channelization of the creek in the 1980s (NETR 1966-1995; RCFC&WCD 1986;). Prior to the completion of these works, much of the APE was a part of the flood plain of the unbridled creek and its meandering braid of branches (USGS 1902; 1947; NETR Online 1948), which would not have offered a favorable setting for long-term settlement in prehistoric times.

Based on these considerations, the ADI appears to be relatively low in sensitivity for potentially significant cultural remains of prehistoric or early historic origin in subsurface deposits. However, if buried cultural materials are encountered during the undertaking, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.

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**ATTACHMENT C**  
**HISTORICAL RESOURCES EVALUATION REPORT**  
**MAGNOLIA AVENUE WIDENING PROJECT**

**City of Corona, Riverside County, California**

Federal Project No. STPL-5104 (046)  
City of Corona Project No. 2015-15  
CRM TECH Contract No. 3619

**Prepared by:**



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July 14, 2021

USGS Corona South, 7.5' quadrangle  
El Sobrante de San Jacinto land grant; T3S R6W, SBBM

## SUMMARY OF FINDINGS

In cooperation with the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans), the City of Corona proposes the Magnolia Avenue Widening Project on the eastern edge of the city, within Caltrans District 8 (Federal Project No. STPL 5104 (046); see HPSR Attachment A). The undertaking would widen the existing roadway as well as the public right-of-way (ROW) along a 0.45-mile segment of Magnolia Avenue between El Camino Avenue/Downs Way and Trademark Circle, which would require modifications to a bridge over the Temescal Creek Channel and an at-grade crossing at the intersection with the Burlington Northern Santa Fe (BNSF) Railway.

The Area of Potential Effects (APE) for this undertaking encompasses the maximum extent of ground disturbance required for all construction-related activities, both horizontally and vertically, as well as five adjacent parcels from which the additional ROW will be acquired (see HPSR Attachment A, Map 3-1). These parcels are included in the APE due to the potential for visual, atmospheric, and other indirect effects on the buildings currently occupying them. The APE is located in a portion of the El Sobrante de San Jacinto land grant lying within Township 3 South Range 6 West, San Bernardino Baseline and Meridian.

This Historical Resources Evaluation Report (HRER), as a component of the Historic Property Survey Report (HPSR), is prepared in compliance with Section 106 of the National Historic Preservation Act, as implemented through federal regulations outlined in 36 CFR 800, and in accordance with the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA). The purpose of the HRER is to document the identification and evaluation of historic-period resources within the APE and determine whether any such resources qualify as “historic properties,” as defined by 36 CFR 800.16(l).

The scope of the study included a cultural resources records search, historical background research, consultations with local community representatives, and a systematic field survey. As a result of these research procedures, five potential “historic properties,” all of them built-environment features, were identified as lying within or partially within the APE, as listed below by their Map Reference Numbers (MRN; see HPSR Attachment A, Map 3-1 for locations):

- MRN 1: Atchison, Topeka and Santa Fe (ATSF, now BNSF) Railway Temescal Valley Line (33-003832/CA-RIV-3832H in the California Historical Resources Inventory);
- MRN 2: industrial-commercial complex at 1375 Magnolia Avenue/1001 El Camino Avenue (33-020202 in the California Historical Resources Inventory);
- MRN 3: industrial-commercial complex at 1480 Magnolia Avenue (33-020205 in the California Historical Resources Inventory);
- MRN 4: industrial-commercial complex at 1450 Magnolia Avenue (primary number pending);
- MRN 5: Magnolia Avenue bridge over the Temescal Creek Channel (Bridge No. 56C0199).

Among these five properties, the Magnolia Avenue bridge over the Temescal Creek Channel is listed in the Caltrans Historic Bridge Inventory as Category 5 (not eligible for the National Register of

Historic Places [NRHP]; see HPSR Attachment D). The former ATSF Temescal Valley Line and the three industrial-commercial complexes in the APE were evaluated against the criteria for listing in the NRHP during this study and determined not to be eligible. Therefore, none of these five properties meet the official definition of “historic properties” under Section 106 provisions.

No other potential “historic properties,” including historic districts, historic landscapes, locally designated sites, or properties of traditional cultural value, were encountered within or adjacent to the APE during this study. Bai “Tom” Tang, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as a Principal Architectural Historian, has determined that all other properties present within the APE meet the criteria for exemption from evaluation, as outlined in Section 106 PA Attachment 4.

## TABLE OF CONTENTS

SUMMARY OF FINDINGS .....	i
PROJECT DESCRIPTION.....	1
RESEARCH METHODS .....	2
Cultural Resources Records Search .....	2
Historical Background Research.....	4
Consultation with Local Community.....	4
Field Survey .....	5
HISTORICAL OVERVIEW .....	5
Corona and Vicinity .....	5
The APE.....	6
DESCRIPTION OF CULTURAL RESOURCES .....	8
FINDINGS AND CONCLUSIONS .....	9
List of Findings .....	9
Conclusion .....	10
REFERENCES .....	10
APPENDIX 1: Personnel Qualifications .....	12
APPENDIX 2: California Historical Resources Inventory Record Forms .....	15

## LIST OF FIGURES

Figure 1. Previous cultural resources studies.....	3
Figure 2. The APE and vicinity in 1894-1899.....	6
Figure 3. The APE and vicinity in 1939 .....	7
Figure 4. The APE and vicinity in 1952-1954.....	7
Figure 5. Typical appearance of Magnolia Avenue in the APE .....	9

## PROJECT DESCRIPTION

In cooperation with the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans), the City of Corona proposes an undertaking to increase traffic capacity and improve pedestrian/non-motorized travel on Magnolia Avenue between El Camino Avenue/Downs Way and Trademark Circle by providing sidewalks, curbs, gutters, ADA-compliant access ramps at all intersections, and an additional lane in each direction (Federal Project No. STPL 5104 (046); see HPSR Attachment A). The primary component of the undertaking is to widen the existing roadway from 82 feet to 100 feet throughout this segment of Magnolia Avenue. Upon completion of the undertaking, the segment of Magnolia Avenue would consist of three 12-foot-wide lanes in each direction, a 12-foot-wide median, 5-foot-wide shoulders, and 6-foot-wide sidewalks with curb and gutters where there currently are none.

The undertaking would necessitate modifications to a bridge over the Temescal Creek Channel and an at-grade crossing at the intersection with the Burlington Northern Santa Fe (BNSF) Railway. At the bridge, the abutment on each end would be extended, along with a pier within the channel. At the BNSF crossing, the existing railroad crossing arm and other apparatus may be relocated and/or replaced, depending on the final project design. Other associated project activities would include modification to street signs, lighting, and landscaping; pavement rehabilitation where necessary; restriping the road surface; storm drain improvements; and relocation of utilities that conflict with the planned improvements, some permanently and others temporarily during construction, including rerouting a 30-inch waterline to pass under the Temescal Creek channel. In addition, two new railroad crossing signs would be installed near the intersection of Magnolia Avenue and the BNSF Railway, one in the median of El Camino Avenue approximately 100 feet north of Magnolia Avenue and the other in the sidewalk on the east side of Downs Way approximately 100 feet south of Magnolia Avenue.

In order to accommodate the new facilities, the undertaking would require the acquisition of 10-15 feet of additional right-of-way (ROW) on the northwestern side of Magnolia Avenue between El Camino Avenue/Downs Way and the Temescal Creek Channel and 6-17 feet of additional ROW on the southeastern side between the Temescal Creek Channel and Trademark Circle, extending to a maximum of up to 35 feet in one short segment. The additional ROW would be obtained from the ROW of the BNSF Railway, the flood-control channel, and the privately owned All American Way as well as a total of five parcels that are currently developed with industrial-commercial buildings, namely Assessor's Parcel Nos. (APN) 107-030-022, 107-060-003, 107-060-013, 107-060-025, and 107-060-028 (see Attachment A, Map 3-2).

The Area of Potential Effects (APE) for the undertaking is delineated to encompass the maximum extent of ground disturbance required for all construction-related activities, both horizontally and vertically, as well as the balance of the five developed parcels from which the additional ROW will be acquired (see Attachment A, Map 3-1). These parcels are included in the APE due to the potential for visual, atmospheric, and other indirect effects on the buildings currently occupying them. Horizontally, the APE consists of the following components (see Attachment A, Map 3-2 for details):

- An approximately 2,400-foot (0.45-mile) segment of the ultimate ROW for Magnolia Avenue, generally and roughly 120 feet in total width, extending from the intersection with El Camino Avenue/Downs Way to the intersection with Trademark Circle;



- Construction staging areas on the northwestern side of Magnolia Avenue, within the Temescal Creek Channel ROW;
- Temporary construction easements on the adjacent properties beyond the extent of ROW acquisition, including those to be used during utility relocation and storm drain improvements;
- The sites of the two proposed railroad crossing signs, each measuring up to 10 feet in diameter to accommodate all construction activities, and both noncontiguous with the rest of the APE;
- The five developed parcels subject to ROW acquisition.

Vertically, the extent of the APE below surface is limited to four feet in maximum depth except where borings and excavations up to 20 feet deep may be needed to anchor the widened bridge over the Temescal Creek Channel and to accommodate the rerouted waterline and the various storm drains. The vertical APE above ground would not exceed the height of the traffic signal apparatus. The entire APE comprises approximately 41.8 acres in surface area, of which 9.8 acres will be subject to potential direct impacts during the undertaking. As no buildings or structures greater than 45 years in age are located on any other parcels adjacent to the project footprint, no additional APE for indirect effects will be necessary. The APE is located in a fully urbanized setting on the eastern edge of the City of Corona, in a portion of the El Sobrante de San Jacinto land grant lying within Township 3 South Range 6 West, San Bernardino Baseline and Meridian.

## **RESEARCH METHODS**

### **CULTURAL RESOURCES RECORDS SEARCH**

The records search was completed on August 27, 2020, by the Eastern Information Center (EIC), University of California, Riverside. A standard one-mile radius was adopted for the record search, and the following sources were consulted:

- National Historic Landmarks;
- National Register of Historic Places;
- California Historical Landmarks;
- California Register of Historical Resources;
- California Points of Historical Interests;
- California Historical Resources Inventory;
- Riverside County Historical Landmarks.

The results of the records search indicate that portions of the APE were covered by three previous cultural resources studies (RI-05056, RI-07935, and RI-08902 in Figure 1), but the APE as a whole had not been surveyed systematically prior to this study. Two of the studies assigned a low archaeological sensitivity to their study areas (McKenna 2003:32; Smallwood 2012:22), while the third noted that the soils had been disturbed (Demcak 2008:10). EIC records further indicate that three built-environment sites from the historic period were previously recorded as lying within or partially within the APE:

- Atchison, Topeka and Santa Fe (ATSF, now BNSF) Railway Temescal Valley Line, 33-003832/CA-RIV-3832H in the California Historical Resources Inventory;

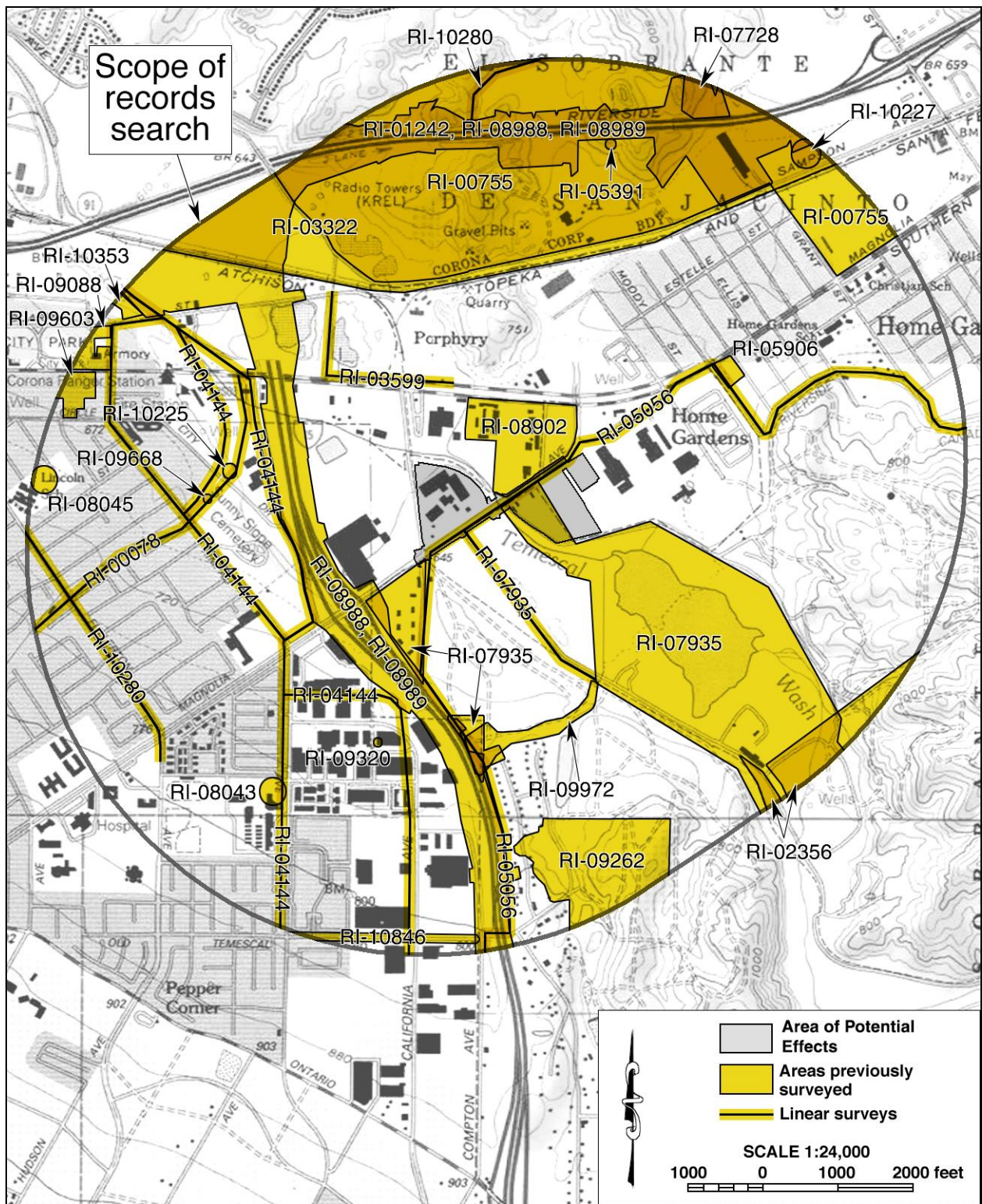


Figure 1. Previous cultural resources studies in the vicinity of the APE, listed by EIC file number. (The sites of the proposed railroad crossing signs could not be shown due to the scale of the map.)

- Industrial-commercial complex at 1375 Magnolia Avenue/1001 El Camino Avenue (APN 107-030-022), 33-020202 in the California Historical Resources Inventory;
- Industrial-commercial complex at 1480 Magnolia Avenue (APN 107-060-003), 33-020205 in the California Historical Resources Inventory.

Within the one-mile scope of the records search, 25 more studies have been reported to the EIC, resulting in the recordation of 31 additional historical/archaeological resources, including 30 sites and an isolate. Among these, three of the sites were of prehistoric origin, as was the isolate. The three prehistoric sites consisted primarily of bedrock milling features but also included scattered lithic artifacts in one case, and the isolate was a possible obsidian core. All four of these prehistoric resources were found at least a half-mile from the APE.

The other 27 sites dated to the historic period and included the Riverside Lower Canal, the Corona City Park, the Corona Founders Monument, an abandoned stone quarry, and a refuse dump, but residential, commercial, industrial, and public buildings constituted by far the largest group, numbering 22 in total. Those located closest to the APE, in the Magnolia Avenue and Sixth Street corridors, were predominantly commercial and industrial buildings, much like 33-020202 and 33-020205 in the APE. The nearest one, 33-020206, represented two industrial buildings that once stood on a parcel adjacent to the APE on the northeast but were both demolished between 2014 and 2016 (Google Earth 2014; 2016).

In addition to EIC records, the Caltrans Historic Bridge Inventory was consulted for pertinent information. The inventory identifies the Magnolia Avenue bridge over the Temescal Creek Channel as Bridge No. 56C0199. Constructed in 1986, the bridge is listed in the inventory as Category 5, i.e., not eligible for the National Register of Historic Places (NRHP; see HPSR Attachment D).

## **HISTORICAL BACKGROUND RESEARCH**

In conjunction with the records search, a historical background review was conducted by principal architectural historian Bai “Tom” Tang and architectural historian Terri Jacquemain (see Appendix 1 for qualifications) on the basis of published literature in local and regional history, historic maps and aerial photographs of the project vicinity, and archival records of various local government agencies. The archival sources consulted during the research included real property assessment records of the County of Riverside, building permit records of the County of Riverside and the City of Corona, and construction records of the Riverside County Flood Control and Water Conservation District on the Temescal Creek Channel. Findings from these sources are presented in the sections below.

## **CONSULTATION WITH LOCAL COMMUNITY**

Between September 9 and October 1, 2020, the Corona Historic Preservation Society and the City of Corona Community Development Department (Planning Division) were contacted by e-mail and telephone for information on potential cultural resources of local historical interest in or near the APE (see HPSR Attachment F). Responding for the City on September 10, Associate Planner Lupe Garcia encouraged Native American tribal consultation as part of the project process and was assured that such contacts had been initiated. Ms. Garcia stated that in the case of inadvertent finds of archaeological remains during the project, all work in the area should be stopped to allow investigation through proper channels. She was assured that the condition would be included in the

cultural resources study. As of this time, no responses have been received from the Corona Historic Preservation Society.

## **FIELD SURVEY**

The field survey of the APE was carried out on September 16, 2020, by project archaeologists Daniel Ballester and Nina Gallardo, with a supplementary survey conducted by Bai “Tom” Tang on January 5, 2021 (see Appendix 1 for qualifications). As a part of the initial survey effort, all built-environment features in the APE that appeared to be more than 45 years old and retained at least a recognizable level of historical characteristics were identified for further inspection and focused background research. During the subsequent field inspections of the built-environment features, Ballester and Tang made detailed notations and preliminary photo-recording of their structural/architectural characteristics and current conditions. The field observations and the photographic records formed the basis of the descriptions and the historic integrity assessment of these features (see below and Appendix 2).

## **HISTORICAL OVERVIEW**

### **CORONA AND VICINITY**

In 1769, with the establishment of the Franciscan mission in San Diego, Alta California became a part of Spain’s colonial empire in the Americas. During the ensuing mission period, the present-day Corona area fell nominally into the vast landholdings of Mission San Gabriel, established in 1771, and Mission San Luis Rey, established in 1798. After gaining independence from Spain in 1821, the Mexican government began to secularize the mission system in Alta California in the mid-1830s. As a result, the area was split among three large land grant ranchos that were created in 1846, shortly before the U.S. takeover: La Sierra (Yorba), La Sierra (Sepulveda), and El Sobrante de San Jacinto (Gunther 1984:286, 469). As elsewhere in southern California, cattle raising remained the most prevalent economic activity in the area throughout Spanish and Mexican rule.

Settlement and agricultural development began to accelerate in California after the formal U.S. annexation in 1848, and in 1870 Riverside became the first “colony” to be founded in the vicinity (Gunther 1984:427). A few years later, the successful introduction of the navel orange propelled Riverside to the forefront of a fast-growing citrus industry that became the hallmark of southern California over the next few decades (Brown 1985:56-57). Meanwhile, the completion of the Southern Pacific Railroad across southern California in the mid-1870s and the competing ATSF in mid-1880s ushered in a phenomenal land boom during the 1880s.

Hoping to capitalize on these powerful boosts to regional growth, in 1886 Robert B. Taylor, an Iowa transplant, purchased 11,510 acres of land from Rancho La Sierra (Yorba) with the backing of a group of investors in Iowa and founded the town of South Riverside (Gunther 1984:508). Well-known civil engineer Hiram Clay Kellogg was contracted by Taylor to survey the land and lay out a townsite that featured a “grand” circular boulevard to make the new settlement unique in design (*ibid.*; City of Corona n.d.). In 1896, when the citizens of South Riverside voted to incorporate, the name of the town was changed to Corona, Spanish for “Crown,” with the informal name “Circle City” eventually incorporated into the city seal (Gunther 1984:135; City of Corona n.d.).

During the late 19th century and most of the 20th, Corona was known as a leading producer in the southern California citrus belt. To remedy the early “gentleman farmers”’ lack of the necessary background in agriculture, experienced citrus workers were actively recruited from Italy, with the labor force filled mostly by Mexican—and later Mexican-American—workers (City of Corona n.d.). By 1916, Corona had established itself as the “Lemon Capital of the World” (*ibid.*). Lemon cultivation was so successful in the city that the Exchange By-Products Company was established to research and manufacture commercial products from surplus lemons, with a plant that operated 24 hours a day and handled 1,000 tons of the fruits each day (*ibid.*). In 1958, the Exchange merged with Sunkist to form the Lemon Products Division for Sunkist Growers (*ibid.*).

As elsewhere across the country, the post-World War II boom era brought profound changes to the future growth of Corona, as the demand for affordable housing and rising cost of labor and irrigation water joined forces to dethrone King Lemon (Reynolds and Eldridge 1986:3). With suburban residential tracts and industrial-commercial development gradually replacing the agricultural fields, citrus production shifted to the San Joaquin Valley, leading to the eventual close of the Sunkist plant in Corona in 1982 (City of Corona n.d.). By that time, Corona had become “in many respects a bedroom community for Orange County employees” (Reynolds and Eldridge 1986:3).

## THE APE

For most of the past 125 years, the project vicinity was sparsely settled and largely unused, undoubtedly due to the presence of the unbridled Temescal Creek and its meandering braid of branches across the area (Figures 2-4; NETR Online 1948). Magnolia Avenue, an extension of neighboring Riverside’s own “grand boulevard,” had come into being along its current course at least by the 1890s, followed by the ATSF Temescal Valley Line (33-003832) and the forerunner of today’s El Camino Avenue by the 1930s (Figures 2, 3). Other than these major transportation routes and a few meandering dirt roads, however, no man-made features were noted within or adjacent to the APE as late as the 1952-1954 era (Figure 4; NETR Online 1948).

The former ATSF Temescal Valley Line, a 22-mile-long spur line between Corona and Lake Elsinore, was built in 1926-1927 by the Corona and Santa Fe Railway Company, an ATSF subsidiary, to connect to an existing spur line at Alberhill and restore service to the Lake Elsinore-Temecula area, after the ATSF abandoned its tracks through the troublesome Railroad Canyon south of Perris to what is now the Canyon Lake reservoir (Hudson 1978:68-69; Brown 1985:90; Gustafson and Serpico 1992:138).

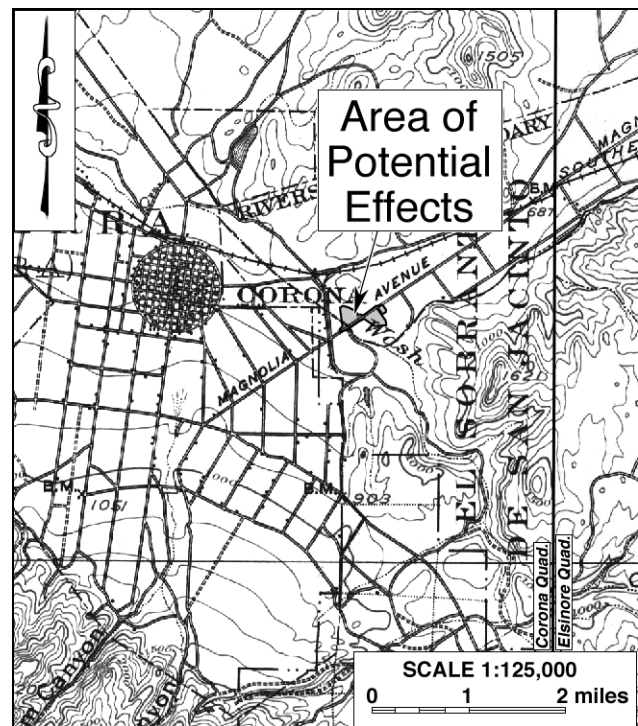


Figure 2. The APE and vicinity in 1894-1899. (Source: USGS 1901; 1902)

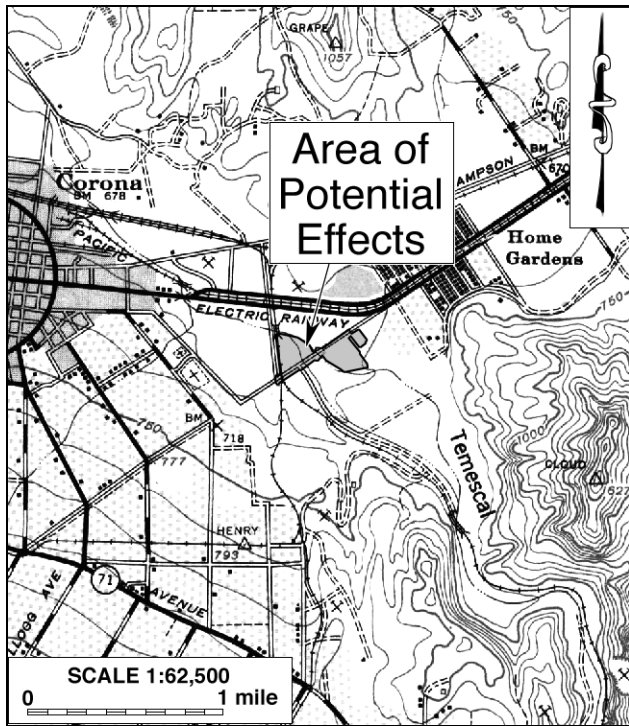


Figure 3. The APE and vicinity in 1939. (Source: USGS 1947)

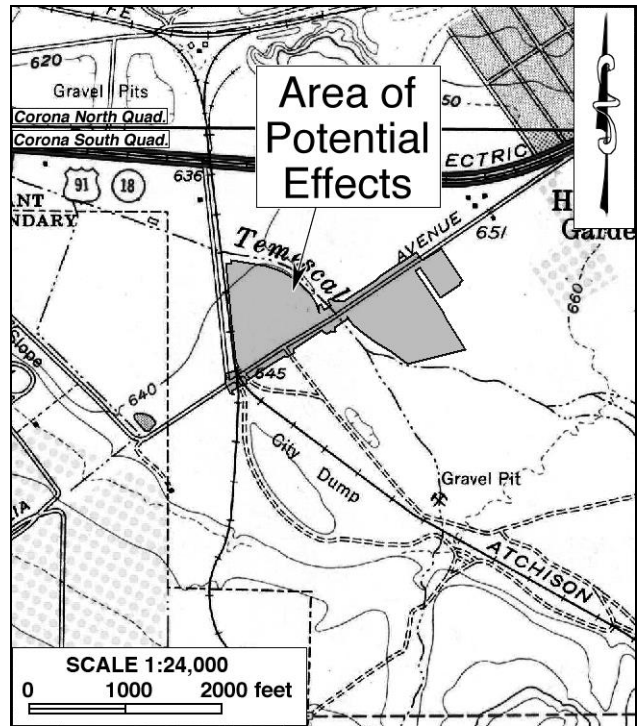


Figure 4. The APE and vicinity in 1952-1954. (Source: USGS 1954a; 1954b)

Unfortunately for the ATSF, the Temescal Valley Line was completed when the railroad industry was collectively faced with a growing problem: the proliferation of the automobiles. Just a few years later, the ATSF permanently discontinued its service between Elsinore and Temecula in 1935 and removed its tracks there (Hudson 1978:85). The remainder of the Temescal Valley Line continued to function as a feeder from the Lake Elsinore area to the ATSF mainline between Los Angeles and Riverside for several more decades before most of the trackage was abandoned in 1981 and eventually removed in 1985 (Gustafson and Serpico 1992:138). Today, only the northernmost three miles remain in service as a part of the BNSF system. Known as the 3M Spur, it terminates at a quarry operated by the 3M Company near the community of El Cerrito (*ibid.*; Google Earth 2018).

Between 1954 and 1967, the APE and the surrounding area experience a notable growth spurt, when a number of industrial-commercial complexes emerged along Magnolia Avenue and nearby Sixth Street, including the two recorded in the APE in 2011 (33-020202 and 33-020205; APN 107-030-022 and 107-060-003; NETR Online 1966; 1967; USGS 1967a; 1967b). Sometime between 1967 and 1980, most likely around 1968, another industrial-commercial complex was built on APN 107-060-013 in the APE (County of Riverside 1964-1969; NETR Online 1980). Over the next 15 years, little further development occurred in the APE except for the construction of the concrete channel along the current course of Temescal Creek and the Magnolia Avenue bridge over it (RCFC&WCD 1986; NETR Online 1995; see also HPSR Attachment D).

In the years after 1995, the area entered another growth spurt when a number of large warehouses sprang up, in some cases replacing earlier buildings (NETR Online 1995-2016; Google Earth 1995-2018). Among them were the two warehouses now present in the eastern portion of the APE (APN 107-060-025 and 107-060-028), both of them constructed in 2002 (Google Earth 2002; 2003;

County of Riverside n.d.). At that time, the present-day land use in the APE had essentially taken shape, and no significant changes are observed in the aerial photographs since then (Google Earth 2002-2018).

## DESCRIPTION OF CULTURAL RESOURCES

During the field survey, the two industrial-commercial complexes recorded in the APE in 2011 (33-020202 and 33-020205) were confirmed to be extant today, as was the segment of the former ATSF Temescal Valley Line (33-003832) across the Magnolia Avenue ROW. In addition, the industrial-commercial complex on APN 107-060-013 (1450 Magnolia Avenue), which was likely built around 1968, was recorded into the California Historical Resources Inventory (primary number pending). The Magnolia Avenue bridge over the Temescal Creek Channel (Bridge No. 56C0199) also remains extant and in use in the APE. In all, five cultural resources, all of them built-environment features, were identified within the APE, as listed below by their Map Reference Numbers (MRN; see HPSR Attachment A, Map 3-1 for locations).

- MRN 1: ATSF Temescal Valley Line (33-003832/CA-RIV-3832H, constructed in 1926-1927);
- MRN 2: industrial-commercial complex at 1375 Magnolia Avenue/1001 El Camino Avenue (APN 107-030-022, 33-020202, circa 1954-1967);
- MRN 3: industrial-commercial complex at 1480 Magnolia Avenue (APN 107-060-003, 33-020205, circa 1956);
- MRN 4: industrial-commercial complex at 1450 Magnolia Avenue (APN 107-060-013, primary number pending, circa 1968);
- MRN 5: Magnolia Avenue bridge over the Temescal Creek Channel (Bridge No. 56C0199, constructed in 1986).

As the Magnolia Avenue bridge over the Temescal Creek Channel has been formally determined ineligible for the NRHP (see HPSR Attachment D), this standard concrete beam bridge from the modern era requires no further consideration. The former ATSF Temescal Valley Line and the three industrial-commercial complexes are discussed further in the attached DPR forms (see Appendix 2). These four properties were evaluated against the criteria for listing in the NRHP during this study, and all of them were determined not to be eligible. Among these, the ATSF Temescal Valley Line lies across the undertaking's Area of Direct Impact (ADI), but the undertaking would not cause any substantial alteration to its current condition and appearance. The three industrial-commercial complexes are located outside but adjacent to the ADI. The parcels are subject to ROW acquisitions and temporary easements along the Magnolia Avenue frontage, but the undertaking would not have any direct impact on any of the buildings.

Other notable built-environment features observed in the APE during the survey include the Temescal Creek Channel, the two warehouses at 1550 and 1580 Magnolia Avenue (APN 107-060-025 and 107-060-028), and the two roadways that trace their origins to the historic period, Magnolia Avenue and El Camino Avenue. The Temescal Creek Channel and the warehouses are of modern origin, as discussed above, the channel being less than 50 years old and the warehouses less than 30 years old, and none of them demonstrate any exceptional merit in architectural, construction, or aesthetics. Therefore, they are exempt from further study and formal evaluation pursuant to Section 106 PA Attachment 4 under Property Types 1 and 2, respectively. Magnolia Avenue and El Camino Avenue, both working components of the modern transportation infrastructure, have undergone



Figure 5. Typical appearance of Magnolia Avenue in the APE. (Photo taken on September 16, 2020, view to the southwest)

repeated upgrading and regular maintenance over the years and no longer exhibit any particularly historical characteristic today (Figure 5). As such, they are also exempt from evaluation under Property Type 3.

## FINDINGS AND CONCLUSIONS

### LIST OF FINDINGS

A total of five cultural resources are present within or partially within the APE, as listed below in the appropriate categories:

- Historic properties listed in the NRHP: None.
- Historic properties previously determined eligible for the NRHP: None.
- Resources previously determined *not* eligible for the NRHP (bridge listed as Category 5 in the Caltrans Historic Bridge Inventory; see HPSR Attachment D):

<i>Bridge #</i>	<i>Description</i>	<i>Address/Location</i>	<i>Community</i>	<i>Status Code</i>	<i>MRN*</i>
56C0199	Magnolia Avenue Bridge	Temescal Creek Channel	Corona	6Z	5

\* See HPSR Attachment A, Map 3-1.

- Historic properties determined eligible for the NRHP as a result of the current study: None



- Resources determined *not* eligible for the NRHP as a result of the current study:

<i>Primary #</i>	<i>Description</i>	<i>Address/Location</i>	<i>Community</i>	<i>Status Code</i>	<i>MRN*</i>
33-003832	ATSF Temescal Valley Line	Across Magnolia Avenue	Corona	6Z	1
33-020202	Industrial-commercial complex	1375 Magnolia Avenue/1001 El Camino Avenue	Corona	6Z	2
33-020205	Industrial-commercial complex	1480 Magnolia Avenue	Corona	6Z	3
(Pending)	Industrial-commercial complex	1450 Magnolia Avenue	Corona	6Z	4

\* See HPSR Attachment A, Map 3-1.

- Properties for which further study is needed: None.

## CONCLUSION

In summary, five potential “historic properties,” all of them built-environment features, were identified as lying within or partially within the APE, but none of them appear to be eligible for listing in the NRHP. Therefore, they do not meet Section 106 definition of “historic properties.” Bai “Tom” Tang, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as a Principal Architectural Historian, has determined that all other properties present within the APE meet the criteria for exemption from evaluation, as outlined in Section 106 PA Attachment 4.

## REFERENCES

Brown, James T.

1985 *Harvest of the Sun: An Illustrated History of Riverside County*. Windsor Publications, Northridge.

City of Corona

1995-2015 Building permit records. <https://etrakit.coronaca.gov/etrakit/>.

n.d History of Corona. <https://www.coronaca.gov/government/departments-divisions/library-recreation-services/library/heritage-room/history-of-corona>.

County of Riverside

1964-1969 Real property tax assessment records, Book 6, Map 47. Microfiches on file, Riverside County Assessor’s Office, Riverside.

1967-1969 Building permit records. Data provided by Records and Information Management, Transportation and Land Management Agency, County of Riverside.

n.d. Real property information database. Accessed through <https://assr.parcelquest.com>.

Demcak, Carol

2008 Report of Phase I Archaeological Resources Assessment of 150-Acre Parcel in Corona, Riverside County, California. On file, Eastern Information Center, University of California, Riverside.

Google Earth

1995-2018 Aerial photographs of the project vicinity; taken in 1995, 2002, 2003, 2005, 2006, 2009, 2011-2014, and 2016-2018. Available through the Google Earth software.

Gunther, Jane Davies

1984 *Riverside County, California, Place Names: Their Origins and Their Stories*. Jane Davies Gunther, Riverside.

Gustafson, Lee, and Philip Serpico

1992 *Santa Fe Coast Lines Depots, Los Angeles Division*. Omni Publications, Palmdale, California.

Hudson, Tom

1978 *Lake Elsinore Valley: Its Story, 1776-1977*. Lake Elsinore Downtown Business Association and City of Lake Elsinore Centennial, Lake Elsinore.

McKenna, Jeanette

2003 Archaeological Survey Report: A Phase I Cultural Resources Investigation for the Proposed Corona Feeder Master Plan Project Area, Riverside County, California. On file, Eastern Information Center, University of California, Riverside.

NETR (Nationwide Environmental Title Research) Online

1948-2016 Aerial photographs of the project vicinity; taken in 1948, 1966, 1967, 1980, 1995, 2002, 2005, 2009, 2010, 2012, 2014, and 2016. <http://www.historicaerials.com>.

RCFC&WCD (Riverside County Flood Control and Water Conservation District)

1986 Drawing No. 2-0195: Temescal Creek Channel Improvements (as-built plans). On file, Riverside County Flood Control and Water Conservation District, Riverside.

Reynolds, Stanley, and Fred Eldridge

1986 *Corona, California, Commentaries*. Heritage Committee of the Friends of the Corona Public Library, Corona.

Smallwood, Josh

2012 Cultural Resources Report for the Proposed Magnolia Point Project, SW Corner 6th Street and Magnolia Avenue in Corona, Riverside County, California. On file, Eastern Information Center, University of California, Riverside.

USGS (United States Geological Survey, U.S. Department of the Interior)

1901 Map: Elsinore, Calif. (30', 1:125,000); surveyed in 1897-1898.

1902 Map: Corona, Calif. (30', 1:125,000); surveyed in 1894 and 1899.

1947 Map: Corona, Calif. (15', 1:62,500); aerial photographs taken in 1939.

1954a Map: Corona North, Calif. (7.5', 1:24,000); aerial photographs taken in 1952, field-checked in 1954.

1954b Map: Corona South, Calif. (7.5', 1:24,000); aerial photographs taken in 1952, field-checked in 1954.

1967a Map: Corona North, Calif. (7.5', 1:24,000); aerial photographs taken in 1966, field-checked in 1967.

1967b Map: Corona South, Calif. (7.5', 1:24,000); aerial photographs taken in 1966, field-checked in 1967.

**APPENDIX 1  
PERSONNEL QUALIFICATIONS**

**PRINCIPAL ARCHITECTURAL HISTORIAN  
Bai “Tom” Tang, M.A.**

**Education**

- 1988-1993 Graduate Program in Public History/Historic Preservation, University of California, Riverside.
- 1987 M.A., American History, Yale University, New Haven, Connecticut.
- 1982 B.A., History, Northwestern University, Xi’an, China.
- 2000 “Introduction to Section 106 Review,” presented by the Advisory Council on Historic Preservation and the University of Nevada, Reno.
- 1994 “Assessing the Significance of Historic Archaeological Sites,” presented by the Historic Preservation Program, University of Nevada, Reno.

**Professional Experience**

- 2002- Principal Investigator, CRM TECH, Riverside/Colton, California.
- 1993-2002 Project Historian/Architectural Historian, CRM TECH, Riverside, California.
- 1993-1997 Project Historian, Greenwood and Associates, Pacific Palisades, California.
- 1991-1993 Project Historian, Archaeological Research Unit, U.C. Riverside.
- 1990 Intern Researcher, California State Office of Historic Preservation, Sacramento.
- 1990-1992 Teaching Assistant, History of Modern World, U.C. Riverside.
- 1988-1993 Research Assistant, American Social History, U.C. Riverside.
- 1985-1988 Research Assistant, Modern Chinese History, Yale University.
- 1985-1986 Teaching Assistant, Modern Chinese History, Yale University.
- 1982-1985 Lecturer, History, Xi’an Foreign Languages Institute, Xi’an, China.

**Cultural Resources Management Reports**

Preliminary Analyses and Recommendations Regarding California’s Cultural Resources Inventory System (with Special Reference to Condition 14 of NPS 1990 Program Review Report). California State Office of Historic Preservation working paper, Sacramento, September 1990.

Numerous cultural resources management reports with the Archaeological Research Unit, Greenwood and Associates, and CRM TECH, since October 1991.

**HISTORIAN/ARCHITECTURAL HISTORIAN**  
**Terri Jacquemain, M.A.**

**Education**

- 2004 M.A., Public History and Historic Resource Management, University of California, Riverside.
- M.A. thesis: Managing Cultural Outreach, Public Affairs and Tribal Policies of the Cabazon Band of Mission Indians, Indio, California; internship served as interim Public Information Officer, Cabazon Band of Mission Indians, June-October, 2002.
- 2002 B.S., Anthropology, University of California, Riverside.
- 2001 Archaeological Field School, University of California, Riverside.
- 1991 A.A., Riverside Community College, Norco Campus.

**Professional Experience**

- 2003- Project Historian/Architectural Historian, CRM TECH, Riverside/Colton, California.
- Author/co-author of legally defensible cultural resources reports for CEQA and NHPA Section 106;
  - Historic context development, historical/archival research, oral historical interviews, consultation with local communities and historical organizations;
  - Historic building surveys and recordation, research in architectural history; architectural description
- 2002-2003 Teaching Assistant, Religious Studies Department, University of California, Riverside.
- 2002 Interim Public Information Officer, Cabazon Band of Mission Indians.
- 2000 Administrative Assistant, Native American Student Programs, University of California, Riverside.
- 1997-2000 Reporter, *Inland Valley Daily Bulletin*, Ontario, California.
- 1991-1997 Reporter, *The Press-Enterprise*, Riverside, California.

**Membership**

California Preservation Foundation.

**PROJECT ARCHAEOLOGIST/FIELD DIRECTOR**  
**Daniel Ballester, M.S.**

**Education**

- 2013 M.S., Geographic Information System (GIS), University of Redlands, California.
- 1998 B.A., Anthropology, California State University, San Bernardino.
- 1997 Archaeological Field School, University of Las Vegas and University of California, Riverside.
- 1994 University of Puerto Rico, Rio Piedras, Puerto Rico.
  
- 2007 Certificate in Geographic Information Systems (GIS), California State University, San Bernardino.
- 2002 “Historic Archaeology Workshop,” presented by Richard Norwood, Base Archaeologist, Edwards Air Force Base; presented at CRM TECH, Riverside, California.

**Professional Experience**

- 2002- Field Director/GIS Specialist, CRM TECH, Riverside/Colton, California.
- 2011-2012 GIS Specialist for Caltrans District 8 Project, Garcia and Associates, San Anselmo, California.
- 2009-2010 Field Crew Chief, Garcia and Associates, San Anselmo, California.
- 2009-2010 Field Crew, ECorp, Redlands.
- 1999-2002 Project Archaeologist, CRM TECH, Riverside, California.
- 1998-1999 Field Crew, K.E.A. Environmental, San Diego, California.
- 1998 Field Crew, A.S.M. Affiliates, Encinitas, California.
- 1998 Field Crew, Archaeological Research Unit, University of California, Riverside.

**PROJECT ARCHAEOLOGIST**  
**Nina Gallardo, B.A.**

**Education**

- 2004 B.A., Anthropology/Law and Society, University of California, Riverside.

**Professional Experience**

- 2004- Project Archaeologist, CRM TECH, Riverside/Colton, California.

**Cultural Resources Management Reports**

Co-author of and contributor to numerous cultural resources management reports since 2004.

**APPENDIX 2**

**CALIFORNIA HISTORICAL RESOURCES INVENTORY  
RECORD FORMS**

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

Primary # 33-003832 (Update)  
HRI # \_\_\_\_\_  
Trinomial CA-RIV-3832H (Update)  
NRHP Status Code 6Z

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

Page 1 of 5 \*Resource Name or # (Assigned by recorder) Map Reference No. 1

P1. Other Identifier: Atchison, Topeka and Santa Fe Railway (ATSF) Temescal Valley Line

\*P2. Location:  Not for Publication  Unrestricted \*a. County Riverside  
and (P2c, P2e, and P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Corona South, Calif. Date 1988  
T3S; R6W; 1/4 of 1/4 of Sec ; S.B. B.M. (El Sobrante de San Jacinto land grant)

c. Address N/A City Corona Zip 92879

d. UTM: (Give more than one for large and/or linear resources) Zone 11 ; 450,180 mE/ 3,747,642 mN  
UTM Derivation:  USGS Quad  GIS  Google Earth

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)  
Immediately to the northeast of the intersection of Magnolia Avenue and El Camino Avenue/Downs Way

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) On September 16, 2020, the segment of the former ATSF Temescal Valley Line lying across the Magnolia Avenue right-of-way in the City of Corona was surveyed for a proposed street widening project. Most of the segment is now embedded in the road pavement, with the rails flanked by concrete slabs. Beyond the road pavement, the rail line retains the original configuration with wooden ties and a ballast of crushed stone, but most of the physical features, including the rails, are modern replacements (see Item L7 on p. 2 for details).

\*P3b. Resource Attributes: (List attributes and codes) AH7: Railroad

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

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



P5b. Description of Photo (view, date, accession number): Photo taken on September 16, 2020; view to the northwest

\*P6. Date Constructed/Age and Sources:  Historic  Prehistoric  Both  
1926-1927 (see B6 and B12 for details)

\*P7. Owner and Address: BNSF Railway, 2650 Lou Menk Drive, Fort Worth, TX 76131

\*P8. Recorded by (Name, affiliation, & address): Terri Jacquemain and Daniel Ballester, CRM TECH, 1016 East Cooley Drive, Suite A/B, Colton, CA 92324

\*P9. Date Recorded: September 16, 2020

\*P10. Survey Type (describe): Intensive-level survey for Section 106 compliance

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang (2021): Historic Property Survey Report, Magnolia Avenue Widening Project, City of Corona, Riverside County, California

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

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

Primary # 33-003832 (Update)

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

Trinomial CA-RIV-3832H (Update)

Page 2 of 5

\*Resource Name or # (Assigned by recorder) Map Reference No. 1

L1. **Historic and/or Common Name:** Atchison, Topeka and Santa Fe Railway Temescal Valley Line

L2a. **Portion Described:** Entire Resource  Segment  Point Observation **Designation:** \_\_\_\_\_

b. **Location of Point or Segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) See p. 3 and Item P2 on p. 1.

L3. **Description:** (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) See Item P3a on p. 1 and Item L7 below.

L4. **Dimensions:** (In feet for historic features and meters for pre-historic features)

a. **Top Width** 50 feet (right of-way)

b. **Bottom Width** N/A

c. **Height or Depth** N/A

d. **Length of Segment** 120 feet

L4e. **Sketch of Cross-Section** (Include scale)

**Facing:** \_\_\_\_\_

(N/A)

L5. **Associated Resources:** None

L6. **Setting** (Describe natural features, landscape characteristics, slope, etc. as appropriate) This segment of rail line lies on the eastern edge of downtown Corona, in an area that was first developed for industrial use in the 1950s-1960s. Today, the location is surrounded mostly by industrial and commercial buildings constructed after 2000, including warehouses, office compounds, and shopping centers.

L7. **Integrity Considerations:** The segment of the former ATSF Temescal Valley Line across Magnolia Avenue remains functional today, but all features associated with railroad operations at this location are of modern origin or appear to be so. To the north of the intersection, the year stamps "2013" were observed on the rails, while similar stamps of "1993" were observed on the rails to the south. As the whole, the railroad segment is predominantly modern in material and appearance and retains little historic integrity to relate to its period of origin.

L8a. **Photograph, Map or Drawing**

See Item P5a on p. 1.

L8b. **Description of Photo, Map, or Drawing** (View, scale, etc.)

L9. **Remarks:**

L10. **Form Prepared by:** (Name, affiliation and address) Bai "Tom" Tang, CRM TECH, 1016 East Cooley Drive, Suite A/B, Colton, CA 92324

L11. **Date:** July 12, 2021



**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 3 of 5

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) Map Reference No. 1

B1. Historic Name: Atchison, Topeka and Santa Fe Railway Temescal Valley Line  
B2. Common Name: \_\_\_\_\_  
B3. Original Use: Freight and passenger transportation  
B4. Present Use: Occasional freight transportation; partially abandoned and dismantled

\*B5. Architectural Style: N/A

\*B6. Construction History: (Construction date, alterations, and date of alterations) The Temescal Valley Line, a 22-mile-long spur line between Corona and Lake Elsinore, was built in 1926-1927 by the Corona and Santa Fe Railway Company, an ATSF subsidiary, to connect to an existing spur line at Alberhill and restore service to the Lake Elsinore-Temecula area, after the ATSF abandoned its tracks through the troublesome Railroad Canyon south of Perris to what is now the Canyon Lake reservoir. In 1935, however, the ATSF permanently discontinued its service between Elsinore and Temecula and removed the tracks there. The remainder of the Temescal Valley Line continued to function as a feeder from the Lake Elsinore area to the ATSF mainline between Los Angeles and Riverside for several more decades before most of the trackage was abandoned in 1981 and eventually removed in 1985. Today, only the northernmost three miles remain in service as a part of the Burlington Northern Santa Fe Railway system. Known as the 3M Spur, it terminates at a quarry operated by the 3M Company near the community of El Cerrito.

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

\*B8. Related Features: None

B9a. Architect: N/A b. Builder: ATSF

\*B10. Significance: Theme Transportation; regional development  
Area Temescal Valley/Elsinore Valley Period of Significance 1920s-1980s  
Property Type Railroad Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) A dismantled segment of the former ATSF Temescal Valley Line in the Lake Elsinore-Alberhill area was previously evaluated during a 1995 study and found not to be eligible for listing in the National Register of Historic Places, primarily due to the lack of historic integrity (see 1996 record forms). The segment lying across Magnolia Avenue, while still extant, has also lost the necessary historic integrity, other than the aspect of location, to relate to the 1920s-1970s era, when this rail line was intact and in service. Virtually all notable physical components of the rail line  
*(Continued on p. 5)*

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

\*B12. References: James T. Brown (1985): *Harvest of the Sun: An Illustrated History of Riverside County* (Windsor Publications, Northridge, California); Lee Gustafson and Philip Serpico (1992): *Santa Fe Coast Lines Depots, Los Angeles Division* (Omni Publications, Palmdale, California); Tom Hudson (1978): *Lake Elsinore Valley: Its Story, 1776-1977* (Lake Elsinore Downtown Business Association and City of Lake Elsinore Centennial, Lake Elsinore, California).

B13. Remarks: \_\_\_\_\_

\*B14. Evaluator: Bai "Tom" Tang

\*Date of Evaluation: July 12, 2021

(Sketch Map with north arrow required.)

(See p. 4)

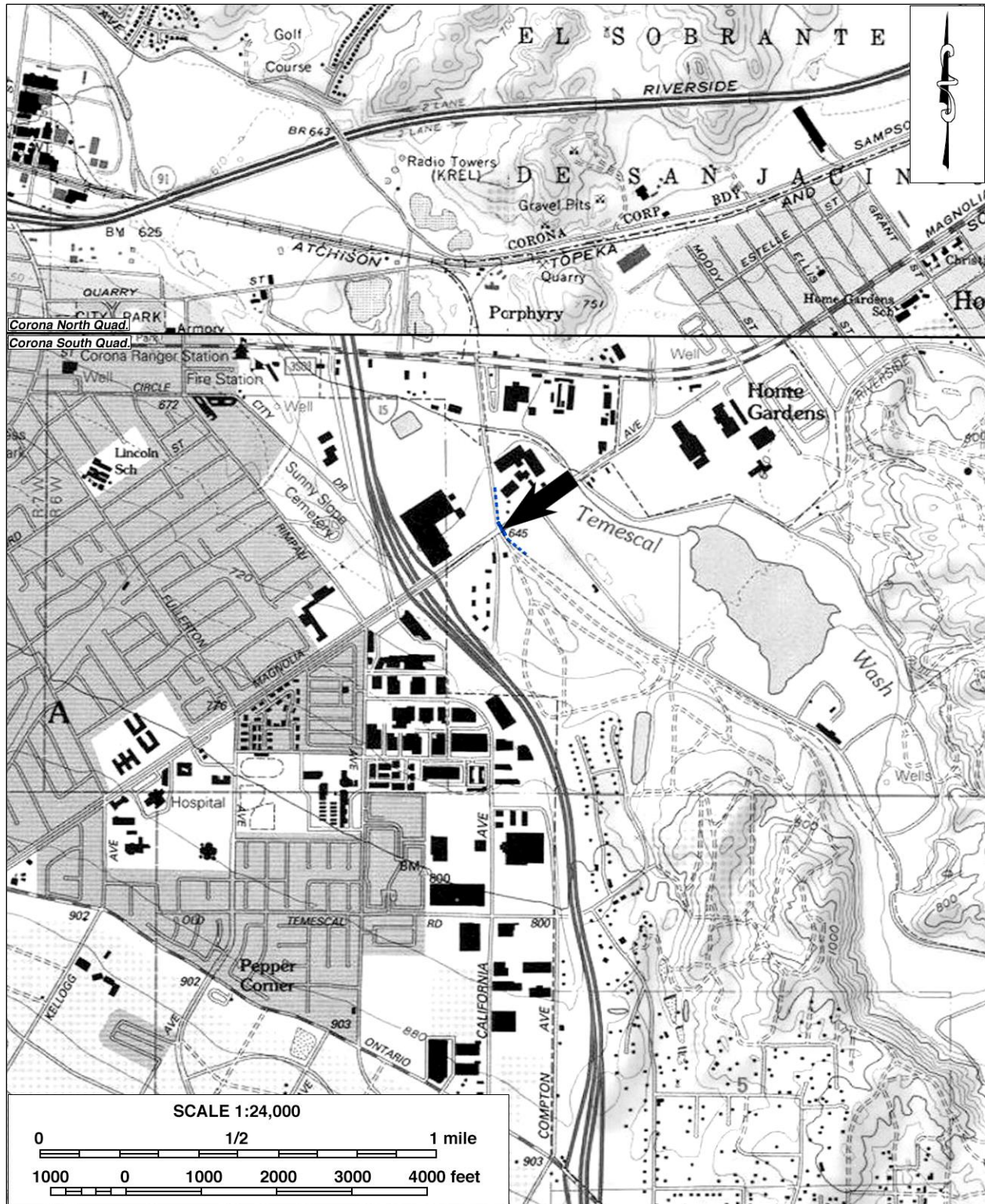
(This space reserved for official comments.)

**LOCATION MAP**

\*Map Name: Corona North and Corona South, Calif.

\*Scale: 1:24,000

\*Date of Map: 1981/1988



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

Primary # 33-003832 (Update)

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

Trinomial CA-RIV-3832H (Update)

Page 5 of 5

Resource name or # (Assigned by recorder) Map Reference No. 1

Recorded by Terri Jacquemain and Daniel Ballester

Date September 16, 2020

Continuation  Update

Form Prepared by Bai "Tom" Tang

Date July 12, 2021

**\*B10. Significance (continued):** at this location are now modern replacements (see Item L7 on p. 2), and the urbanization of the surrounding area since the end of World War II, especially over the last few decades, has also altered the setting of the property.

As a secondary feeder line on the ATSF's national system that was constructed toward the end of the "railroad era," the entire 22-mile-long Temescal Valley Line lacks the potential for historic significance regardless of historic integrity. It is not known to be closely associated with any persons or events of recognized historic significance, nor does it demonstrate any special merits in design, construction, engineering, or aesthetics or any particular archaeological data potential. Therefore, the segment of the former ATSF Temescal Valley Line across Magnolia Avenue shows neither the aspects of significance nor the aspects of integrity that are required to be considered eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial CA-RIV-3832H (update)  
NRHP Status Code 6Y

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

Page 1 of 11

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

P1. Other Identifier: The old Santa Fe Railroad grade through the Temescal Valley

\*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 Corona N., Corona S., Lake Mathews, Alberhill, Lake Elsinore

Date 1988 (photorevision); T 3S R 6W, T 4S R 6W, T 5S R 6W, T 5S R 5W, T 5S R 4W, T 6S R 4W;

1/4 of 1/4 of Sec (various); San Bernardino B.M.

c. Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

d. UTM: (Give more than one for large and/or linear resources) Zone 11; 450100 mE/ 3748500 mN

452720 mE/ 3745720 mN

452940 mE/ 3742940 mN

456170 mE/ 3737920 mN

456380 mE/ 3735860 mN

463520 mE/ 3731780 mN

465520 mE/ 3729130 mN

466570 mE/ 3729480 mN

467250 mE/ 3728900 mN

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

\*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): This site consists of the remains of the Atchison, Topeka and Santa Fe Railroad line between Corona and Lake Elsinore. The tracks, ties, signal system, and all other features of railroad operations have been removed, and at various places recent earth-moving activities have disturbed into the railroad bed itself. At several spots, for example, the railroad bed has been destroyed during road constructions. However, the old railroad grade as a whole still remains identifiable. The entire course of the abandoned railroad is depicted in the USGS quad sheets cited above.

\*P3b. Resource Attributes: (List attributes and codes) AH7--Railroad Grade

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

Other (isolates, etc.)

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

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

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

\*P7. Owner and Address: Various

\*P8. Recorded by (Name, affiliation, and address): CRM TECH, 126 Barret Road, Riverside, CA 92507

\*P9. Date Recorded: February 28, 1996

\*P10. Survey Type: (Describe) Reconnaissance

\*P11. Report Citation (Cite survey report and other sources, or enter "none."): Bruce Love and Bai Tom Tang: Identification and Evaluation of Historic Properties: Temescal Valley Intertie Project, Elsinore Valley Municipal Water District, Riverside County, California. 1995. On file, Eastern Information Center, University of California, Riverside

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

DPR 523A (1/95)

**RECEIVED IN** \*Required information

**MAR 04 1996**

**EIC**

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

Primary # \_\_\_\_\_  
Trinomial CA-RIV-3832H (update)

Page 2 of 11

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

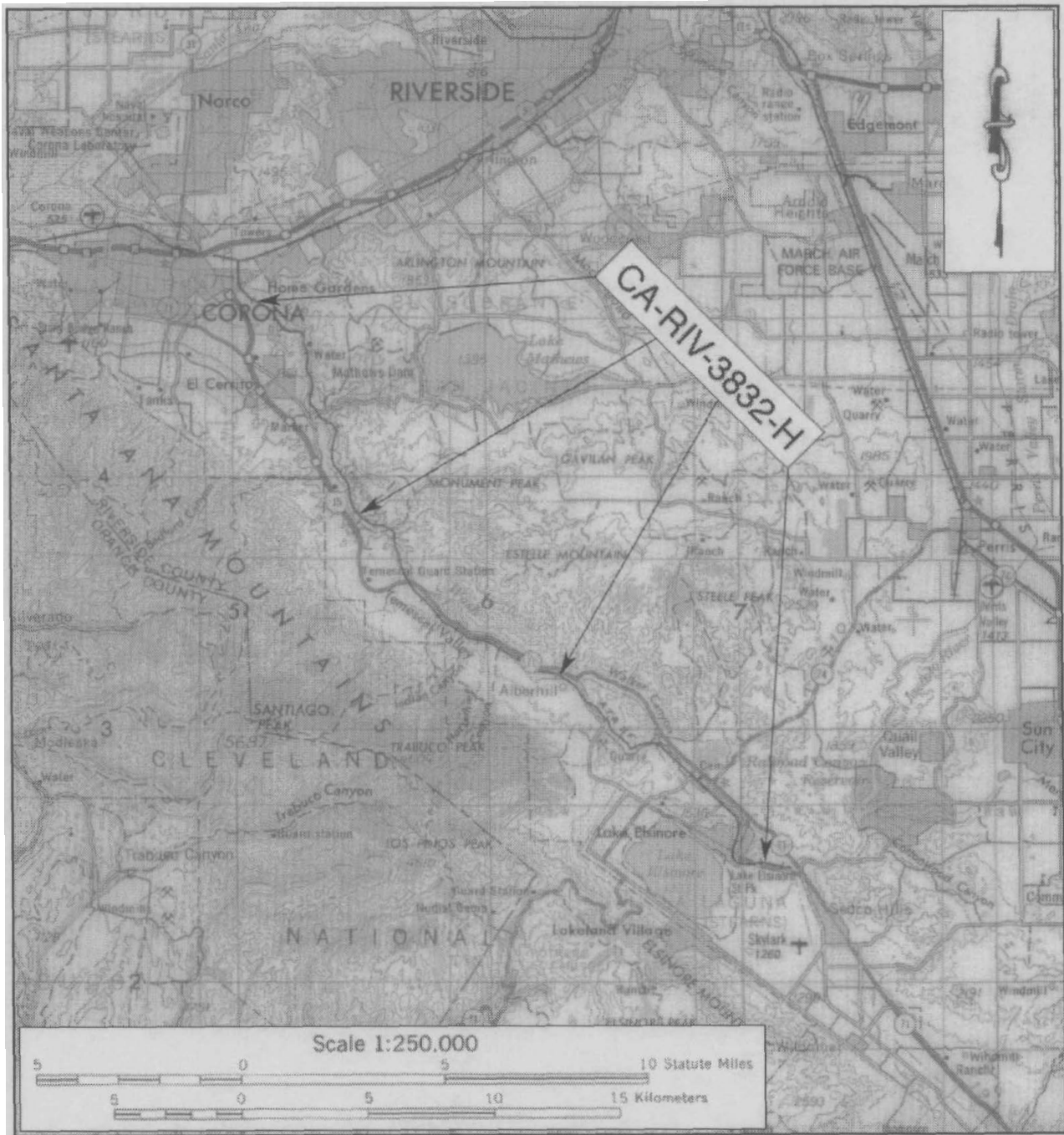
- A1. Dimensions:** a. Length 22 (miles) b. Width 30 (ft)  
Method of Measurement:  Paced  Taped  Visual estimate  Other: Map measurement  
Method of Determination (Check any that apply.):  Artifacts  Features  Soil  Vegetation  
 Topography  Cut bank  Animal burrow  Excavation  Property boundary  Other (Explain): \_\_\_\_\_  
Reliability of Determination:  High  Low Explain: \_\_\_\_\_  
Limitations (Check any that apply.):  Restricted access  Paved/built over  Site limits incompletely defined  
 Disturbances  Vegetation  Other (Explain): \_\_\_\_\_
- A2.** Depth: \_\_\_\_\_  None  Unknown Method of Determination: \_\_\_\_\_
- \*A3. Human Remains:**  Present  Absent  Possible  Unknown (Explain): \_\_\_\_\_
- \*A4. Features:** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.) This 22-mile-long site contains numerous historic features associated with railroad construction, most of which have not been surveyed and/or recorded.
- \*A5. Cultural Constituents:** (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.) Numerous kinds, e.g., railroad bed gravel, pieces of old ties, etc.
- \*A6. Were Specimens Collected?**  No  Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)
- \*A7. Site Condition:**  Good  Fair  Poor (Describe disturbances.): Construction activities; public road works; vandalism; other earth-moving activities along the route; erosion
- \*A8. Nearest Water** (Type, distance, and direction.): Temescal Wash along the route at various distances
- \*A9. Elevation:** Ca. 650-1,400 ft at various points
- A10. Environmental Setting:** (Describe vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.): The railroad follows the Temescal Valley which is a fault-produced valley with multiple sag ponds, springs, and wetlands. The native vegetation is chaparral and some riparian, disturbed in many places by modern constructions of residential and transportation features. Climate is Mediterranean with hot dry summers and cool wet winters. Soils are sandy loams, clays, and decomposed granites.
- A11. Historical Information:** The southern end of the railroad line, between Lake Elsinore and Alberhill, was built in 1896 by the California Southern Railroad, a Santa Fe subsidiary, initially as a spur line to serve the coal and clay enterprises around Alberhill (Gunther 1984:541; USGS 1901). In 1927, when the Santa Fe Railroad removed its tracks through the troublesome Railroad Canyon, where the Temescal Water Company was preparing to build a dam, this spur line was extended through the Temescal Valley to reconstruct the Santa Fe's connection between Temecula and Riverside (Hudson 1978:68-69; Brown 1985:90). The Temescal Valley route served in this capacity for only a few years, however. In 1935, the Santa Fe Railroad permanently discontinued its service between Elsinore and Temecula and removed its tracks there (Hudson 1978:85). Nevertheless, the railroad between Corona and Lake Elsinore remained in the Santa Fe system until the mid or late 1970s, when it, too, was abandoned (USGS 1953; 1954; 1973; 1982).
- \*A12. Age:**  Prehistoric  Protohistoric  1542-1769  1769-1848  1848-1880  1880-1914  1914-1945  
 Post 1945  Undetermined Describe position in regional prehistoric chronology or factual historic dates if knows: See Item A11, above, for detailed discussion of factual historic dates.

- A13. Interpretations: (Discuss data potential, function[s], ethnic affiliation, and other interpretations.) The site has been determined not to be eligible for listing in the National Register of Historic Places due to the loss of historical integrity through removal of tracks, ties, signal system, and other features of railroad operations (Love and Tang 1995).
- A14. Remarks: A portion of the site between Alberhill and Lake Elsinore received intensive survey during the Temescal Valley Intertie Pipeline Project in 1995 (Love and Tang 1995).
- A15. References: (Documents, informants, maps, and other references.): Brown, James T. (1985): *Harvest of the Sun: An Illustrated History of Riverside County*; Windsor Publications, Northridge. Gunther, Jane Davies (1984): *Riverside County, California, Place Names: Their Origins and Their Stories*; Rubidoux Printing Company, Riverside. Hudson, Tom (1978): *Lake Elsinore Valley: Its Story, 1776-1977*; Lake Elsinore Downtown Business Association and City of Lake Elsinore Centennial, Lake Elsinore. Love, Bruce, and Bai Tom Tang (1995): *Identification and Evaluation of Historic Properties: Temescal Valley Intertie Project, Elsinore Valley Municipal Water District, Riverside County, California*; on file, Eastern Information Center, University of California, Riverside. USGS (United States Geological Survey), 1901: Map: Elsinore, California (30', 1:125,000); 1953: Map: Lake Elsinore, California (7.5', 1:24,000); 1954: Map: Alberhill, California (7.5', 1:24,000); 1973: Map: Alberhill, California (7.5', 1:24,000); 1982: Map: Alberhill, California (7.5', 1:24,000); on file, Map Collection, Tomás Rivera Library, University of California, Riverside.
- A16. Photographs: (List subjects, direction of view, and accession numbers or attach a Photograph Record.): \_\_\_\_\_  
Original Media/Negatives Kept at: CRM TECH, 126 Barret Road, Riverside, CA 92507
- \*A17. Form Prepared by: Bruce Love and Bai Tom Tang Date: February 28, 1996  
Affiliation and Address: CRM TECH, 126 Barret Road, Riverside, CA 92507

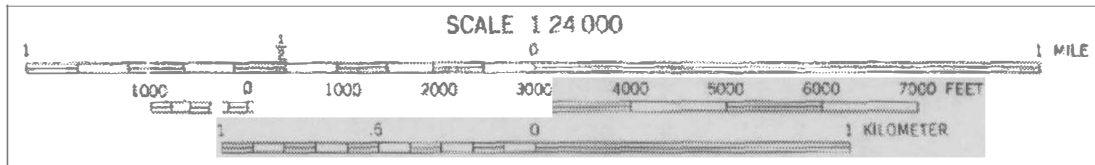
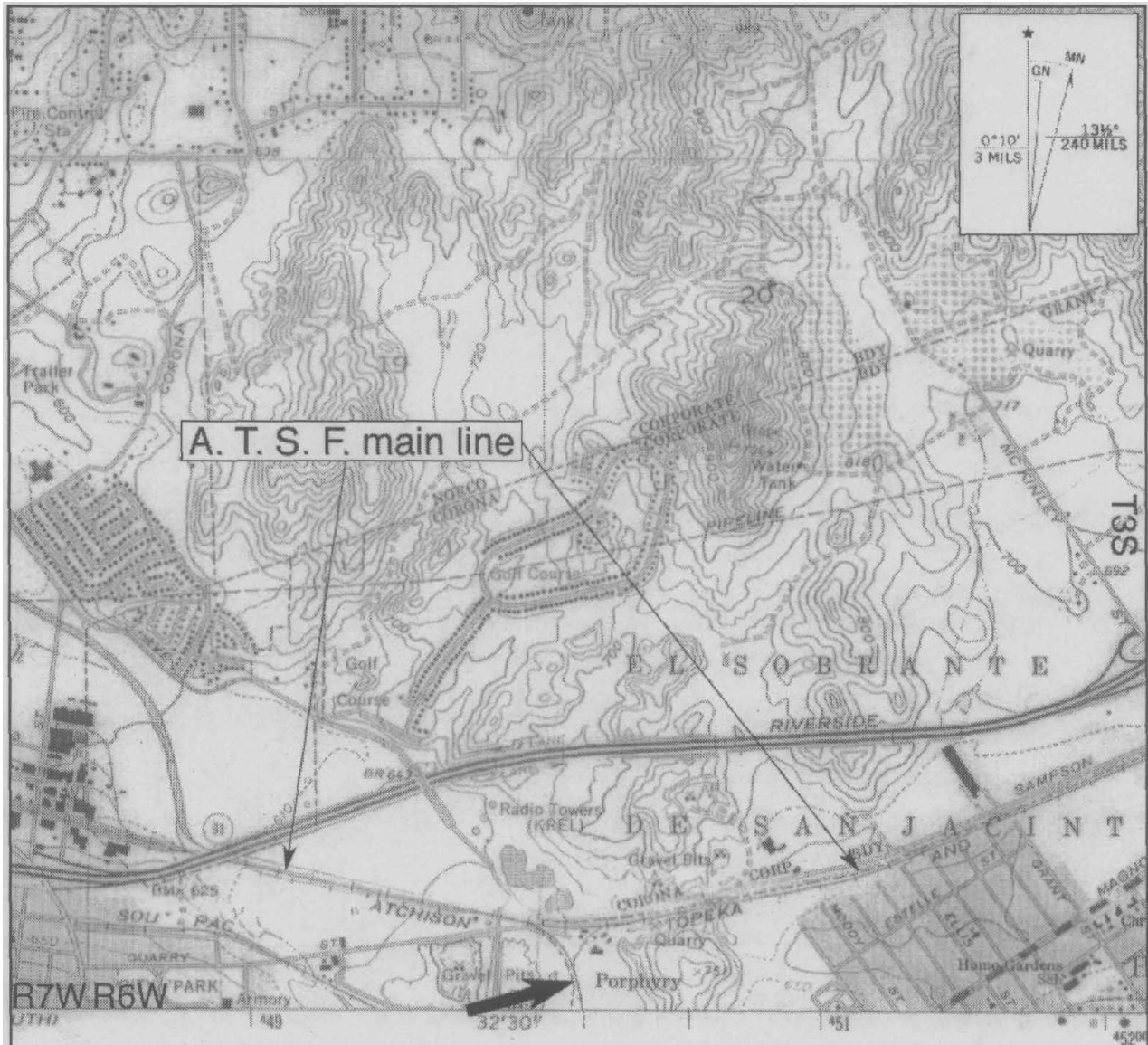
\*Map Name: Santa Ana

\*Scale: 1:250,000

\*Date of Map: 1959 (revised in 1979)



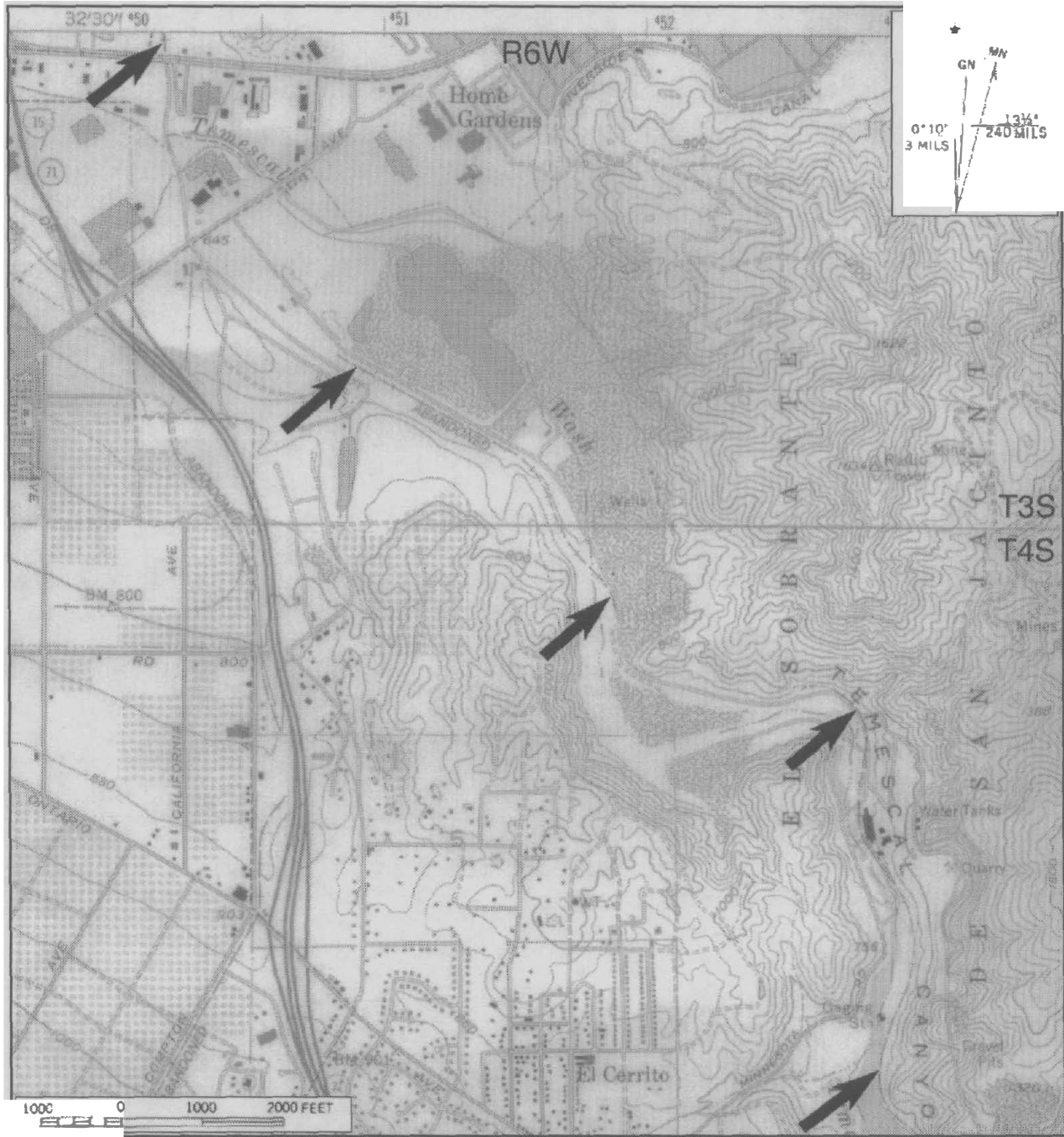
\*Map Name: Corona North \*Scale: 1:24,000 \*Date of Map: 1967 (photorevised in 1988)



Heavy arrow(s) indicates identifiable sections of the site



\*Map Name: Corona South \*Scale: 1:24,000 \*Date of Map: 1967 (photorevised in 1988)



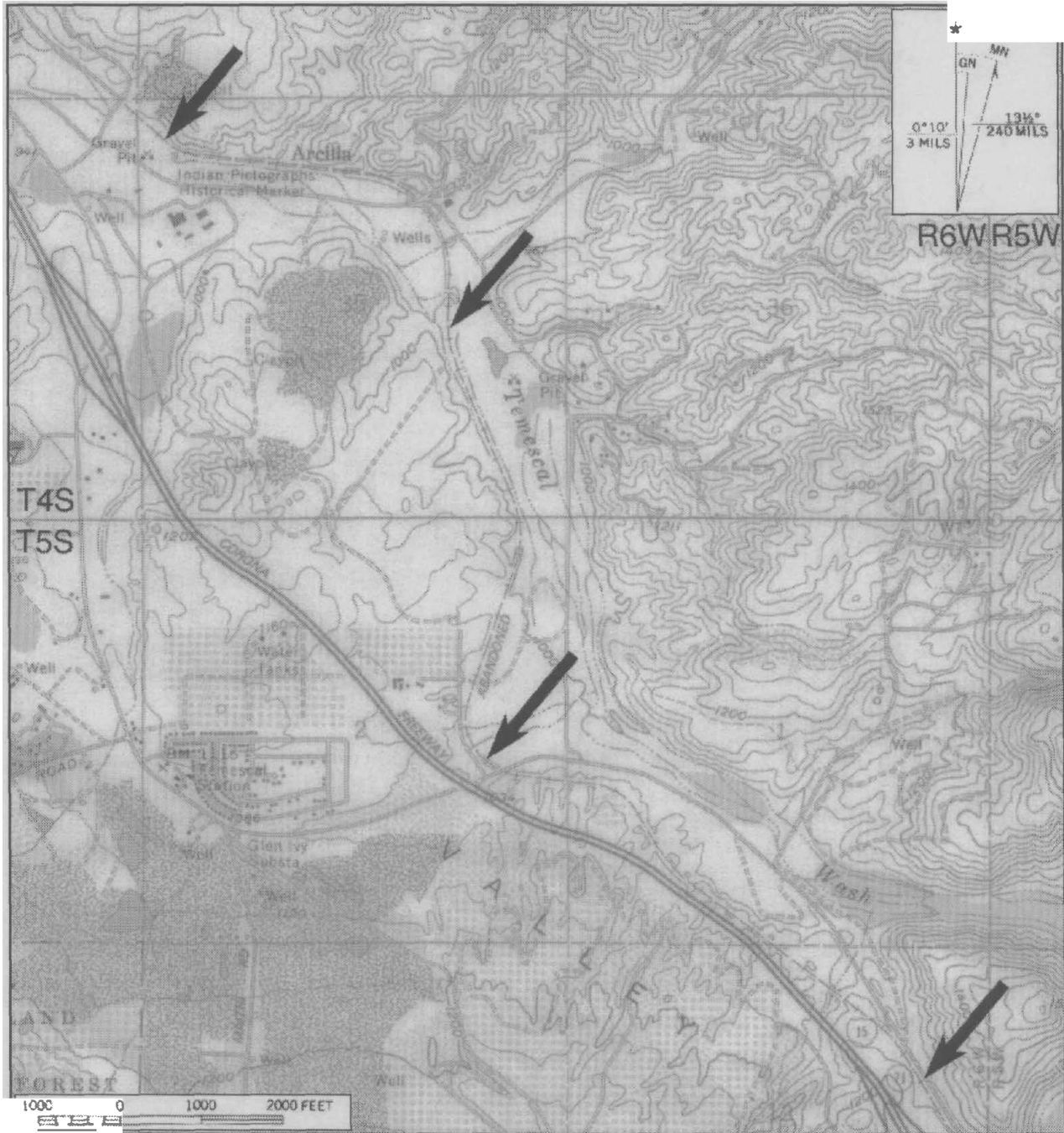
Heavy arrow(s) indicates identifiable sections of the site

\*Map Name: Corona South \*Scale: 1:24,000 \*Date of Map: 1967 (photorevised in 1988)

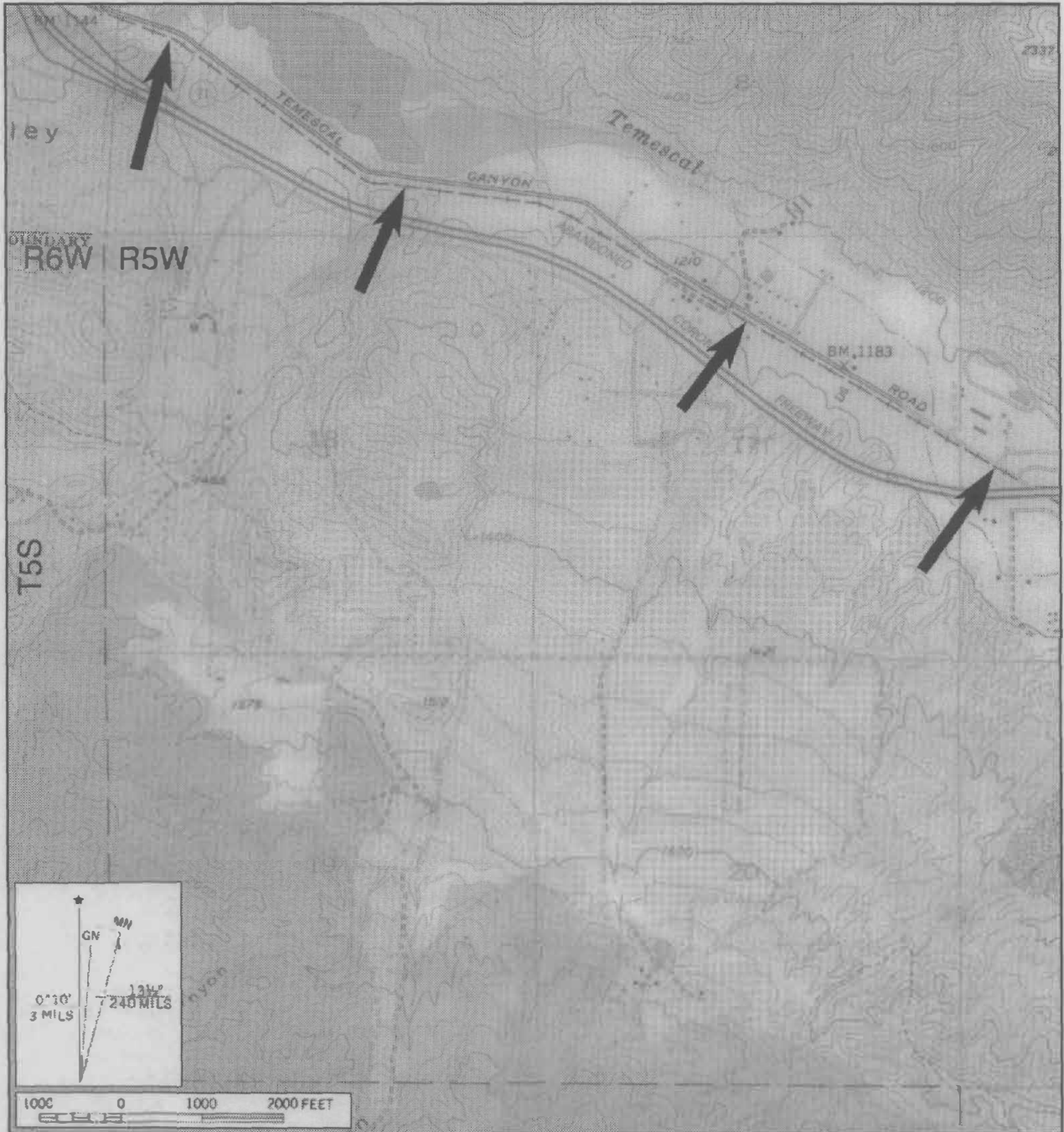


Heavy arrow(s) indicates identifiable sections of the site

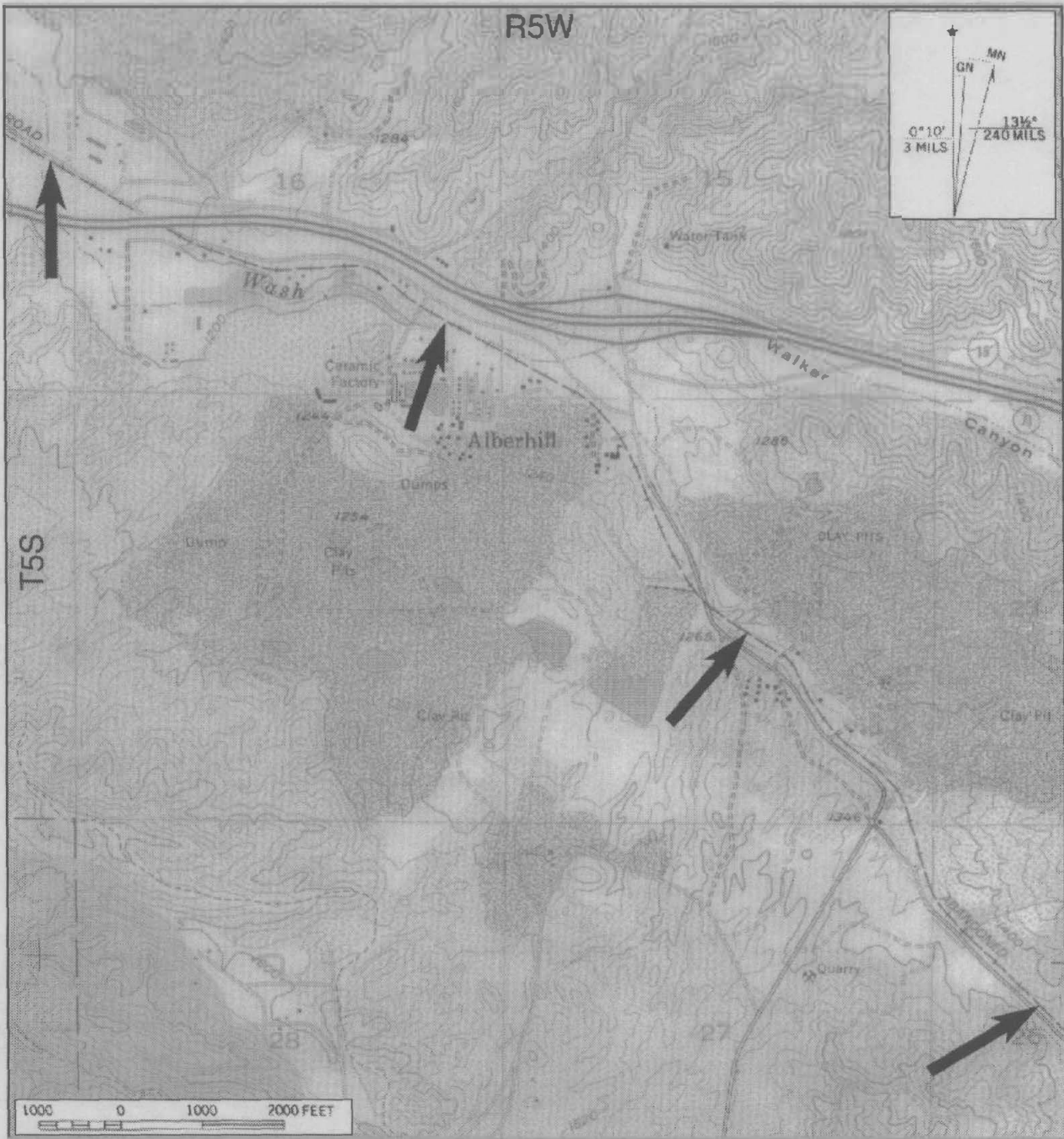
\*Map Name: Lake Mathews \*Scale: 1:24,000 \*Date of Map: 1967 (photorevised in 1988)



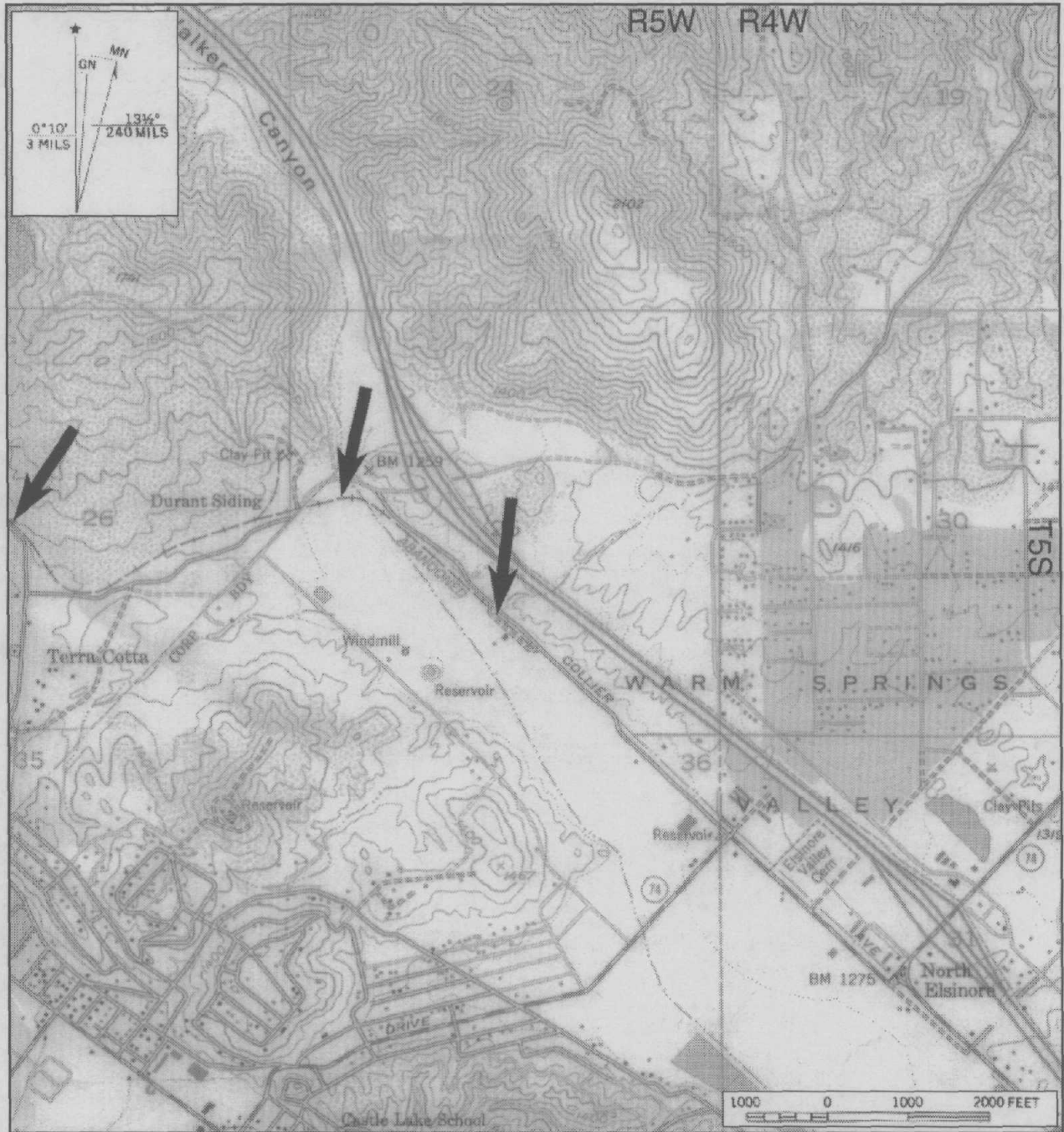
Heavy arrow(s) indicates identifiable sections of the site



Heavy arrow(s) indicates identifiable sections of the site



Heavy arrow(s) indicates identifiable sections of the site



Heavy arrow(s) indicates identifiable sections of the site

Page 1 of 5

1. County: Riverside
2. USGS Quadrangle: Lake Mathews dated 1967, photorevised 1988
3. UTM Coordinates: Zone 11: 457050 mE 3735620 mN  
(UTMs applies only to newly recorded feature)
4. Twp. 5 S Rng. 6 W; SBBM, N 1/2; SE 1/4; NW 1/4; SW 1/4 of Section 1  
(locational information applies only to newly recorded feature)
5. Map Coordinates: 522 mmS 138 mmE 6. Elevation: 1040 ft. (317 m.)
7. Location: Railroad construction road sweeps up hillside from just south of Temescal Canyon Road southwest to subroad bed. Above subroad bed is a dead grove of trees on a flat-topped hill.
8. Temporal Period: Constructed 1927, dismantled during mid 1980s.
9. Site Activity: Town  Camp  Homestead  Road  Trail  Mines   
 Railroad  Grave Yard  Trash Dump  Military  Other   
Explain: The Santa Fe Railway built this branch line through Temescal Valley from Corona to Alberhill, connecting with the line at Elsinore.
10. Area: ca. 100 m NE/SW x 3 m NW/SE (328 x 10 ft.)  
Method of Determination: estimation
11. Depth: none; Method of Determination: estimation
12. Features: Structure  Dugout  Fire Hearth  Cairn  Rock Alignment   
Trash Dump  Irrigation  Trail  Road  Corral   
Burial  Well  Spring  R&R Grade (berm)  Tram (road/way)   
Tailings  Other  Explain: Newly recorded feature of the site is a truck/wagon road used in railroad construction.
13. Artifacts: Wood (size/type)  Glass  Metal  Bone  Ceramic (color)   
Adobe (condition)  Nails (size/type)  Cans (size/type)   
Ordnance  Other  Explain: Aqua glass insulator on flat-topped hill just above railroad subroad bed. Insulator has a beaded edge, interior threads, and is embossed "HEMINGRAY-42/MADE IN U.S.A./7", railroad spike.
14. Disturbance: Animal  Burning  Vandalism  ORV  Other   
Explain: Erosion in wheel ruts.
15. Date Recorded: 11 December 1990
16. Recorders: K. Swope, D. Peirce
17. Affiliation and Address: Archaeological Research Unit, U C Riverside
18. Present Condition: Good  Fair  Poor  Explain: Some erosion has altered the appearance of the road. The subroad bed of the railroad alignment has been cut or graded in places. Wooded trestles remain intact.
19. Name and Type of Investigation: Cultural Resources Assessment; UCRARU #1111
20. Nearest Water: Temescal Wash ca. 100 m. (328 ft.) north.
21. Vegetation Community (site vicinity): Coastal Sage Scrub

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JAN 25 1991

EIC

HISTORIC SITE RECORD FORM, cont'd.  
Archaeological Research Unit  
University of California  
Riverside, CA 92521

PERMANENT TRINOMIAL: CA-Riv-3832-H  
SITE NAME: Santa Fe Railway  
Temporary Designation:

Page 2 of 5

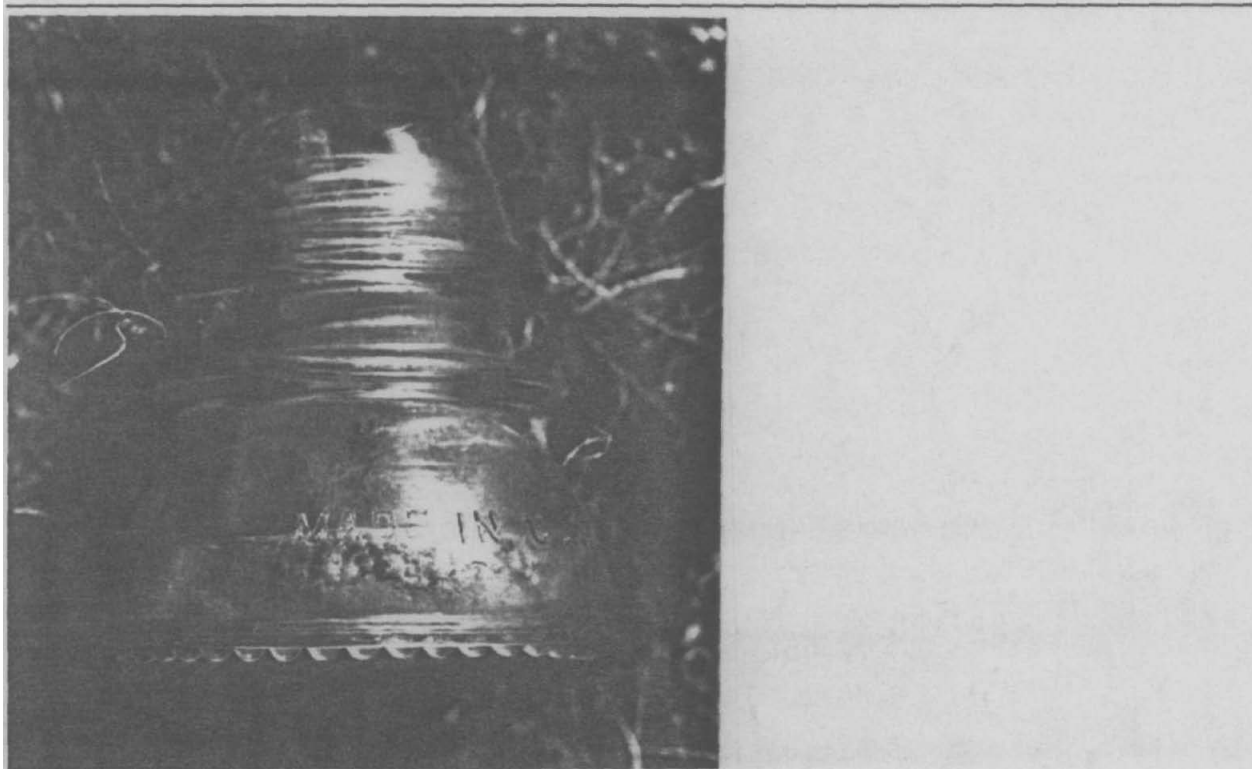
- 
22. Vegetation (on site): California Buckwheat (Eriogonum fasciculatum), oak tree nearby, grasses.
23. Soil: decomposed granite      24. Surrounding Soil: decomposed granite
25. Geology: valley      26. Landform: slopes above wash
27. Slope: ca. 5%      28. Exposure: open
29. Landowner and Address: private
30. Remarks: The railroad alignment was fenced with railroad ties and barbed wire on both sides. The grove of trees is living on southwest side of I-15. In addition to this newly recorded feature of the site, a railroad spur was found from the main Santa Fe line to the Owens-Illinois Glass Plant, site (CA-Riv-4112-H). This spur is discussed in that site record.
32. References: none
33. Site Accession Number: n/a      Curated at: n/a
34. Photos: B/W, attached      Taken by: K. Swope
35. Photo Accession #: UCRARU #1111      On File at: UCRARU



HISTORIC SITE PHOTOGRAPHS

Permanent Trinomial: CA-Riv-3832-H  
Temporary Designation:  
USGS Map: Lake Mathews 7.5'  
Recorders: K. Swope, D. Peirce

Page 3 of 5



glass insulator

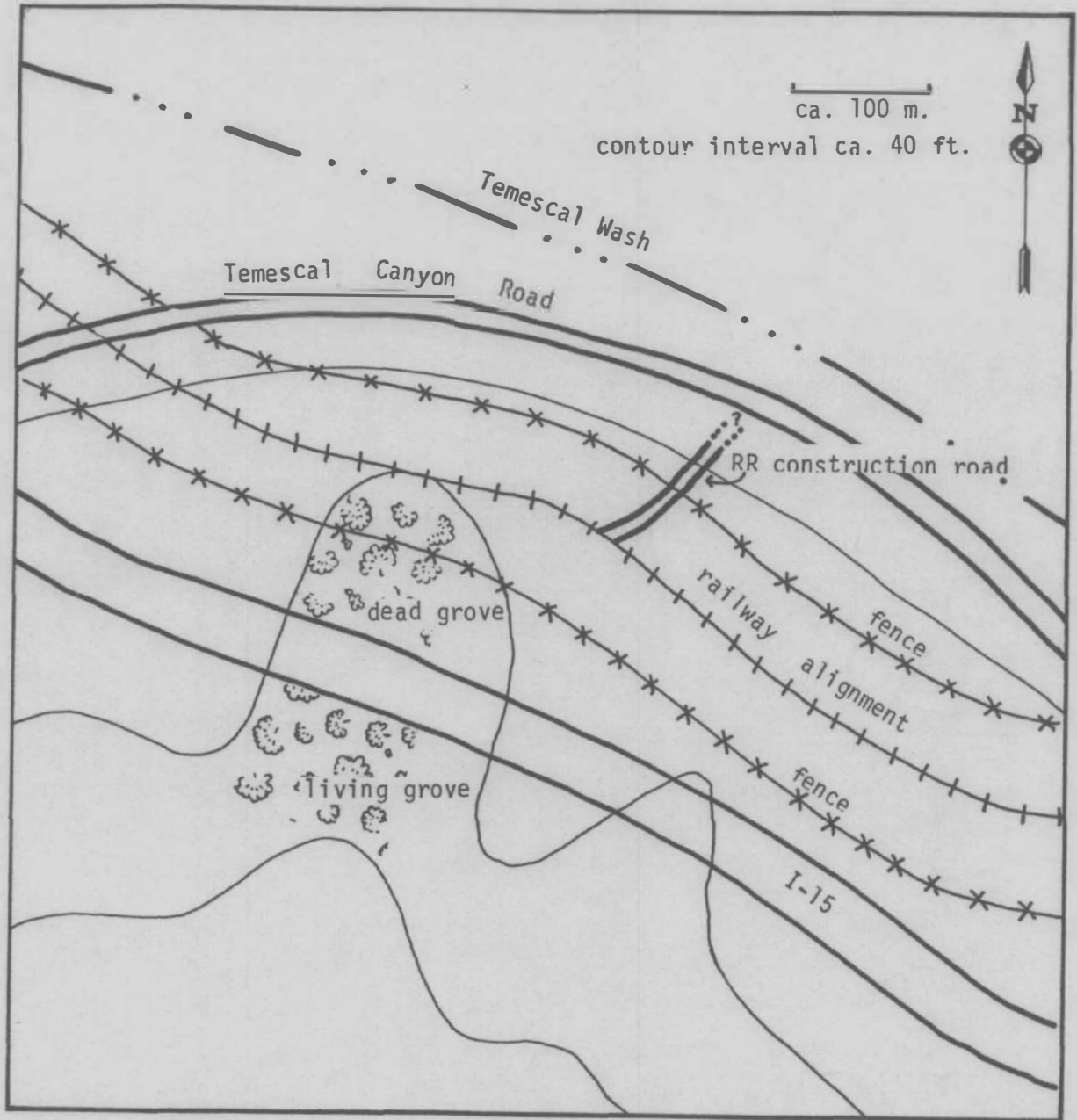


Truck/wagon road used in construction of Santa Fe Railway.  
View west, toward I-15. Note dead grove in background.

HISTORIC SITE SKETCH MAP

Permanent Trinomial: CA-Riv-3832-H  
Temporary Designation:  
USGS Map: Lake Mathews 7.5'  
Recorders: K. Swope, D. Peirce

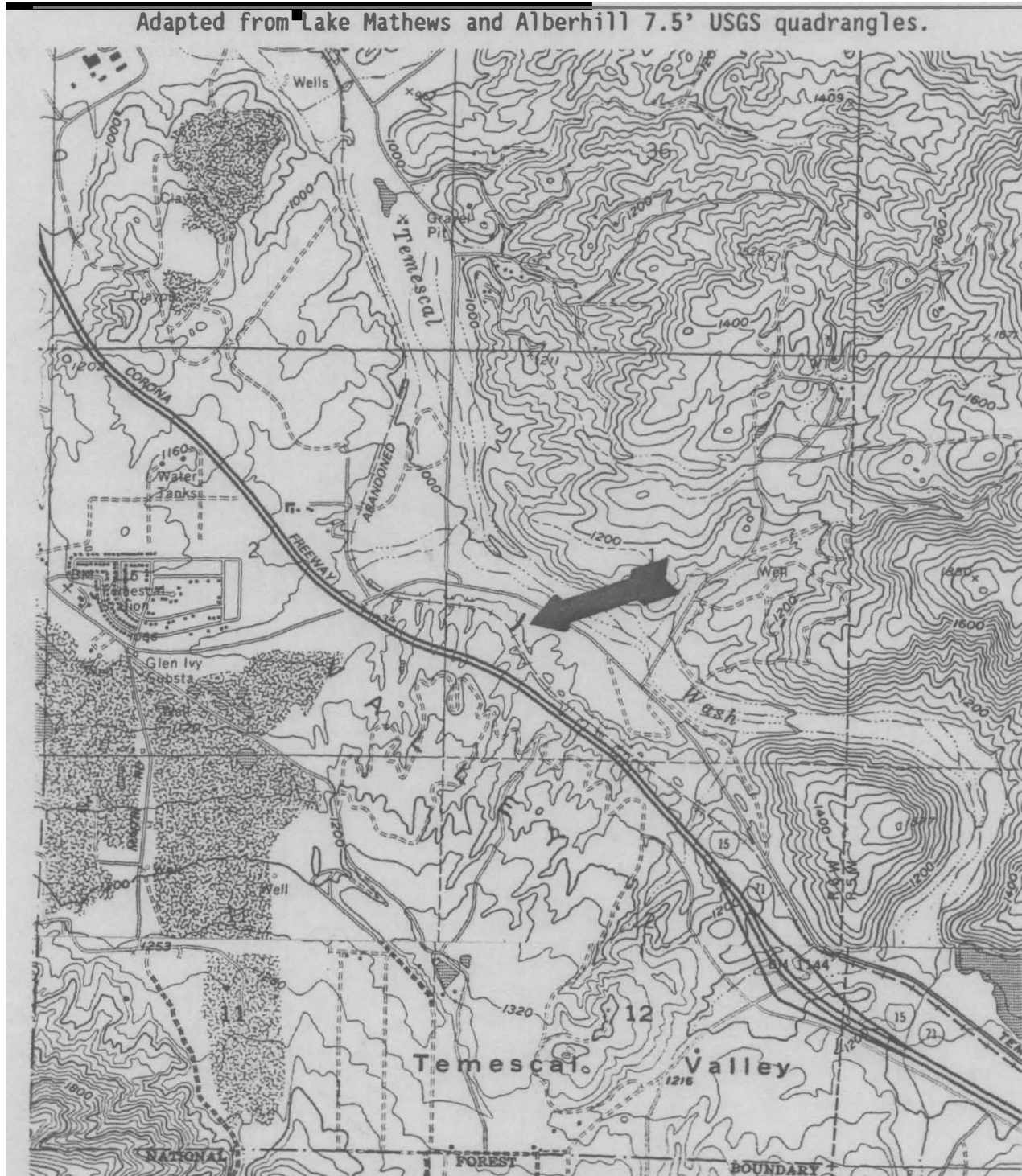
Page 4 of 5



HISTORIC SITE LOCATION MAP

Permanent Trinomial: CA-Riv-3832-H  
Temporary Designation:  
USGS Map: Lake Mathews 7.5'  
Recorders: K. Swope, D. Peirce

Page 5 of 5



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

Primary # 33-020202 (Update)  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Z

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

Page 1 of 4

\*Resource Name or # (Assigned by recorder) Map Reference No. 2

- P1. Other Identifier:** 1375 Magnolia Avenue/1001 El Camino Avenue; Anaco Inc., Clow Valve Company, etc.
- \*P2. Location:**  Not for Publication  Unrestricted **\*a. County** Riverside  
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)  
**\*b. USGS 7.5' Quad** Corona South, Calif. **Date** 1988  
**T3S; R6W; 1/4 of 1/4 of Sec ; S.B. B.M.** (El Sobrante de San Jacinto land grant)  
**c. Address** 1375 Magnolia Avenue/1001 El Camino Avenue  
**City** Corona **Zip** 92879  
**d. UTM:** (Give more than one for large and/or linear resources) **Zone** 11 ; 450,274 **mE/** 3,747,863 **mN**  
**UTM Derivation:**  USGS Quad  GIS  Google Earth  
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)  
Assessor's Parcel No. 107-060-013, on the northwest side of Magnolia Avenue between El Camino Avenue and the Temescal Creek Channel
- \*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) When first recorded in 2011, 33-020202 was described as an industrial-commercial complex where "multiple businesses operate on the property, sharing addresses and making use of the same buildings, all six of which are 45 years of age or older" (see 2011 record forms for details). A field inspection on September 16, 2020, revealed no substantial changes in the conditions of the buildings or the complex as a whole.
- \*P3b. Resource Attributes:** (List attributes and codes) HP6: 1-3 story commercial building; HP8: Industrial building
- \*P4. Resources Present:**  Building  Structure  Object  Site  District  Element of District  
 Other (isolates, etc.)

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



- P5b. Description of Photo** (view, date, accession number): Photo taken on September 16, 2020; view to the northwest
- \*P6. Date Constructed/Age and Sources:**  
 Historic  Prehistoric  Both  
Ca. 1954-1967 (see B6 and B12 for details)
- \*P7. Owner and Address:** McWane Inc., 2900 Highway 280, Suite 300, Birmingham, AL 35223
- \*P8. Recorded by** (Name, affiliation, & address): Terri Jacquemain and Daniel Ballester, CRM TECH, 1016 East Cooley Drive, Suite A/B, Colton, CA 92324
- \*P9. Date Recorded:** September 16, 2020

- \*P10. Survey Type** (describe): Intensive-level survey for Section 106 compliance
- \*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang (2021): Historic Property Survey Report, Magnolia Avenue Widening Project, City of Corona, Riverside County, California

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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 4

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) Map Reference No. 2

B1. Historic Name: \_\_\_\_\_ B2. Common Name: \_\_\_\_\_  
B3. Original Use: Industrial/commercial B4. Present Use: Same

\*B5. Architectural Style: Mid-Century Modernist (some); vernacular (most)

\*B6. Construction History: (Construction date, alterations, and date of alterations) This large industrial-commercial complex was developed around 1955 by the Rich Manufacturing Company of California, an iron fabrication business that produced fire hydrants at this location. In 1972, the company was purchased by the Clow Valve Company, which continues to manufacture hydrants on site today. Due to data gaps in available public records, the exact dates of construction could not be determined for most of the individual buildings. In particular, City  
(Continued on p. 4)

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

\*B8. Related Features: \_\_\_\_\_

B9a. Architect: Unknown b. Builder: Unknown

\*B10. Significance: Theme Mid-20th century industrial/commercial development

Area Corona Period of Significance Post-WWII (1945-1970)

Property Type Manufacturing Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) Extensive background research has produced no evidence that this industrial-commercial complex or any of the buildings in it is closely associated with any persons or events of recognized significance in national, state, or local history, or that they embody the work of a prominent architect, designer, or builder. The company that developed the complex in the 1950s, the Rich Manufacturing Company of California, has since been  
(Continued on p. 4)

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

\*B12. References: City of Corona and County of Riverside building permit records; Riverside County real property tax assessment records; aerial photographs taken in 1948, 1966, and 1967 (<http://www.historicaerials.com>); USGS Corona South, Calif., 7.5' (1:24,000) quadrangle, 1954 and 1967; Firehydrant.org: Rich Valve Co., Corona CA (<http://www.firehydrant.org/pictures/rich.html>)

B13. Remarks: \_\_\_\_\_

\*B14. Evaluator: Terri Jacquemain

\*Date of Evaluation: October 9, 2020

(Sketch Map with north arrow required.)

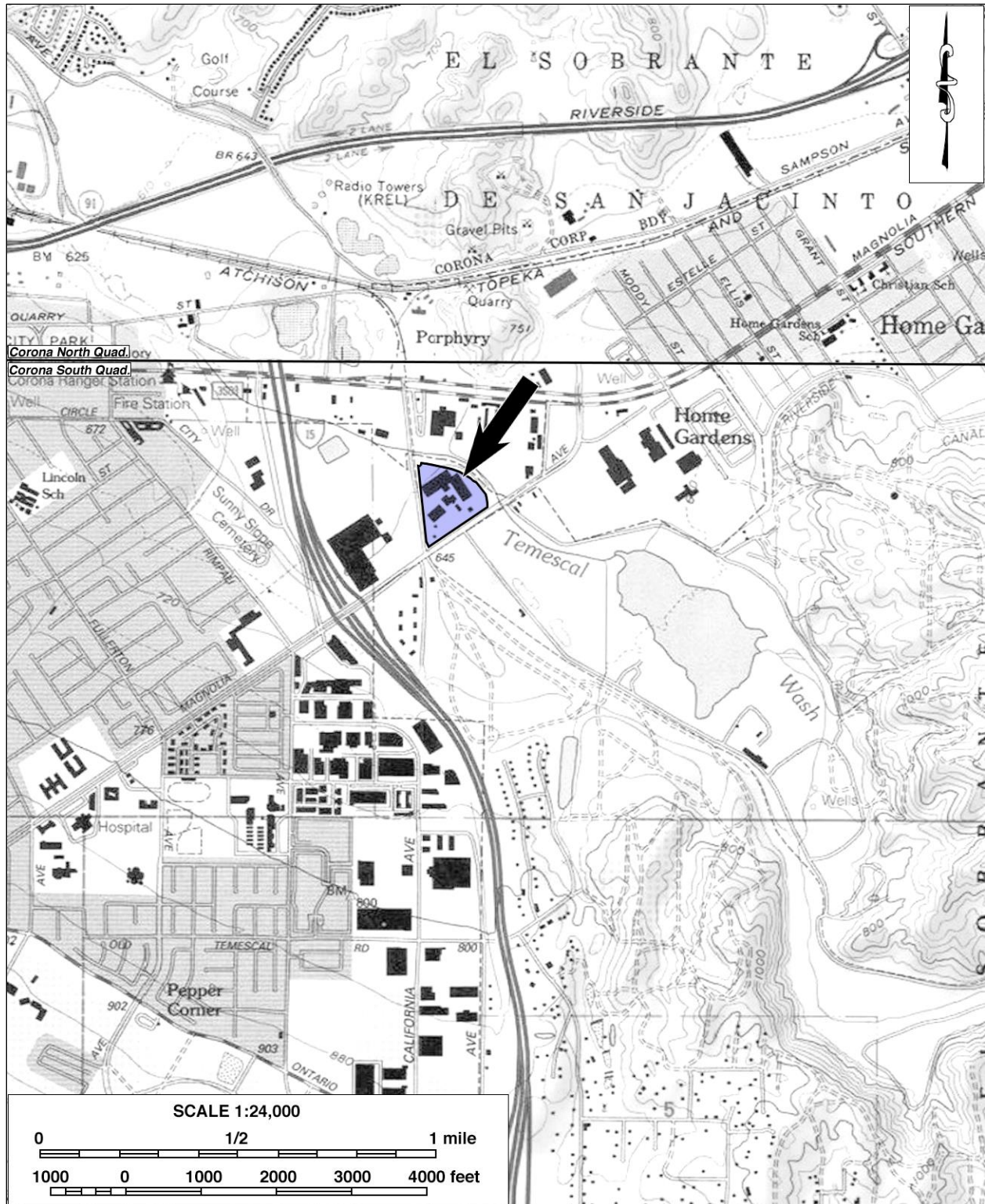


(This space reserved for official comments.)

\*Map Name: Corona North and Corona South, Calif.

\*Scale: 1:24,000

\*Date of Map: 1981/1988



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

Primary # 33-020202 (Update)

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

Trinomial \_\_\_\_\_

Page 4 of 4

Resource name or # (Assigned by recorder) \_\_\_\_\_ Map Reference No. 2

Recorded by Terri Jacquemain and Daniel Ballester

Date September 16, 2020

Continuation  Update

Form Prepared by Bai "Tom" Tang

Date July 12, 2021

**\*B6. Construction History (continued):** of Corona and County of Riverside building permit files and the County's real property tax assessment records yielded little further information on the construction history of this property. However, historic maps and aerial photographs indicate that the majority of the buildings were constructed between 1954 and 1966. For the Modern-style concrete block building closest to the Magnolia Avenue right-of-way, these sources establish a more precise construction date of 1966-1967.

**\*B10. Significance: (continued):** absorbed into the Clow Valve Company, which remains in operation at this location. While both companies are well-known in the Corona area, neither of them is known to have attained the level of historic significance required by the National Register of Historic Places or the California Register of Historical Resources.

The buildings in the complex are typically utilitarian in character, being simple and unpretentious in design, construction, and materials, except for the typical Mid-Century Modernist elements observed in the 1966-1967 addition. They are products of standard practices for buildings of similar nature at the time, and none of them stands out as an important example of any style, type, period, region, or construction method. Furthermore, dating to a period in history that is very well documented, the buildings demonstrate little potential for any important data for historical research.

The neighborhood in which the complex is located, with a long history of light industrial development on the edge of the Corona town center, is now predominantly modern in character with large warehouses and commercial centers constructed over the past 25 years far outnumbering buildings of historical origin. As such, this older complex no longer has the potential to be considered a contributing element of a historic district. Based on these considerations, the industrial-commercial complex at 1375 Magnolia Avenue/1001 El Camino Avenue does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources, nor does any of the buildings in the complex individually.

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

Primary # 33-20202  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

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

Page 1 of 6

\*Resource Name or # (Assigned by recorder) Riverside County APN 107-030-022

P1. Other Identifier: 1375 Magnolia Avenue & 1001 E. El Camino Avenue

\*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 Corona South Date 1967 (PR 1988) T 3S; R 6W; Unsectioned (El Sobrante de San Jacinto); SB B.M.

c. Address 1375 Magnolia Avenue & 1001 E. El Camino Avenue City Corona Zip 92879

d. UTM: (give more than one for large and/or linear resources) Zone 11N; 450274 mE/ 3747863 mN

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

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

The subject industrial-commercial complex includes the addresses 1375 Magnolia Avenue and 1001 E. El Camino Avenue, and is located on an approximately 17-acre parcel bordered by a concrete-lined portion of Temescal Creek to the north and northeast, El Camino Avenue to the west, and Magnolia Avenue to the southeast. The surrounding area is characterized by a mix of mid-twentieth-century and more recent office buildings, warehouses, and industrial buildings and lots. Entrances at El Camino Avenue and Magnolia Avenue provide access to the property. Multiple businesses operate on the property, sharing addresses and making use of the same buildings, all six of which are 45 years of age or older.

The largest is a roughly L-shaped industrial building occupying the northern half of the property. The main entrance is on the building's northwest side. Both of the building's main wings have gabled roofs of corrugated (see continuation sheet)

\*P3b. Resource Attributes: (List attributes and codes) HP8. Industrial building; HP6.1-3 story commercial building

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

P5b. Description of Photo: (View, date, accession #) Photograph 1: Overview of property, camera facing WSW, September 13, 2011

\*P6. Date Constructed/Age and Sources:  
 Historic  Prehistoric  Both  
ca. 1955 – ca. 1960 (HistoricAerials.com 1948, 1967)

\*P7. Owner and Address:  
McWane Inc.  
902 2nd Street  
Oskaloosa, IA 52577

\*P8. Recorded by: (Name, affiliation, address)  
Tim Yates, ICF International  
9775 Businesspark Avenue, Suite 200  
San Diego, CA 92131

\*P9. Date Recorded: September 13, 2011

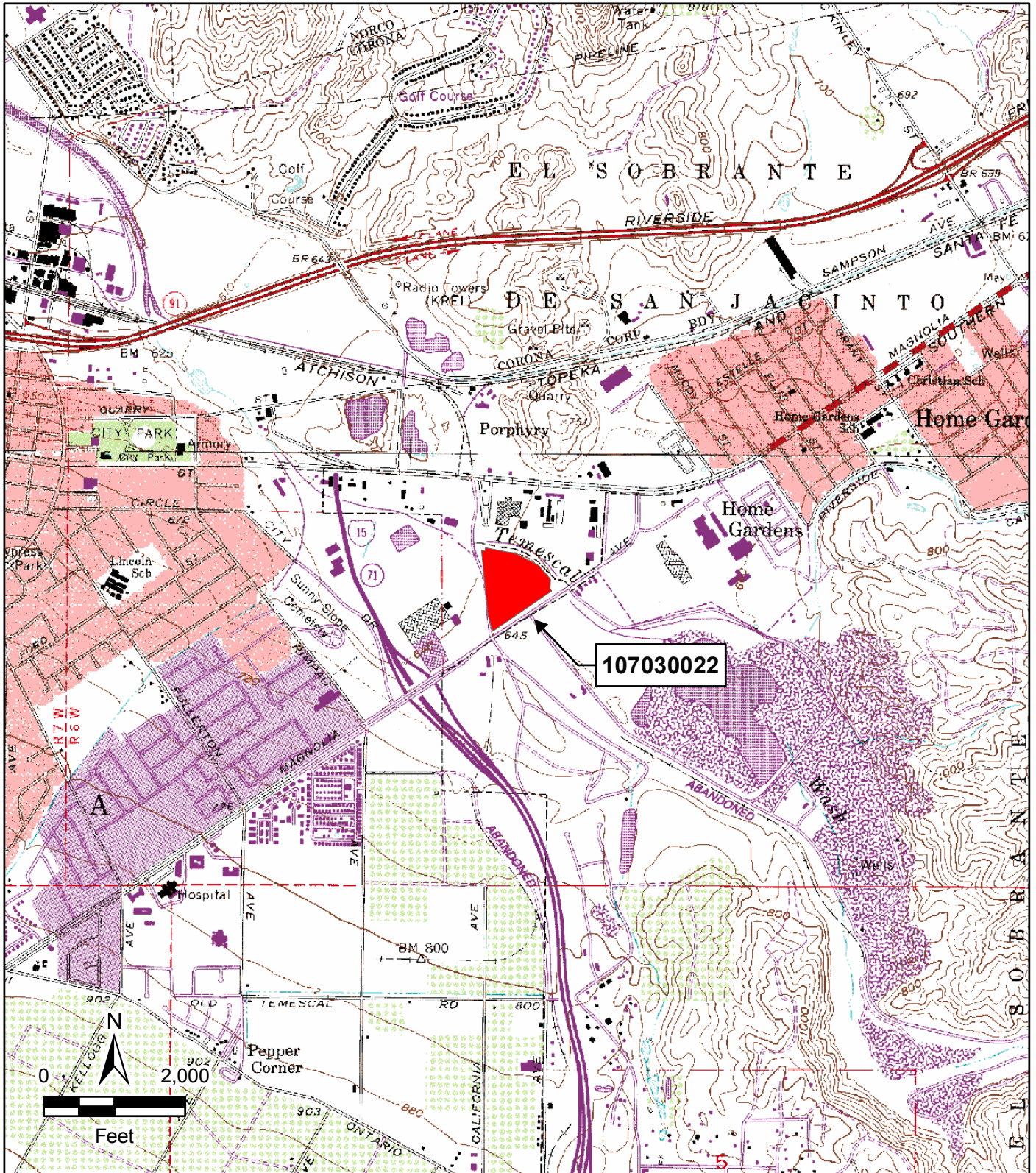
\*P10. Survey Type: (Describe)  
Reconnaissance



\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Cultural Resources Inventory Report for the Proposed Circle City Substation Project, Riverside and San Bernardino Counties, California. ICF International, 2011

\*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) \_\_\_\_\_





**P3a. Description** (continued):

metal. The west wing has a section of roof that projects higher than the rest of the roof and is topped by a monitor-like mass lined with vents. Most walls consist of corrugated metal. Walls also display aluminum- and steel-frame multi-light windows, some with awnings, as well as large warehouse doors and numerous shed-roof projections, some with brick and stucco siding that contain office space, particularly at the northwest elevation. Projecting from the southeast elevation of the building's western wing is a prominent rectangular bay with a flat roof and an open-sided southeast elevation.

Immediately south of the L-shaped building's open-sided bay is a smaller utilitarian building that could not be photographed closely during the survey. Roofed and sided in corrugated metal, the building has a northeast-facing entrance and a front-gabled roof, with a shed extension of the roof sheltering loading areas at the southeast elevation. A bay projecting at the north side of the northeast elevation also forms a larger loading space.

South of the above two buildings near El Camino Avenue stands the second largest building on the property. This rectangular-plan utilitarian industrial building has a southwest-facing main entrance, corrugated metal and composite siding, and corrugated metal roof sections of varying shape. Most of the building is topped by a sawtooth roof with clerestory windows on the vertical surfaces below ridges, some of which are boarded over. The eastern portion of the building has a saltbox roof. The southwest side of the building has a gable roof and a largely open-sided southwest elevation. A square-shaped mass rises from the northeast corner of the building and a gable-roof mass rises from the southwestern shed roof. The shed roof projections on the southwest side of the building accommodate the entrance and what appear to be offices.

Smaller buildings occupy the southern portion of the property. Located southeast of the L-shaped building, at the property's southeast entrance along Magnolia Avenue, is a single-story, irregular-plan office building with a low-pitch hip roof clad in composition shingles and forming wide eave overhangs. The building's stucco-clad walls have sliding aluminum windows. Concrete-block walls and planters screen the southeast side of the building, presumably its façade entrance, from view at Magnolia Avenue.

A modest-sized utilitarian building with warehouse doors at its northeast-facing entrance is also located at the property's southwest corner, near the intersection of El Camino and Magnolia Avenues. Clad entirely in corrugated metal, the rectangular-plan building has a side-gable roof and a shed projection with a warehouse at the southeast corner (see continuation sheet).



Photograph 2: South wing of L-shaped building, camera facing northwest, September 13, 2011



Photograph 3: Northwest-facing entrance of L-shaped building, camera facing southwest, September 13, 2011



Photograph 4: Southeast and northeast elevations sawtooth- and saltbox-roofed industrial building, camera facing northwest, September 13, 2011



Photograph 5: Southern open-sided bay of L-shaped building at center rear, smaller utilitarian buildings at center and left, southwest elevation of office building at right, camera facing northwest, September 13, 2011



Photograph 6: Southeast-facing entrance of office building near Magnolia Avenue entrance to property, camera facing northwest, September 13, 2011



Photograph 7: Southeast and northeast elevations of utilitarian building at southwest corner of property, camera facing northwest, September 13, 2011

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

Primary # 33-020205 (Update)  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Z

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

Page 1 of 4

\*Resource Name or # (Assigned by recorder) Map Reference No. 3

- P1. Other Identifier:** 1480 Magnolia Avenue; Haitbrink Asphalt Paving, Inc.
- \*P2. Location:**  Not for Publication  Unrestricted **\*a. County** Riverside  
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)  
**\*b. USGS 7.5' Quad** Corona South, Calif. **Date** 1988  
T3S; R6W; 1/4 of 1/4 of Sec ; S.B. B.M. (El Sobrante de San Jacinto land grant)  
**c. Address** 1480 Magnolia Avenue **City** Corona **Zip** 92879  
**d. UTM:** (Give more than one for large and/or linear resources) **Zone** 11 ; 450,642 mE/ 3,747,812 mN  
**UTM Derivation:**  USGS Quad  GIS  Google Earth  
**e. OTHER Locational Data:** (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)  
Assessor's Parcel No. 107-060-003, east of the intersection of Magnolia Avenue and All American Way

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) 33-020205 was originally recorded in 2011 as consisting of two industrial-commercial buildings, one of them a front-gabled building with a corrugated metal roof and a recent stucco coating, and the other a side-gabled building of utilitarian character, "clad entirely in corrugated metal and several sheets of plywood" (see 2011 record forms for details). During a field inspection on September 16, 2020, both buildings were found to be relatively unchanged from 2011 except that the stucco-clad main building has been extended slightly in the rear and that its corrugated metal roof has been replaced with composition shingles.

**\*P3b. Resource Attributes:** (List attributes and codes) HP6: 1-3 story commercial building; HP8: Industrial building

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

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



**P5b. Description of Photo** (view, date, accession number): Photo taken on September 16, 2020; view to the east

**\*P6. Date Constructed/Age and Sources:**  
 Historic  Prehistoric  Both  
Ca. 1956 (see B6 and B12 for details)

**\*P7. Owner and Address:** Robert L. and Barbara J. Haitbrink, Haitbrink Asphalt Paving, Inc. (on site)

**\*P8. Recorded by** (Name, affiliation, & address): Terri Jacquemain and Daniel Ballester, CRM TECH, 1016 East Cooley Drive, Suite A/B, Colton, CA 92324

**\*P9. Date Recorded:** September 16, 2020

**\*P10. Survey Type** (describe): Intensive-level survey for Section 106 compliance

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang (2021): Historic Property Survey Report, Magnolia Avenue Widening Project, City of Corona, Riverside County, California

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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 4

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) Map Reference No. 2

B1. Historic Name: \_\_\_\_\_ B2. Common Name: \_\_\_\_\_  
B3. Original Use: Industrial/commercial B4. Present Use: Same

\*B5. Architectural Style: Vernacular

\*B6. Construction History: (Construction date, alterations, and date of alterations) Historic aerial photographs show the front portion of the main building to be present by 1966, and the Riverside County real property information database identifies the construction date as 1956. It was evidently built after Harry Agins (1887-1969) acquired the property and moved his auto body, parts, and salvage business to this location. The metal-clad storage building was added in 1967-1969. By 1980, both buildings were known to be present, more or less in (Continued on p. 4)

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

\*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

\*B10. Significance: Theme Mid-20th century industrial/commercial development

Area Corona Period of Significance Post-WWII (1945-1970)

Property Type Manufacturing Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The historical background research has yielded no evidence that these buildings are closely associated with any persons or events of recognized historic significance or that they may embody the work of a prominent architect, designer, or builder. The owner of the property when the buildings were originally constructed, Harry Agins, does not appear to have achieved any particular distinction in national, state, or local (Continued on p. 4)

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

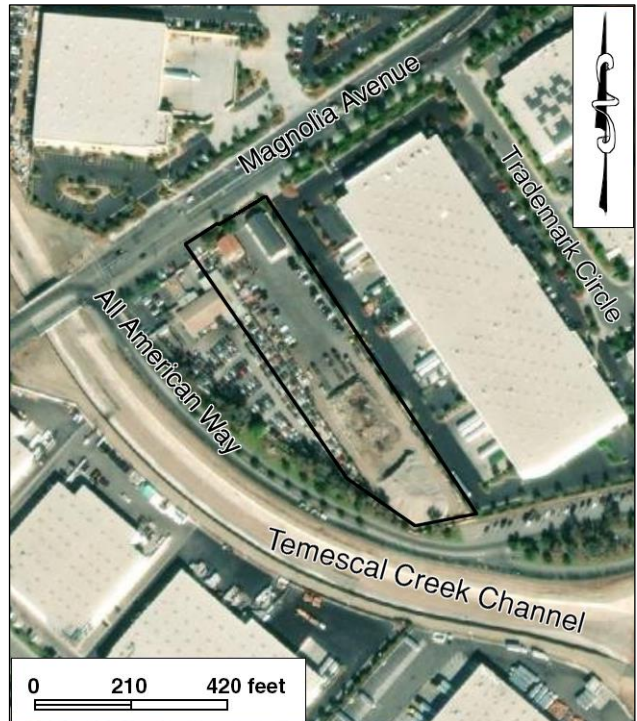
\*B12. References: City of Corona and County of Riverside building permit records; Riverside County real property tax assessment records; aerial photographs taken in 1948, 1966, 1980, 2014, and 2016 (<http://www.historicaerials.com>); online genealogical database entries for Harry Agins, Yetta Agins, Albert "Obby" Agins, and Ronald H. Agins (<https://www.ancestry.com>)

B13. Remarks: \_\_\_\_\_

\*B14. Evaluator: Terri Jacquemain

\*Date of Evaluation: October 9, 2020

(Sketch Map with north arrow required.)



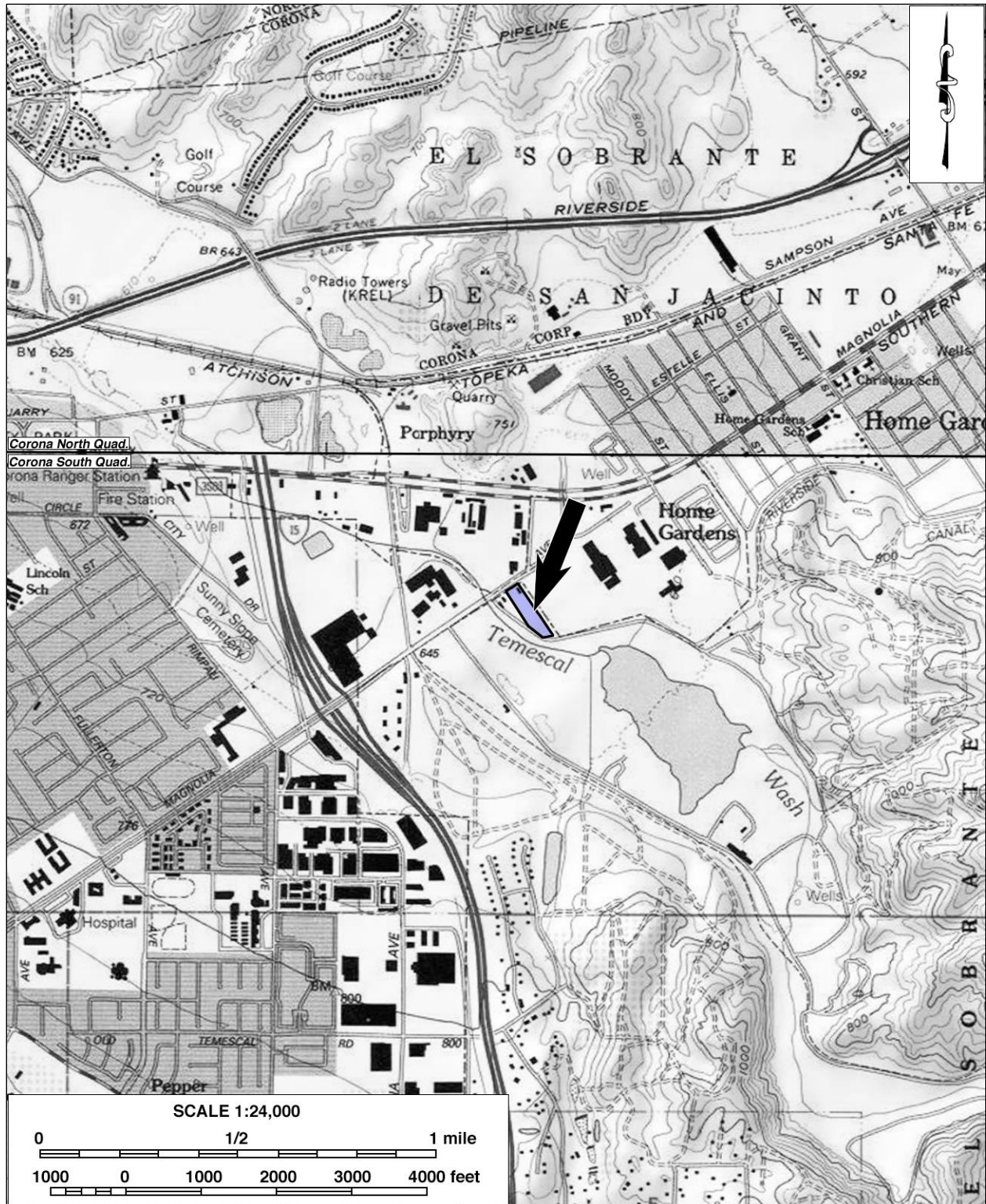
(This space reserved for official comments.)

**LOCATION MAP**

\*Map Name: Corona North and Corona South, Calif.

\*Scale: 1:24,000

\*Date of Map: 1981/1988





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

Primary # 33-020205 (Update)  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 4 of 4

Resource name or # (Assigned by recorder) \_\_\_\_\_ Map Reference No. 3

Recorded by Terri Jacquemain and Daniel Ballester

Date September 16, 2020

Continuation  Update

Form Prepared by Bai "Tom" Tang

Date July 12, 2021

**\*B6. Construction History (continued):** the configuration as recorded in 2011. The expansion and reroofing of the main building occurred in 2015.

Harry Agins and his wife Yetta were Russian immigrants who lived briefly in Michigan City, Indiana, and Denver, Colorado, before moving to Corona by the mid-1930s. Prior to moving to this location in the mid-1950s, Harry Agins operated the Agins Wrecking Yard and Auto Body Shop elsewhere in the Corona area around 1940, possibly on the 900 block of Sixth Street. Around 1968, he acquired the adjacent parcel to the west (Assessor's Parcel No. 107-060-013; 1450 Magnolia Avenue) and expanded his operations. After selling the business to two of his sons, Albert "Obby" Agins and Ronald H. Agins, Harry Agins passed away in 1969, reportedly in Homeland, California.

**\*B10. Significance: (continued):** history, nor has any important historic event or pattern of events been identified in association with these buildings.

Both buildings on this property are simple, unpretentious structures built economically with common materials and with little attention to architectural flair and stylistic details. Utilitarian in character, they are products of standard practices in the construction of buildings of similar nature during the post-WWII era and do not represent important examples of any style, type, period, region, or construction method. Furthermore, since their period of origin is very well documented in both archives and literature, the buildings demonstrate little potential for any important data for historical research.

The neighborhood in which the buildings are located, with a long history of light industrial development on the edge of the Corona town center, is now predominantly modern in character with large warehouses and commercial centers constructed over the past 25 years far outnumbering buildings of historical origin. As such, these older buildings no longer have the potential to be considered a contributing element of a historic district. Based on these considerations, the industrial-commercial buildings at 1480 Magnolia Avenue do not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

P1. Other Identifier: 1480 Magnolia Avenue

\*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 Corona South Date 1967 (PR 1988) T 3S; R 6W; Unsectioned (El Sobrante de San Jacinto); SB B.M.

c. Address 1480 Magnolia Avenue City Corona Zip 92879

d. UTM: (give more than one for large and/or linear resources) Zone 11N; 450642 mE/ 3747812 mN

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

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

The subject property, 1480 Magnolia Avenue, is located on a 2.8-acre parcel in eastern Corona south of SR 91 and east of I-15, an area characterized by a mix of mid-twentieth-century and more recent office buildings, warehouses, and industrial buildings and lots. 1480 Magnolia Avenue consists of two buildings at the northwest side of the parcel along Magnolia Avenue, and an extensive rectangular yard with concrete processing machinery and truck parking surrounded by concrete-block wall. At the property's northeast corner is a rectangular-plan, front-gabled building with a medium-pitch roof covered with corrugated metal. Clad in non-original rough-textured stucco, the building has a symmetrically arranged northwest-facing façade with an octagonal louvered vent at the gable and a centered entryway with a cantilevered shelter and a wood door flanked by two aluminum-slider windows with security bars (see continuation sheet).

\*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building; HP8. Industrial building

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

P5b. Description of Photo: (View, date, accession #) Photograph 1: northeast building, northwest-facing façade and northeast elevation, camera facing southwest, September 13, 2011

\*P6. Date Constructed/Age and Sources:

Historic  Prehistoric  Both

ca. 1960 (HistoricAerials.com 1948, 1967)

\*P7. Owner and Address:

Nanci General Partnership  
1320 E. 6<sup>th</sup> Street, #100  
Corona, CA 92879

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

Tim Yates, ICF International  
9775 Businesspark Avenue, Suite 200  
San Diego, CA 92131

\*P9. Date Recorded: September 13, 2011

\*P10. Survey Type: (Describe)

Reconnaissance

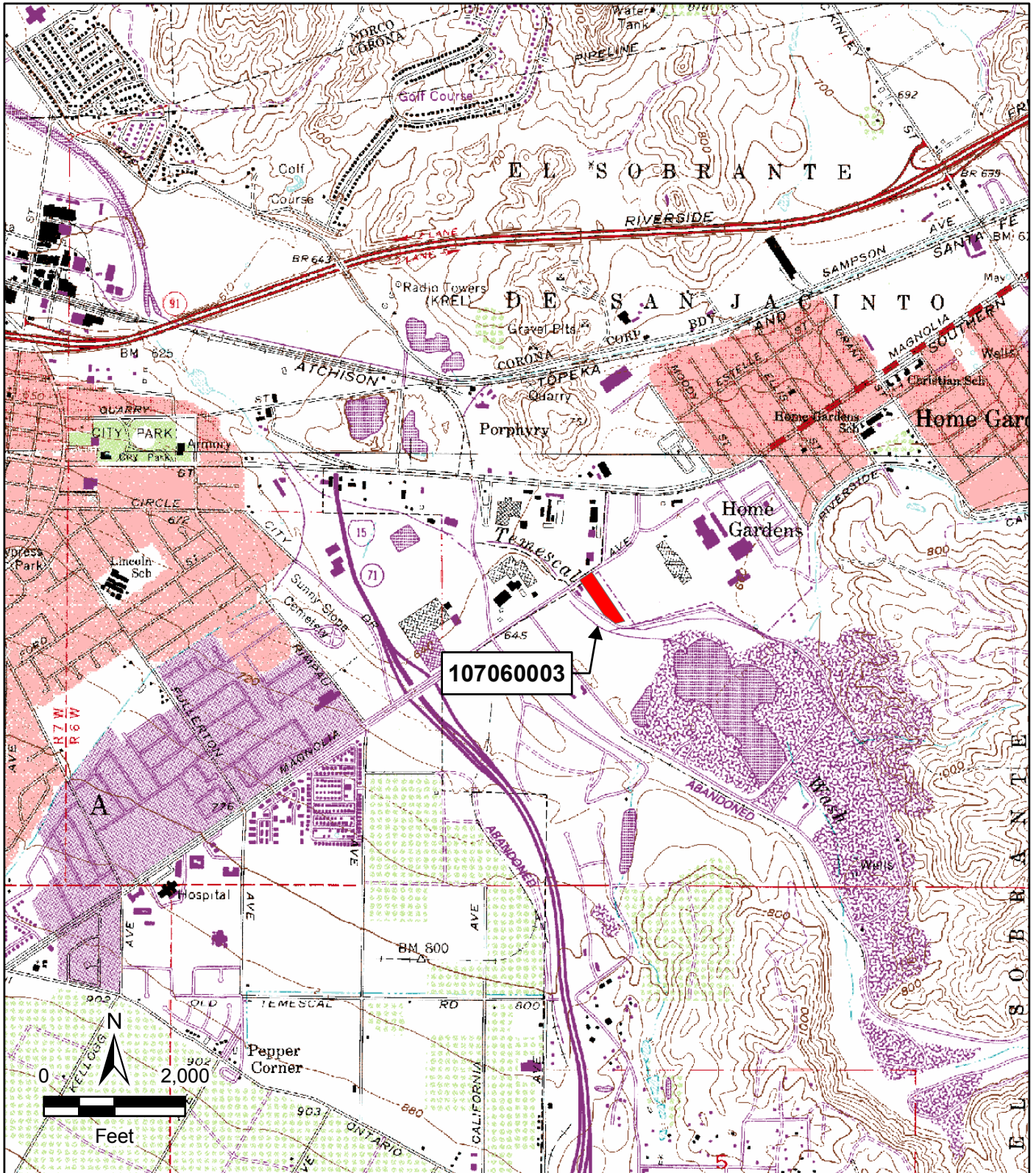


\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Cultural Resources Inventory Report for the Proposed Circle City Substation Project, Riverside and San Bernardino Counties, California. ICF International, 2011

\*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) \_\_\_\_\_



Page 3 of 3

\*Resource Name or # (Assigned by recorder) Riverside County APN 107-060-003

\*Recorded by Tim Yates, ICF International \*Date September 13, 2011 ■ Continuation □ Update

**P3a. Description** (continued):

A lengthy steel gate separates the property's northeast building from the northwest utilitarian building, which is side-gabled and clad in entirely in corrugated metal and several sheets of ply wood.



Photograph 2: Northwest building, northeast and northwest elevations, camera facing southwest, September 13, 2011

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

Primary # (Pending)  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Z

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

Page 1 of 4 \*Resource Name or # (Assigned by recorder) Map Reference No. 4

- P1. Other Identifier: 21450 Magnolia Avenue; Corona Auto Parts and Recycling, Inc.  
\*P2. Location:  Not for Publication  Unrestricted \*a. County Riverside  
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)  
\*b. USGS 7.5' Quad Corona South, Calif. Date 1988  
T3S; R6W; 1/4 of 1/4 of Sec ; S.B. B.M. (El Sobrante de San Jacinto land grant)  
c. Address 1450 Magnolia Avenue City Corona Zip 92879  
d. UTM: (Give more than one for large and/or linear resources) Zone 11 ; 450,548 mE/ 3,747,852 mN  
UTM Derivation:  USGS Quad  GIS  Google Earth  
e. OTHER Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)  
Assessor's Parcel No. 107-060-013, east of the intersection of Magnolia Avenue and All American Way

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This single-story, wood-framed industrial-commercial building has a complex irregular footprint made up of four generally rectangular-shaped masses of different sizes, heights, and vintages. The most visible portion of the building, containing the office of the business, faces Magnolia Avenue to the northwest and features a nearly flat front-gable roof with wide eave and rake overhangs. The plain primary façade is sandwiched between tall perimeter walls built of concrete blocks and is clad with board-and-batten siding. A large, metal-framed tripartite window and a  
*(Continued on p. 4)*

\*P3b. Resource Attributes: (List attributes and codes) HP6: 1-3 story commercial building; HP8: Industrial building

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

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



P5b. Description of Photo (view, date, accession number): Photo taken on September 16, 2020; view to the southeast

\*P6. Date Constructed/Age and Sources:  Historic  Prehistoric  Both  
Ca. 1968 (see B6 and B12 for details)

\*P7. Owner and Address: Majeed and Mojgan Modarresi, Corona Auto Parts and Recycling, Inc. (on site)

\*P8. Recorded by (Name, affiliation, & address): Terri Jacquemain and Daniel Ballester, CRM TECH, 1016 East Cooley Drive, Suite A/B, Colton, CA 92324

\*P9. Date Recorded: September 16, 2020

- \*P10. Survey Type (describe): Intensive-level survey for Section 106 compliance  
\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang (2021): Historic Property Survey Report, Magnolia Avenue Widening Project, City of Corona, Riverside County, California

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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 4

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) \_\_\_\_\_ Map Reference No. 4

B1. Historic Name: \_\_\_\_\_ B2. Common Name: \_\_\_\_\_

B3. Original Use: Commercial B4. Present Use: Same

\*B5. Architectural Style: Vernacular

\*B6. Construction History: (Construction date, alterations, and date of alterations) Available archival records do not identify the exact date of construction for this building, but information gleaned from the County of Riverside real property tax assessment records suggest that it was likely built around 1968, after Harry Agins (1887-1969), then owner of the adjacent parcel to the east (Assessor's Parcel No. 107-060-003; 1480 Magnolia Avenue), acquired this property and expanded his auto body, parts, and salvage business. (Continued on p. 4)

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

\*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

\*B10. Significance: Theme Mid-20th century industrial/commercial development

Area Corona Period of Significance Post-WWII (1945-1970)

Property Type Automobile service Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) There is no evidence that this building is closely associated with any persons or events of recognized historic significance or that it embodies the work of a prominent architect, designer, or builder. The owner of the property when the building was originally constructed, Harry Agins, does not appear to have achieved any particular distinction in national, state, or local history, nor has any important historic event or pattern of events been identified in association with this building. (Continued on p. 4)

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

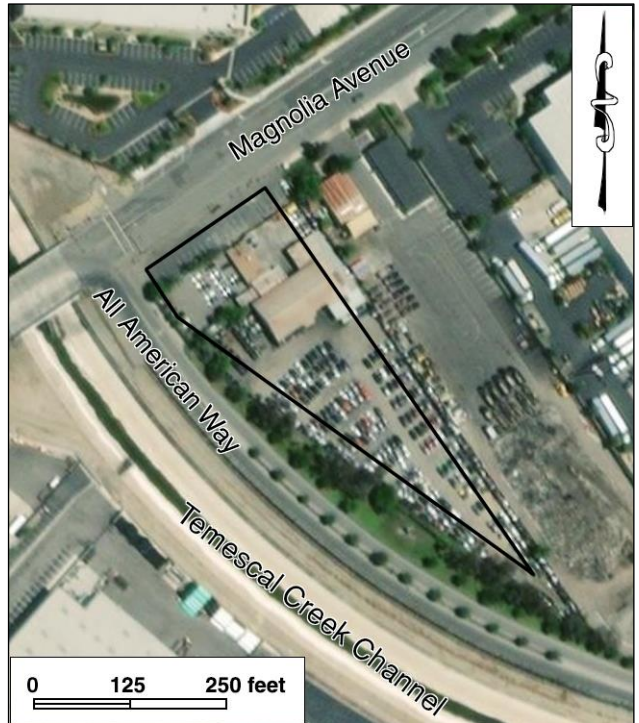
\*B12. References: City of Corona and County of Riverside building permit records; Riverside County real property tax assessment records; aerial photographs taken in 1948-2018 (http://www.historicaerials.com); online genealogical database entries for Harry Agins, Yetta Agins, Albert "Obby" Agins, and Ronald H. Agins (https://www.ancestry.com)

B13. Remarks: \_\_\_\_\_

\*B14. Evaluator: Terri Jacquemain

\*Date of Evaluation: October 9, 2020

(Sketch Map with north arrow required.)



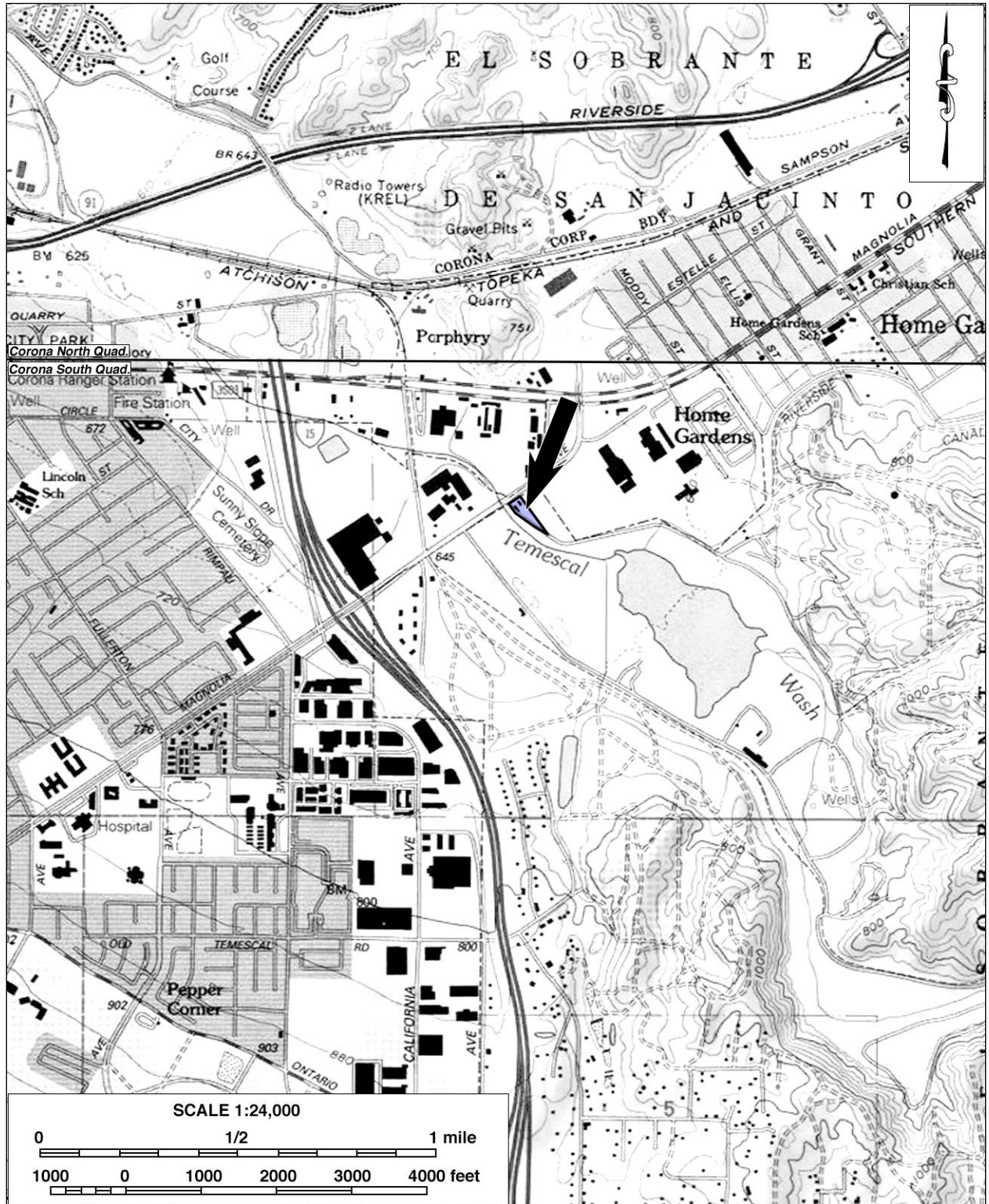
(This space reserved for official comments.)

**LOCATION MAP**

\*Map Name: Corona North and Corona South, Calif.

\*Scale: 1:24,000

\*Date of Map: 1981/1988



Recorded by Terri Jacquemain and Daniel Ballester

Date September 16, 2020

Continuation  Update

Form Prepared by Terri Jacquemain

Date October 9, 2020

**\*P3a. Description (continued):** pair of unglazed wood doors flanking it occupy most of the façade.

The other three main masses and the various small lean-tos attached to them are clad entirely with corrugated metal sheets. Most prominent among them is a tall workshop/garage sitting directly behind the office and surmounted by a low-pitched side-gable roof. The hyphen between the office and the workshop/garage and the northeastern wing, with a mixture of flat and nearly flat gable and shed roofs, are later additions among the four main masses. These unpretentious metal-clad structures are generally windowless but are punctuated with full-height service entries and regular man doors.

**\*B6. Construction History (continued):** Aerial photographs of the area confirm that the office and the workshop/garage behind it were constructed between 1967 and 1980, initially as separate structures. The rest of the building dates to the 1995-2002 era, the northeastern wing replacing two smaller buildings that had occupied that area before. Despite these construction activities, City records yield only two building permits issued on this property, one for a block wall in 1995 and the other for a 2,000-square-foot concrete drive in 1997.

Harry Agins and his wife Yetta were Russian immigrants who lived briefly in Michigan City, Indiana, and Denver, Colorado, before moving to Corona by the mid-1930s. Prior to acquiring the adjacent parcel in the mid-1950s, Harry Agins operated the Agins Wrecking Yard and Auto Body Shop at another location in the Corona area around 1940, possibly on the 900 block of Sixth Street. After selling the business to two of his sons, Albert "Obby" Agins and Ronald H. Agins, Harry Agins passed away in 1969, reportedly in Homeland, California.

**\*B10. Significance: (continued):** A simple, unpretentious structure built economically with common materials and with little attention to architectural flair and stylistic details, as dictated by the nature of the business it was built to serve, this building is utilitarian in character and represents the product of standard construction practices of the post-WWII era. As such, it is not considered an important example of any style, type, period, region, or construction method. Furthermore, since its period of origin is very well documented in both archives and literature, the building demonstrates little potential for any important data for historical research.

The neighborhood in which the building is located, with a long history of light industrial development on the edge of the Corona town center, is now predominantly modern in character with large warehouses and commercial centers constructed over the past 25 years far outnumbering buildings of historical origin. As such, this older building no longer has the potential to be considered a contributing element of a historic district. Based on these considerations, the industrial-commercial building at 1450 Magnolia Avenue does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.



**ATTACHMENT D  
CALTRANS BRIDGE INVENTORY SHEET**

**MAGNOLIA AVENUE WIDENING PROJECT**

**City of Corona, Riverside County, California**

Federal Project No. STPL-5104 (046)

City of Corona Project No. 2015-15

CRM TECH Contract No. 3619



# Structure Maintenance & Investigations



March 2019

## Historical Significance - Local Agency Bridges

### District 08

#### Riverside County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built
56C0174	LINCOLN DRAIN DITCH	0.01 MI. E/O RTE 111 HWY	5. Bridge not eligible for NRHP	1948
56C0178	SUNNYSLOPE STORM CHANNEL	0.2 MI. W/O PACIFIC AVE.	5. Bridge not eligible for NRHP	1958
56C0182	WARDLOW WASH	0.9 MI W/O SERFAS CLUB DR	5. Bridge not eligible for NRHP	1939
56C0184	ALL AMERICAN CANAL (AVE 42)	0.12 MI. W/O MADISON ST.	5. Bridge not eligible for NRHP	1972
56C0185	SERVICE ROAD & CANAL OC	0.1 MI. E/O RTE. 91 FWY.	5. Bridge not eligible for NRHP	1975
56C0186	14TH STREET UNDERPASS	0.11 MI. E/O RTE. 91 FWY	5. Bridge not eligible for NRHP	1975
56C0187	14TH STREET UP	0.13 MI. E/O RTE. 91 FWY	5. Bridge not eligible for NRHP	1975
56C0188	COMMERCE STREET OC	0.16 MI. E/O RTE. 91 FWY.	5. Bridge not eligible for NRHP	1975
56C0189	WHITEWATER RIVER	0.4 MI n/o Palm Canyon Dr	5. Bridge not eligible for NRHP	1981
56C0190	"C" CANAL	0.52 MI. W/O LOVEKIN BLVD	5. Bridge not eligible for NRHP	1948
56C0193	"D" CANAL, SIPHON 32	0.6 MI. W/O RTE. 95 HWY.	5. Bridge not eligible for NRHP	1963
56C0194	"C" CANAL	1.0 MI. W/O RTE. 95 HWY.	5. Bridge not eligible for NRHP	1949
56C0195	CATHEDRAL CANYON N CHANNEL	0.22 MI. N/O RTE. 111 HWY	5. Bridge not eligible for NRHP	1973
56C0196	RAMONA EXPRESSWAY OH	0.1 MI. W/O RTE. 215 FWY.	5. Bridge not eligible for NRHP	1984
56C0197	GOLF COURSE DRAIN	0.4 MI. W/O SUN CITY BLVD	5. Bridge not eligible for NRHP	1969
56C0198	LA QUINTA CHANNEL	200' SOUTH OF ST RTE 111	5. Bridge not eligible for NRHP	1981
<b>56C0199</b>	<b>TEMESCAL CREEK CHANNEL</b>	<b>0.5 MI. NE/O RTE I-15 FWY</b>	<b>5. Bridge not eligible for NRHP</b>	<b>1986</b>
56C0205	BLY CHANNEL	AT FELSPAR ST.	5. Bridge not eligible for NRHP	1960
56C0206	BLY CHANNEL	0.4 MI. SW/O MISSION BLVD	5. Bridge not eligible for NRHP	1966
56C0207	TEMESCAL CREEK CHANNEL	0.2 MI. N/O HARRISON ST.	5. Bridge not eligible for NRHP	1975
56C0208	MAIN STREET WASH	0.2 MI. N/O MAGNOLIA AVE.	5. Bridge not eligible for NRHP	1975
56C0209	SUNNYSLOPE STORM CHANNEL	0.3 MI. S/O LIMONITE AVE.	5. Bridge not eligible for NRHP	1965
56C0210	SUNNYSLOPE STORM CHANNEL	0.3 MI. N/O LIMONITE AVE.	5. Bridge not eligible for NRHP	1965
56C0211	CATHEDRAL CANYON N CHANNEL	0.3 MI n/o Palm Canyon Dr	5. Bridge not eligible for NRHP	1973
56C0212	BARISTO FLOOD CONTROL CHANNEL	0.13 MI. N/O RAMON ROAD	5. Bridge not eligible for NRHP	1961
56C0213	BARISTO FLOOD CONTROL CHANNEL	0.15 MI. S/O RAMON ROAD	5. Bridge not eligible for NRHP	1951
56C0214	SUNNYMEAD STORM CHANNEL	0.2 MI. E/O HEACOCK ST.	5. Bridge not eligible for NRHP	1967
56C0215	SUNNYMEAD STORM CHANNEL	0.4 MI N/O COTTONWOOD AVE	5. Bridge not eligible for NRHP	1964
56C0216	SUNNYMEAD STORM CHANNEL	0.1 MI. E/O INDIAN STREET	5. Bridge not eligible for NRHP	1964
56C0217	COACHELLA CANAL WASTEWAY 3	1 MI E/O GOLF CENTER DR.	5. Bridge not eligible for NRHP	1970
56C0218	CALIMESA CHANNEL	0.1 MI S/O COUNTY LINE RD	5. Bridge not eligible for NRHP	1972
56C0219	STETSON CHANNEL	25' N/O STETSON AVENUE	5. Bridge not eligible for NRHP	1975
56C0220	STETSON CHANNEL	25' N/O STETSON AVENUE	5. Bridge not eligible for NRHP	1975
56C0221	WHITTIER AVENUE CHANNEL	0.47 MI. N/O STETSON AVE.	5. Bridge not eligible for NRHP	1972
56C0223	HEMET CHANNEL	0.47 MI. S/O RTE. 74 HWY.	5. Bridge not eligible for NRHP	1971
56C0224	STRAWBERRY CREEK	0.2 MI. N/O TOLL GATE RD.	5. Bridge not eligible for NRHP	1958
56C0225	STRAWBERRY CREEK	0.2 MI. N/O TOLL GATE RD.	5. Bridge not eligible for NRHP	1958
56C0226	MURRIETA CREEK	0.2 MI. W/O RTE. I-15 FWY	5. Bridge not eligible for NRHP	1970
56C0228	WARM SPRINGS CREEK	1.1 MI. NW/O WINCHESTER	5. Bridge not eligible for NRHP	1978
56C0229	WARM SPRINGS CREEK	0.9 MI. E/O ROUTE 215 FWY	5. Bridge not eligible for NRHP	1973
56C0230	STETSON AVENUE CHANNEL	50' N/O STETSON AVENUE	5. Bridge not eligible for NRHP	1975
56C0231	BAUTISTA CREEK	0.9 MI. S/O RTE. 74 HWY.	5. Bridge not eligible for NRHP	1960
56C0232	BAUTISTA CREEK	0.2 MI. W/O FAIRVIEW AVE.	5. Bridge not eligible for NRHP	1960

**ATTACHMENT E  
CORRESPONDENCE WITH  
NATIVE AMERICAN REPRESENTATIVES\***

**MAGNOLIA AVENUE WIDENING PROJECT**

**City of Corona, Riverside County, California**

Federal Project No. STPL-5104 (046)  
City of Corona Project No. 2015-15  
CRM TECH Contract No. 3619

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\* Ten local Native American representatives were contacted; a sample letter is presented in this appendix.

**SACRED LANDS FILE RECORDS SEARCH &  
NATIVE AMERICAN CONTACTS LIST REQUEST**

**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
(916)373-3710  
(916)373-5471 Fax  
nahc@pacbell.net

**Project:** Magnolia Avenue Widening over the Temescal Wash (CRM TECH No. 3619)

**County:** Riverside

**USGS Quadrangle Name:** Corona South, Calif.

**Township** 3 South **Range** 6 West **SB** **BM;** **Section(s):** El Sobrante de San Jacinto land grant

**Company/Firm/Agency:** CRM TECH

**Contact Person:** Nina Gallardo

**Street Address:** 1016 E. Cooley Drive, Suite A/B

**City:** Colton, CA **Zip:** 92324

**Phone:** (909) 824-6400 **Fax:** (909) 824-6405

**Email:** ngallardo@crmtech.us

**Project Description:** The primary component of the project is the widening of Magnolia Avenue from El Camino Avenue to 1,000 feet east of All American Way, including widening the Magnolia Avenue Bridge over the Temescal Canyon Wash, in the City of Corona, Riverside County, California.

*May 21, 2020*

**NATIVE AMERICAN HERITAGE COMMISSION**

May 21, 2020

Nina Gallardo  
CRM TECHVia Email to: [ngallardo@crmtech.us](mailto:ngallardo@crmtech.us)**Re: Proposed Magnolia Avenue Bridge Widening Over the Temescal Wash Project, Riverside County**

Dear Ms. Gallardo:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: [Andrew.Green@nahc.ca.gov](mailto:Andrew.Green@nahc.ca.gov).

Sincerely,

Andrew Green  
Cultural Resources Analyst

Attachment

CHAIRPERSON  
**Laura Miranda**  
LuiseñoVICE CHAIRPERSON  
**Reginald Pagaling**  
ChumashSECRETARY  
**Merri Lopez-Keifer**  
LuiseñoPARLIAMENTARIAN  
**Russell Attebery**  
KarukCOMMISSIONER  
**Marshall McKay**  
WintunCOMMISSIONER  
**William Mungary**  
Paiute/White Mountain  
ApacheCOMMISSIONER  
**Julie Tumamait-  
Stenslie**  
ChumashCOMMISSIONER  
**[Vacant]**COMMISSIONER  
**[Vacant]**EXECUTIVE SECRETARY  
**Christina Snider**  
Pomo**NAHC HEADQUARTERS**  
1550 Harbor Boulevard  
Suite 100  
West Sacramento,  
California 95691  
(916) 373-3710  
[nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
[NAHC.ca.gov](http://NAHC.ca.gov)

**Native American Heritage Commission  
Native American Contact List  
Riverside County  
5/21/2020**

**Agua Caliente Band of Cahuilla  
Indians**

Patricia Garcia-Plotkin, Director  
5401 Dinah Shore Drive                      Cahuilla  
Palm Springs, CA, 92264  
Phone: (760) 699 - 6907  
Fax: (760) 699-6924  
ACBCI-THPO@aguacaliente.net

**Juaneno Band of Mission  
Indians Acjachemen Nation -  
Belardes**

Joyce Perry, Tribal Manager  
4955 Paseo Segovia    Juaneno  
Irvine, CA, 92603  
Phone: (949) 293 - 8522  
kaamalam@gmail.com

**Agua Caliente Band of Cahuilla  
Indians**

Jeff Grubbe, Chairperson  
5401 Dinah Shore Drive                      Cahuilla  
Palm Springs, CA, 92264  
Phone: (760) 699 - 6800  
Fax: (760) 699-6919

**Juaneno Band of Mission  
Indians Acjachemen Nation -  
Belardes**

Matias Belardes, Chairperson  
32161 Avenida Los Amigos    Juaneno  
San Juan Capistrano, CA, 92675  
Phone: (949) 293 - 8522  
kaamalam@gmail.com

**Augustine Band of Cahuilla  
Mission Indians**

Amanda Vance, Chairperson  
P.O. Box 846    Cahuilla  
Coachella, CA, 92236  
Phone: (760) 398 - 4722  
Fax: (760) 369-7161  
hhaines@augustinetribe.com

**Los Coyotes Band of Cahuilla  
and Cupeño Indians**

Shane Chapparosa, Chairperson  
P.O. Box 189    Cahuilla  
Warner Springs, CA, 92086-0189  
Phone: (760) 782 - 0711  
Fax: (760) 782-0712

**Cabazon Band of Mission  
Indians**

Doug Welmas, Chairperson  
84-245 Indio Springs Parkway                      Cahuilla  
Indio, CA, 92203  
Phone: (760) 342 - 2593  
Fax: (760) 347-7880  
jstapp@cabazonindians-nsn.gov

**Morongo Band of Mission  
Indians**

Denisa Torres, Cultural Resources  
Manager  
12700 Pumarra Road    Cahuilla  
Banning, CA, 92220    Serrano  
Phone: (951) 849 - 8807  
Fax: (951) 922-8146  
dtorres@morongo-nsn.gov

**Cahuilla Band of Indians**

Daniel Salgado, Chairperson  
52701 U.S. Highway 371                      Cahuilla  
Anza, CA, 92539  
Phone: (951) 763 - 5549  
Fax: (951) 763-2808  
Chairman@cahuilla.net

**Morongo Band of Mission  
Indians**

Robert Martin, Chairperson  
12700 Pumarra Road    Cahuilla  
Banning, CA, 92220    Serrano  
Phone: (951) 849 - 8807  
Fax: (951) 922-8146  
dtorres@morongo-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Proposed Magnolia Avenue Bridge Widening Over the Temescal Wash Project, Riverside County.

**Native American Heritage Commission  
Native American Contact List  
Riverside County  
5/21/2020**

***Pechanga Band of Luiseno  
Indians***

Paul Macarro, Cultural Resources  
Coordinator  
P.O. Box 1477 Luiseno  
Temecula, CA, 92593  
Phone: (951) 770 - 6306  
Fax: (951) 506-9491  
pmacarro@pechanga-nsn.gov

***Pechanga Band of Luiseno  
Indians***

Mark Macarro, Chairperson  
P.O. Box 1477 Luiseno  
Temecula, CA, 92593  
Phone: (951) 770 - 6000  
Fax: (951) 695-1778  
epreston@pechanga-nsn.gov

***Quechan Tribe of the Fort Yuma  
Reservation***

Manfred Scott, Acting Chairman  
Kw'ts'an Cultural Committee  
P.O. Box 1899 Quechan  
Yuma, AZ, 85366  
Phone: (928) 750 - 2516  
scottmanfred@yahoo.com

***Quechan Tribe of the Fort Yuma  
Reservation***

Jill McCormick, Historic  
Preservation Officer  
P.O. Box 1899 Quechan  
Yuma, AZ, 85366  
Phone: (760) 572 - 2423  
historicpreservation@quechantribe.com

***Ramona Band of Cahuilla***

Joseph Hamilton, Chairperson  
P.O. Box 391670 Cahuilla  
Anza, CA, 92539  
Phone: (951) 763 - 4105  
Fax: (951) 763-4325  
admin@ramona-nsn.gov

***Ramona Band of Cahuilla***

John Gomez, Environmental  
Coordinator  
P. O. Box 391670 Cahuilla  
Anza, CA, 92539  
Phone: (951) 763 - 4105  
Fax: (951) 763-4325  
jgomez@ramona-nsn.gov

***Rincon Band of Luiseno Indians***

Cheryl Madrigal, Tribal Historic  
Preservation Officer  
One Government Center Lane Luiseno  
Valley Center, CA, 92082  
Phone: (760) 297 - 2635  
crd@rincon-nsn.gov

***Rincon Band of Luiseno Indians***

Bo Mazzetti, Chairperson  
One Government Center Lane Luiseno  
Valley Center, CA, 92082  
Phone: (760) 749 - 1051  
Fax: (760) 749-5144  
bomazzetti@aol.com

***Santa Rosa Band of Cahuilla  
Indians***

Steven Estrada, Chairperson  
P.O. Box 391820 Cahuilla  
Anza, CA, 92539  
Phone: (951) 659 - 2700  
Fax: (951) 659-2228  
mflaxbeard@santarosacahuilla-nsn.gov

***Santa Rosa Band of Cahuilla  
Indians***

Mercedes Estrada,  
P. O. Box 391820 Cahuilla  
Anza, CA, 92539  
Phone: (951) 659 - 2700  
Fax: (951) 659-2228  
mercedes.estrada@santarosacahuilla-nsn.gov

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This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Proposed Magnolia Avenue Bridge Widening Over the Temescal Wash Project, Riverside County.

**Native American Heritage Commission  
Native American Contact List  
Riverside County  
5/21/2020**

***Soboba Band of Luiseno  
Indians***

Joseph Ontiveros, Cultural  
Resource Department  
P.O. BOX 487  
San Jacinto, CA, 92581  
Phone: (951) 663 - 5279  
Fax: (951) 654-4198  
jontiveros@soboba-nsn.gov

Cahuilla  
Luiseno

***Soboba Band of Luiseno  
Indians***

Scott Cozart, Chairperson  
P. O. Box 487  
San Jacinto, CA, 92583  
Phone: (951) 654 - 2765  
Fax: (951) 654-4198  
jontiveros@soboba-nsn.gov

Cahuilla  
Luiseno

***Torres-Martinez Desert Cahuilla  
Indians***

Michael Mirelez, Cultural  
Resource Coordinator  
P.O. Box 1160  
Thermal, CA, 92274  
Phone: (760) 399 - 0022  
Fax: (760) 397-8146  
mmirelez@tmdci.org

Cahuilla

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Proposed Magnolia Avenue Bridge Widening Over the Temescal Wash Project, Riverside County.



**TRIBAL CONSULTATION CONTACT LOG**

Name	Tribe/Affiliation	Contacts		Comments
		Written	Telephone	
Sandonne Goad, Chairperson	Gabrielino/Tongva Nation	7/10/20	8/24/20, 3:22 pm; 9/23/20, 3:32 pm	Left voice messages; no response to date.
Andrew Salas, Chairperson	Gabrieleño Band of Mission Indians–Kizh Nation	7/10/20 11/9/20	8/24/20, 3:24 pm; 9/23/20, 3:40 pm 11/11/20, 1:05 pm; 11/12/20, 9:00 am; 11/16/20, 3:26 pm	Mr. Salas stated on 9/23 that the APE was located near a village site and sacred rocks and that that same comments had been sent to Caltrans District 8 Native American Liaison Gary Jones. When the written response could not be located, Mr. Salas again stated on 11/16 that the APE was culturally sensitive and still retained some of the traditional cultural landscape. Since the APE lies near a natural waterway, Mr. Salas requested Native American and archaeological monitoring during construction activities.
Anthony Morales, Chairperson	Gabrieleno/Tongva San Gabriel Band of Mission Indians	7/10/20	8/24/20, 3:27 pm; 9/23/20, 3:35 pm 9/25/20, 11:40 am	Mr. Morales requested archaeological and Native American monitoring of ground-disturbing activities in the APE due to its proximity to nearby waterways.
Charles Alvarez, Chairperson	Gabrielino-Tongva Tribe	7/10/20	8/24/20, 3:30 pm; 9/23/20, 3:46 pm	Left voice messages; no response to date.
Robert F. Dorame, Chairperson	Gabrielino Tongva Indians of California Tribal Council	7/10/20	8/24/20, 3:35 pm; 9/23/20, 3:48 pm	Mr. Dorame stated on 8/24 that he would review the letter and respond in writing with the tribe’s comment; no further response since then.
Ann Brierty, Tribal Historic Preservation Officer	Morongo Band of Mission Indians	7/10/20	8/24/20, 3:38 pm; 9/23/20, 3:54 pm	Left voice messages; no response to date.
Shasta Gaughen, Tribal Historic Preservation Officer	Pala Band of Mission Indians	7/10/20	8/24/20, 3:45 pm	Ms. Gaughen stated that the Pala Band would defer to other tribes located closer to the APE.
Tuba Ebru Ozdil, Cultural Analyst	Pechanga Band of Luiseño Indians	7/10/20	None	Juan Ochoa, Assistant Tribal Historic Preservation Officer, responded on behalf of the tribe by e-mail on July 17, 2020 (copy attached).
Cheryl Madrigal, Tribal Historic Preservation Officer	Rincon Band of Luiseño Indians	7/10/20	None	Ms. Madrigal responded in a letter dated July 22, 2020 (copy attached).
Joseph Ontiveros, Tribal Historic Preservation Officer	Soboba Band of Luiseño Indians	7/10/20	8/24/20, 3:49 pm	Mr. Ontiveros responded in a letter dated August 27, 2020 (copy attached).



*Make conservation a  
California way of life!*

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 8  
ENVIRONMENTAL PLANNING (MS 825)  
464 W. FOURTH STREET, 6<sup>TH</sup> FLOOR  
SAN BERNARDINO, CA 92401-1400  
PHONE (909) 383-4042  
FAX (909) 383-6494  
TTY (909) 383-6300

July 10, 2020

Ann Brierty, Tribal Historic Preservation Officer  
Morongo Band of Mission Indians  
12700 Pumarra Road  
Banning, CA 92220

Dear Ms. Brierty:

RE: Magnolia Avenue Widening Project, City of Corona, Riverside County, California; Federal Aid  
Project No. STPL-5104(046)

As assigned by the Federal Highway Administration (FHWA), and in cooperation with the City of Corona, the California Department of Transportation (Caltrans) proposes to increase existing traffic capacity and improve pedestrian and non-motorized travel on Magnolia Avenue between El Camino Avenue to Trademark Circle, including widening Magnolia Avenue and the Magnolia Avenue bridge over the Temescal Wash, in the City of Corona, Riverside County, California. The project area, lying in a portion of the El Sobrante de San Jacinto land grant within T3S R6W, SBBM, is depicted on the attached map, based on the U.S. Geological Survey Corona South, California, 7.5-minute quadrangle.

Please consider this letter and preliminary project information as the initiation of Section 106 consultation pursuant to the National Historic Preservation Act. Caltrans requested that a Sacred Lands File (SLF) search be performed by the Native American Heritage Commission (NAHC). The results of the SLF search were negative for the immediate project vicinity.

Additional studies for the project shall include cultural resources investigations and consultation with interested parties. On behalf of FHWA, Caltrans is interested in receiving input from your community regarding any concerns related to the proposed project. If you know of any cultural resources that may be of religious or cultural significance to your community, or if you would like more information, please contact me at (909) 383-7505, the above address, or [gary\\_jones@dot.ca.gov](mailto:gary_jones@dot.ca.gov). In return correspondence, please refer to this project by the Federal Aid Project Number, STPL-5104(046).

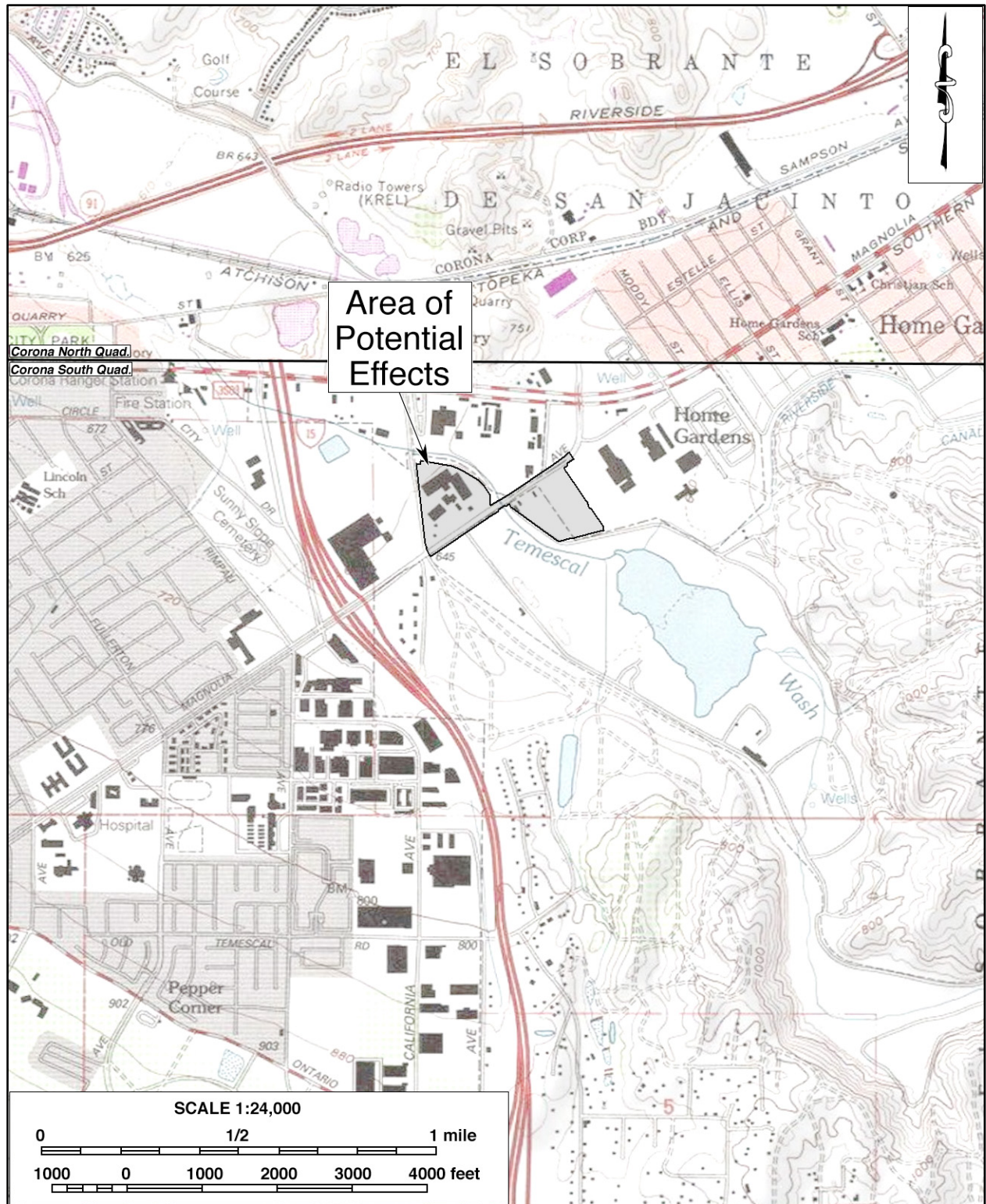
Your time and involvement in this process is appreciated.

Respectfully,

  
GARY JONES

Associate Environmental Planner, Archaeologist  
District 8 Native American Coordinator  
Environmental Support/Cultural Studies

Enclosure: project location map



**From:** Juan Ochoa <jochoa@pechanga-nsn.gov>  
**Sent:** Friday, July 17, 2020 3:14 PM  
**To:** gary\_jones@dot.ca.gov; ngallardo@crmtech.us  
**Cc:** Andrea Fernandez; Ebru Ozdil; Tina Thompson Mendoza  
**Subject:** Pechanga Tribe Section 106 Comments on Magnolia Ave Widening Project - STPL-5104(046)

Dear Gary Jones,

This letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, “the Tribe”), a federally recognized Indian tribe and sovereign government in response to the Section 106 National Historic Preservation Act Consultation notice dated July 10, 2020 and received in our office July 10, 2020 on the above referenced Project. This email serves as the Tribe’s formal request for consultation with the California Department of Transportation (Caltrans) under Section 106 for this Project. We would like to receive additional detailed information about the proposed Project and meet with Caltrans to discuss this further.

The Tribe formally requests to be notified and involved in the entire environmental review process for the duration of the above referenced Project, Magnolia Ave Widening Project – STPL-5104(046). Please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archaeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public workshops or hearings and scheduled approvals. Please also incorporate these comments into the record of approval.

The Pechanga Tribe asserts that the Project area lies within ‘Atáaxum (Luiseño), and therefore the Tribe’s, aboriginal territory as evidenced by the existence of cultural resources, place names, tóota yixélval (rock art, pictographs, petroglyphs), and an extensive ‘Atáaxum artifact record in the vicinity of the undertaking. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe’s cultural ties to this area as well as an extensive documentation of the Tribe’s ancestors living in the Corona area. We are happy to provide additional information regarding our tribal affiliation in our consultation.

Under both NEPA and Section 106, we look forward to working closely with the Caltrans on ensuring that a full, comprehensive environmental review of the Magnolia Ave Widening Project effects is completed, which includes analysis and discussion of any sensitive cultural resources that could potentially be effected by this Project and any future projects, whether they be direct, indirect or cumulative effects. Further, we hope to assist Caltrans with ensuring that the Project will provide every effort to avoid effects to cultural resources in addition to addressing the culturally appropriate and respectful treatment of human remains, cultural resources and inadvertent discoveries, should they be effected during the future proposed maintenance activities. As such, we request a face-to-face meeting with Caltrans to receive additional information about the Project and to discuss our concerns further.

In addition to those rights granted to the Tribe under Section 106, the Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's effects to cultural resources and potential avoidance and mitigation for such effects.

The Pechanga Tribe looks forward to working together with the California Department of Transportation in protecting the invaluable Pechanga cultural resources that could be effected by the issuance of the requested permits. The lead contact for this project is Ebru Ozdil, you can contact her at 951-770-6313 or at [eozdil@pechanga-nsn.gov](mailto:eozdil@pechanga-nsn.gov). Thank you.

Juan Ochoa, MLIS  
Assistant Tribal Historic Preservation Officer  
Pechanga Cultural Resources Department  
P.O. Box 2183  
Temecula, CA 92593  
Office:(951)-770-6308  
[jochoa@pechanga-nsn.gov](mailto:jochoa@pechanga-nsn.gov)

# Rincon Band of Luiseño Indians

## CULTURAL RESOURCES DEPARTMENT

---

One Government Center Lane | Valley Center | CA 92082  
(760) 749-1051 | Fax: (760) 749-8901 | rincon-nsn.gov



July 22, 2020

**Sent via email: gary\_jones@dot.ca.gov**

Department of Transportation  
Environmental Planning (MS 825)  
Gary Jones  
464 W. Fourth Street, 6<sup>th</sup> Floor  
San Bernardino, CA 92401-1400

**Re: Magnolia Avenue Widening Project, City of Corona, Riverside county, California; Federal Aid Project No. STPL-5104(046)**

Dear Mr. Jones,

This letter is written on behalf of the Rincon Band of Luiseño Indians (“Rincon Band” or “Band”), a federally recognized Indian Tribe and sovereign government. We have received your notification regarding the above referenced project and we thank you for the opportunity to consult on the project. The identified location is within the Territory of the Luiseño people and within the Band’s specific Area of Historic Interest (AHI). As such, Rincon is traditionally and culturally affiliated to the project area.

Embedded in the Luiseño territory are Rincon’s history, culture and identity. The Band is not aware of specific, known cultural resources recorded within or surrounding the project area. We kindly ask to be provided with a copy of the cultural survey, when completed. Upon receipt and review, the Band would like to consult on the project in order to learn more about any potential impacts to cultural resources.

If you have additional questions or concerns, please do not hesitate to contact our office at your convenience at (760) 297-2635 or via electronic mail at [cmadrigal@rincon-nsn.gov](mailto:cmadrigal@rincon-nsn.gov). We look forward to working together to protect and preserve our cultural assets.

Sincerely,

Cheryl Madrigal  
Tribal Historic Preservation Officer  
Cultural Resources Manager

August 27, 2020

Attn: Gary Jones, Environmental Planner, Archaeologist, Native American Coordinator  
Caltrans, District 8 – San Bernardino  
Environmental Planning (MS 825)  
464 W. Fourth Street, 6<sup>th</sup> Floor  
San Bernardino, CA 92401-1400



**RE: Section 106 Consultation; Magnolia Avenue Widening Project, City of Corona, Riverside County, CA – Federal Aid Project No. STPL-5104(046)**

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

Soboba Band of Luiseño Indians is requesting the following:

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

The Soboba Band of Luiseño Indians is requesting a face-to-face meeting between the California Department of Transportation (Caltrans) and the Soboba Cultural Resource Department. Please contact me at your earliest convenience either by email or phone in order to make arrangements.

Sincerely,

A handwritten signature in black ink, appearing to read "JOE", with a long horizontal line extending to the right.

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

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

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

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

A. The Soboba Band shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and grave goods shall be treated and disposed of with appropriate dignity.

B. The Soboba Band, as MLD, shall complete its inspection within twenty-four (24) hours of receiving notification from either the Developer or the NAHC, as required by California Public Resources Code § 5097.98 (a). The Parties agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes.

C. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The Soboba Band, as the MLD in consultation with the Developer, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains.

D. All parties are aware that the Soboba Band may wish to rebury the human remains and associated ceremonial and cultural items (artifacts) on or near, the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The Developer should accommodate on-site reburial in a location mutually agreed upon by the Parties.

E. The term "human remains" encompasses more than human bones because the Soboba Band's traditions periodically necessitated the ceremonial burning of human remains. Grave goods are those artifacts associated with any human remains. These items, and other funerary remnants and their ashes are to be treated in the same manner as human bone fragments or bones that remain intact.

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



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

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



**Confidentiality:** The entirety of the contents of this letter shall remain confidential between Soboba and the California Department of Transportation (Caltrans). No part of the contents of this letter may be shared, copied, or utilized in any way with any other individual, entity, municipality, or tribe, whatsoever, without the expressed written permission of the Soboba Band of Luiseño Indians.

**From:** Nina Gallardo <ngallardo@crmtech.us>  
**Sent:** Monday, November 9, 2020 9:44 AM  
**To:** admin@gabrielenoindians.org;  
**Cc:** admin@knrm-nsn.gov  
**Subject:** FW: Native American Consultation Letter for the Proposed Magnolia Avenue Widening Project, City of Corona, Riverside County; Federal Aid Project No. STPL-5104(046)

Hello Mr. Salas,

I'm emailing to ask you about the tribe's comments for the above-referenced project. I spoke with you on 9/23/20 when you stated that the tribe had sent comments to Mr. Gary Jones. We are now finalizing the report and I just wanted to ask if the comments were sent in hardcopies to Mr. Jones' office. Mr. Jones has stated that he has not received any comments from the tribe, but that he has not been in the office since March due to the COVID-19 Pandemic, so that is possibly why he has not seen them yet. I was wondering if you could forward me the comments via email or mail, whichever way is more convenient for the tribe, and I will forward them to Mr. Gary.

Thank you for your time and attention.

Nina Gallardo  
Project Archaeologist/Native American liaison  
CRM TECH  
1016 E. Cooley Drive Ste. A/B  
Colton, CA 92324  
(909) 824-6400

**ATTACHMENT F  
CORRESPONDENCE WITH  
LOCAL COMMUNITY REPRESENTATIVES**

**MAGNOLIA AVENUE WIDENING PROJECT**

**City of Corona, Riverside County, California**

Federal Project No. STPL-5104 (046)

City of Corona Project No. 2015-15

CRM TECH Contract No. 3619

## LOCAL CONSULTATION CONTACT LOG

Organization	Contact		Response
	Written	Telephone	
<p>Corona Historic Preservation Society            815 West Sixth Street, Suite 170            Corona, CA 92882            (951) 898-2044            CHPSInfo@yahoo.com.</p>	<p>9/9/20</p>	<p>9/10/20, 1:05 pm;            9/24/20, 9:15 am;            10/1/20, 12:15 pm</p>	<p>Voice messages were left on each occasion. According to the group's website, operating hours have been abbreviated due to the Covid-19 pandemic. No response has been received to date.</p>
<p>City of Corona            Community Development Department            (Planning Division)            400 South Vicentia Avenue            Corona, CA 92882            (951) 736-2434</p>		<p>9/10/20, 1:15 pm</p>	<p>A voice message was left. During a return call later that day, Associate Planner Lupe Garcia encouraged Native American tribal consultation as part of the project process and was assured that such contacts had been initiated. Ms. Garcia stated that in the case of inadvertent finds of archaeological remains during the project, all work in the area should be stopped to allow investigation through proper channels. She was assured that the condition would be included in the cultural resources study.</p>

**Date:** 2020/09/09 7:19 pm  
**From:** tjacquemain@crmtech.us  
**To:** CHPSInfo@yahoo.com  
**Subject:** Historical Research Inquiry

Dear Corona Historic Preservation Society,

In cooperation with the City of Corona, the California Department of Transportation (Caltrans) proposes to increase existing traffic capacity and improve pedestrian and non-motorized travel on Magnolia Avenue between El Camino Avenue and Trademark Circle, including widening Magnolia Avenue and the Magnolia Avenue bridge over the Temescal Wash. The project area, lying in a portion of the El Sobrante de San Jacinto land grant within T3S R6W, SBBM, is depicted on the attached map.

As part of the cultural resources study for the environmental report, I am writing to ask if your organization has any comments regarding the project or concerns over possible impacts to cultural resources within the project area. Responses received will become part of the report to be submitted to the State Historic Preservation Office. Among the cultural resources that may be considered as "historic properties" and may receive impacts (direct or indirect) from the project are a small segment the ATSF Railroad (now Burlington Northern Santa Fe), the bridge over the Temescal Wash, the wash itself if channelized more than 50 years ago, and three late historic-era commercial properties from which right-of-way will be taken for the project. The buildings will receive no direct impact.

Please respond at your earliest convenience by return e-mail, or at the contact information listed below. I appreciate any time and effort you may have to devote to my request.

Thank you,

Terri Jacquemain, M.A.  
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